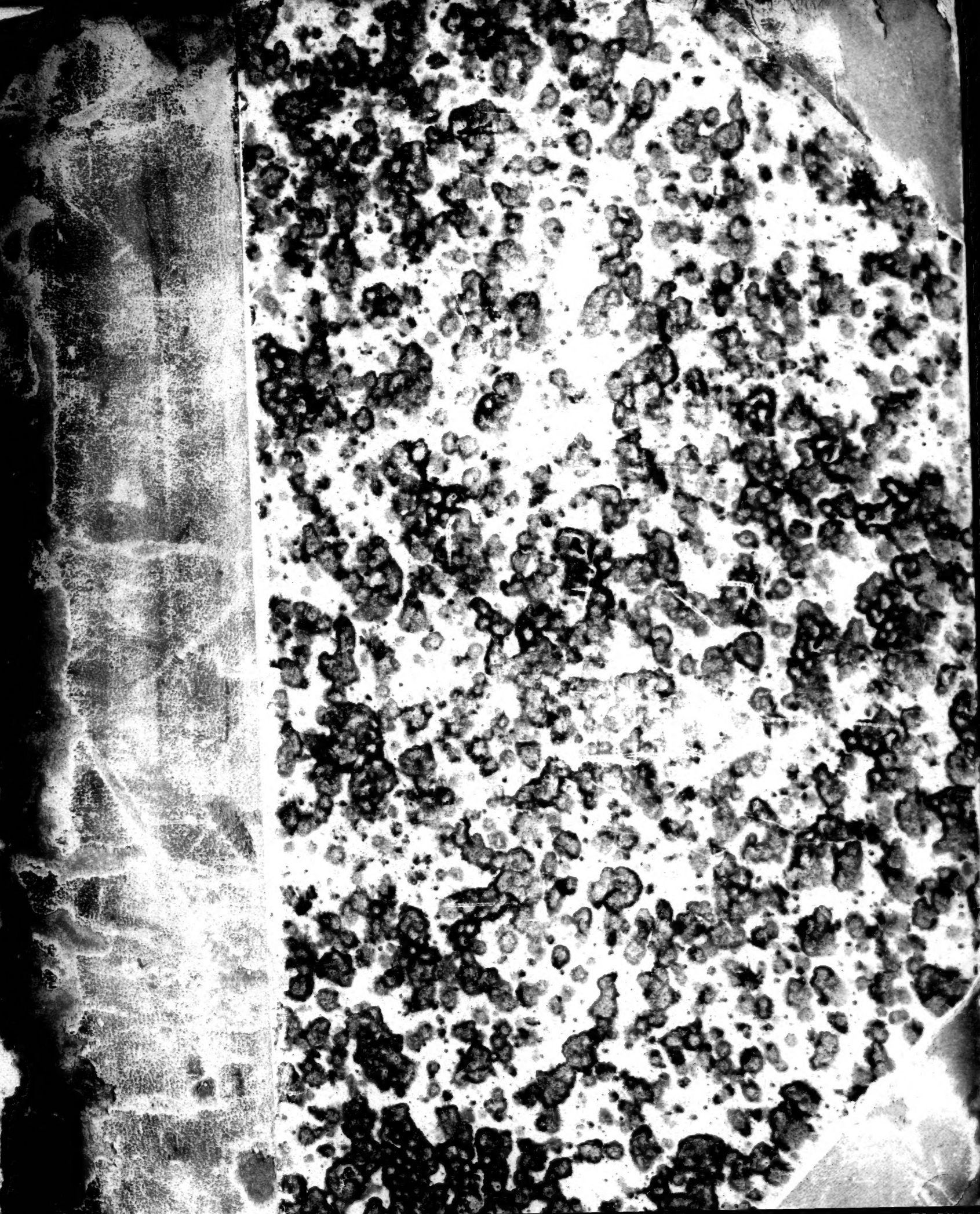
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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, January 2, 1880.

1879-'80.

The year 1879 has passed into history, to take its place among the most remarkable in the annals of our country's wonderful material prosperity, while 1880 opens upon the brightest prospects for its continuance this generation has seen. Crops, universally and unusually abundant throughout the United States, following bountiful crops for two previous years, together with simultaneous short crops in Europe, following two successive years of shortage, were the primary causes of this change. These three years furnish the most remarkable coincidence of the kind within memory, and hence the results we have seen. It is a coincidence which may never happen again, and probably never will to so general an extent. Yet it cannot be denied that the prospects for a continuance of this exceptional prosperity during 1880, are brighter than those of a year ago for 1879. The necessary conditions were then but partially developed, while now they are guaranteed by the simple momentum of the recovery of all our industries, which must continue to carry prosperity into another year, as a balance wheel carries the machinery of a mill for a time, even when the motive power has been completely exhausted. Hence, should ordinary, or average crops only, be grown in 1880, this year's acceleration of our industrial forces will carry the country prosperously through the coming year, and nothing but absolutely bad crops can reverse the machinery of a prosperous era now fully developed in the United States.

The secondary cause of this change in the condition of our country, is the natural though slow recovery from a protracted and equally general and exceptional depression, which began here and extended to the commercial world. Hence this country must be the first to recover, other things being equal. In other words the season of retrenchment and repairs had expired by the limitation of natural laws, when it must inevitably have given place to the era of extension and renewal. The wear and tear of seven years required replacement with new material throughout all departments of life and industry, both useful and ornamental. The machinery of business, and the clothing and furniture of the people had worn out, and they were compelled to buy new. This work of substitution is not yet completed, and when it is, real estate and houses will have to be renovated, improved and enlarged.

The former process has caused the advance in all kinds of personal property, which has been seen the past year. The latter process will cause a similar advance in real estate the coming year, unless suddenly checked by some national calamity, such as poor crops or political disturbances. Then, with both real and personal property restored to their normal conditions, our prosperity will be fully recovered, the basis of values will become fixed, and the country will have entered upon what is justly believed by many to be the most prosperous decade in its wonderful history. The growth of the country has overtaken that of the railroads, and they must henceforth earn more for the agricultural and commercial community and for their stockholders. Thus much for the general prosperity of the country for the past and coming years, which the agricultural interests were of course the first to feel, and the railroad interests next; after which all other interests must naturally follow these two most important in the industrial composition of a country which surpasses all others in these respects.

Now let us, in the interests of conservatism and safety, look at the possible shady side of the coming year's prospects, as liable to affect these two interests, first, should the most probable contingency to the present prosperity happen—namely, bad crops at home and good crops abroad. In such event, the agricultural classes would at once stop their purchases for extensions and renewals, and, according to the extent of the damage, might even curtail their ordinary expenses for repairs and replacement. This would at once react on the merchant, from him to the manufacturer, from him to the producer of raw material, by curtailment of production, and then to the laborer. Next, the railroads would feel it, in diminished traffic from and to the agricultural sections, thus decreasing their earnings. It would then react upon the manufacturers of railroad supplies, next upon the iron and coal interests (and in turn upon the coal roads,) then upon the employes of these interests and upon stockholders generally in all corporations, in reduced dividends, and finally upon the value of these properties, as represented by their stocks. Thus, with all our flattering prospects for 1880, we are liable to see the whole machinery of recovery and prosperity, so lately set in motion, reversed and running backward again,

though it cannot by any possibility land us as far down as we were before we rose.

Speculators, railroad managers, manufacturers, merchants, farmers, the middle and laboring classes should all bear this in mind, and not so set their canvas to the wind, and so increase their expenses of business or living that they cannot at any time take in their sails and reduce these expenses without leaving them liable to embarrassment, forced realizations and possibly panic, should we happen to have poor crops the coming year and Europe an abundance. The country can well afford to delay further expansion until our prosperity is fixed upon a more normal and substantial basis.

American Railroad Prospects.

American railroad prospects continue cheering, upon the whole. Cheaper money, abundant crops, reviving trade, growing population—all these elements of national prosperity are exerting a powerful influence for good upon the railroad interest of the United States. The effect of cheaper rates of interest upon capital must be very great. So considerable, indeed, has the accumulation of capital become in the Great Republic that the 5 per cent United States Refunding Loan of 1871 is to be in its turn refunded into 4 per cent bonds in 1881—which year will also witness the extinction of the last 6 per cent bonds issued by the American Treasury. A proposal is even expected to be submitted to the United States Congress for the issue of United States 3½ per cent bonds.

In presence of such circumstances as these, it is tolerably clear that no American railroad company possessing a shred of respectability or credit need in future give more than 5 per cent per annum upon its bonds. We should not be surprised, indeed, to see such companies as the New York Central, the Pennsylvania, the Baltimore and Ohio, the Chicago and Northwestern, or the Central Pacific with a large amount of bonds afloat at 4 or 4½ per cent per annum. The effect of this upon the stocks of such companies as these would be very great in the course of a few years. Hitherto, bonds have too often swallowed up stocks; now, stocks appear to have a chance of returning the compliment and swallowing up bonds, or, at any rate, of reducing them to their proper level and position. The bondholders or debentureholders of a company should be its creditors and not its masters, and this is the *role* which fortune appears to be assigning, upon the whole, to American railroad bondholders.

The great railroad companies of the United States are also profiting materially from the extremely abundant crops of wheat, cotton, and maize with which nature has blessed the Republic in 1879. Never probably have such crops of wheat and maize been coaxed out of the soil of the United States as those secured this year. Never has Jonathan rejoiced in such fabulous abundance, and to make matters still better for him, Europe and Great Britain have suffered from a harvest of such an indifferent character that a better price than usual is now being obtained for American wheat upon European and British markets. As American wheat cannot be made available for foreign consumption until it is brought down to the seaboard, a lucrative and considerable traffic is being obtained by the great American lines this winter from the movement of grain. During the last four months, the revenue of the great lines centering at Chicago—such as the Chicago and Northwestern; the Chicago, Burlington and Quincy, and the Chicago, Milwaukee and St. Paul—has especially benefitted from this cause.

The revival of trade throughout the United States—an almost necessary consequence of cheap money and abundant crops—has an obvious tendency to increase the prosperity of American railroads. So obvious, indeed, is this tendency that we need not farther insist upon it. Then the census of the population which will be taken in 1880 is expected to exhibit an aggregate of nearly 50,000,000 souls; and, of course, the denser the population of the American Union becomes, the better for the American railroad interest. Even now, considering the enormous area of the United States, their population must be regarded as comparatively scanty; still the colonization and settlement of the immense territory of the American Republic is advancing with rapid strides, and lines which are comparatively profitless now may be expected to become valuable properties in the course of the next 10 or 20 years.

A great deal, of course, depends upon sound and honorable management. However inherently good a company may be, unless there is honor and prudence at head-quarters there can never be dividends for the shareholders. Wild competition, watering of stock, extravagant extensions, ill-considered amalgamations, and unprofitable leases will damage the prospects of the soundest railway property on this side of the Atlantic, and must have the same consequences also in the United States or in any other country in which they are permitted to produce their pernicious fruits.—[Herapath's Railway (and Commercial) Journal.

American Steel Rails.

The American Iron and Steel Association, to show the good character of American Steel rails, has published the statistics kept by the Pennsylvania Railroad of the life of steel rails in a series of tables. Table 1 shows that of 92,671 tons of American steel rails laid on the Pennsylvania Railroad west of Philadelphia between 1868 and 1878 only 6-26 per cent. have been removed. Table 2 shows that of 47,208 tons of rails made by the Pennsylvania Steel Company and laid on the Pennsylvania Railroad between Philadelphia and Pittsburg from 1868 to 1878 only 5.38 per cent. have been removed; and of 6,629 tons laid down from 1875 to 1878 not one rail has been taken up. Table 3 shows that of 16,037 tons of American steel rails laid on the Pennsylvania Railroad between Philadelphia and New York from 1873 to 1878 less than one-fifth of 1 per cent. have been removed. Table 4 shows that of 14,552 tons of English steel rails laid on the Pennsylvania Railroad west of Philadelphia from 1864 to 1871 16.27 per cent. have been removed. The general statement is made that the English steel rails first laid down have worn better than those laid down afterwards, and that the quality of the American steel rails has steadily improved; also that the American steel that has worn out has worn faster than the English steel, or, in other words, that the poor American steel was poorer than the poor English. But it is at the same time declared that the best American steel is better than the best English. On the Philadelphia, Wilmington, and Baltimore Railroad, the great route of travel between the North and Washington, the report is made that the American steel rails have worn fully as well as the foreign steel rails laid down at the same time.

Quicksilver Mining Co.

The validity of the preferred stock of the Quicksilver Mining Company was affirmed in September by the Court of Appeals. This stock, amounting to $4,291,800, is entitled to 7 per cent interest out of the net earnings of the company since 1870. In a recent hearing, under this decree, to determine the number of back dividends now due, the secretary of the company testified that the earnings had been as follows:

1870	$220,590 46	1875	$112 895 59
1871	108.223 07	1876	350,230 34
1872	307,657 95	1877	255,517 66
1873	323,966 29	1878	55,119 50
1874	357,575 67		
Total			$2,091,776 53

This is an average for the nine years of about 5⅛ per cent on the preferred stock. During a great part of the time, however, the company paid interest upon $1,500 000 of bonded debt, and without this payment it would have earned more than 7 per cent on the preferred stock. The funded debt has since been paid, and the company has now no debts of any kind.

The decision of the Court of Appeals is final. A distinct suit was brought in the United States Court by a non-resident, but if brought to trial it is believed that the decision will be in accordance with that of the highest court of the State.

A suit was begun in the Supreme Court on the 24th ult. against the company for the recovery of the back dividends on the preferred stock. The company in 1870 issued this stock, agreeing to pay, from the earnings of the company, interest at the rate of 7 per cent, on May 1, 1871, and annually thereafter. The present suit has been brought in behalf of owners of the preferred stock of record on that date and on May 1 of every year since its issue, upon the ground that the company was indebted to them at such times 7 per cent of such amount as it had earned.

Tehauntepec Railroad.

Martin Van Broecklin, late chief engineer of the Metropolitan Elevated Railway, William J. McAlpine, and Mr. Scott, of the engineers, who are to superintend the construction of the interoceanic railway from the Atlantic to the Pacific, at the Isthmus of Tehauntepec, sailed on the 27th ult. on the new Havana steamship City of Alexandria. Upon reaching Vera Cruz they will take a coast wise steamer for Minititlan, on the Goatzacoalos River, and expect to find on their arrival a force already at work near the mouth of the river.

The length of the road from ocean to ocean will be about 150 miles, the Atlantic terminus to be in about latitude 16° north. The first 100 miles from the Atlantic side will be through an undulating country, well watered and wooded, and free from all tropical fevers. With the exception of about twenty-five miles on the Pacific side, there will be no engineering difficulties to encounter. No tunnelling will be required. By the terms of the contract the first forty miles of the road are to be completed by October next, and it is expected that three years will pass before the entire road is in operation. The labor will be mostly performed by negroes brought

from Jamaica and New Orleans, but native and Chinese labor will be utilized as far as possible. Mr. McAlpine and Mr. Van Brocklin propose to make a complete reconnoisance of the entire line of road between the termini, going over the ground on horseback and camping out.

Richmond and Alleghany Railroad.

At a meeting of the stockholders of the Richmond and Alleghany Railroad Company, held at Richmond, Va., on the 22d ult., the following gentlemen were elected directors: John C. New, Indianapolis; Cyrus H. McCormick, Chicago; Hugh McCullough, New York; J. H. Bartholemew, Hartford, Conn.; James B. Houston, New York; Samuel Shethar, New York; James G. Blaine, Augusta, Me.; John P. Jones, Nevada; Henry Miller, Columbus, Ohio; H. C. Parsons, Richmond. Hon. John C. New will be president of the company. The Richmond Dispatch says it is understood that Mr. H. C. Parsons will be vice president, and Mr. H. D. Whitcomb consulting engineer. The road extends from Richmond to Clifton Forge, connecting at that point with the Chesapeake and Ohio Railroad, which is now in process of construction westward to Cincinnati. This new connection is to be pushed forward rapidly, and it is claimed for it that it gives a route to the seaboard the maximum grade of which is less than thirty feet to the mile through the whole distance from Cincinnati to deep water.

Is the Santa Fe to adopt the 32d Parallel Route?

The suit between the Atchison, Topeka and Santa Fe and the Denver and Rio Grande Railroad Companies for right of way through the Arkansas River Canyon, which was decided last fall in favor of the latter, is likely to be renewed again over the disputed right of way in the valley of the Rio Grande, where both roads have strong engineering and surveying parties upon the ground, both endeavoring to get their route staked out ahead of the other from Albuquerque to Mesilla, a distance of 240 miles, when the line of the Southern Pacific is reached. From this it is inferred that the 32d parallel route is to be adopted by the Santa Fe people in preference to the more difficult and mountainous route by the 35th parallel. The distance will be but a trifle more by the 32d parallel, as the undulations and detours are sufficiently less to make the route about equal in length while less expensive to build.

Boston Dividends.

The dividends and interest payable in Boston in January aggregate $13,649,734, of which the railroads pay $1,874,375 and manufacturing companies $888,240 for dividends, for interest on bonds $10,511,764, and for miscellaneous $380,355. In the railroad dividends the changes are not very material. The Boston and Lowell increases from 1 to 2 per cent ($10 per share of $500), and the Providence and Worcester 2½ to 3 per cent. The Burlington and Missouri and Republican Valley make extra dividends of 2½ per cent "from sales of unpledged lands." The Granite Railway resumes after a lapse of some years. The Old Colony having passed two dividends to pay losses by the accident of October 8, 1878, resumes, and will pay 3 per cent January 1. The manufacturing interest is looking better, as indicated by the net profits. Ætna increases from 3 to 5 per cent, Androscoggin 3 to 4, Atlantic 3 to 4, Douglass Axe 0 to 2, Dwight 4 to 4, Manchester 5 to 6, Newmarket 3 to 5, Pacific 8 to 10, Salmon Falls 2 to 3 per cent, and Washington resumes after passing twice. Waumback reduces from 4 to 3 per cent. The Middlesex has paid four dividends within the year—4 per cent March 1, 6 per cent June 23, 4 per cent October 1, and 5 per cent December 22.

British Trade and Social Statistics.

Geo. Badeau, United States consul general at London, has transmitted to the Department of State two annual reports, one showing the trade of London and one showing the trade of the United Kingdom. A study of these reports, says Gen. Badeau, discloses the fact that a change for the better has recently occurred in the trade of the United Kingdom, indicated by a renewed American demand for British manufactures, especially of scrap and railroad iron; a distinct increase in the last few months of exports generally; rising prices in the wholesale markets, and a decided change in the return of railroad traffic. The total number of emigrants in 1878 was 112,902; one-half to the United States, one-third to Australia and New Zealand, and one-tenth to British North America. The total number of poor in receipt of relief on the 1st of January, 1879, in the United Kingdom was 98,694. There was an increase in Ireland and a decrease in Scotland. In the primary schools there was an increase of 30,000 pupils in 1878. The total expenditures for schools by the government was $13,667,020.

☞ The Pennsylvania Railroad Company have determined to pay off and cancel their first mortgage bonds due December 31st, 1880, $5,000,000; their first mortgage navy yard bonds due January 1st, 1881, $1,000,000, and Philadelphia and Erie first mortgage bonds due April 1st, 1881, $5,000,000. Holders may exchange their bonds at par and accruing interest to maturity for the company's consolidated mortgage 5 per cent gold 40 years' sinking fund at 98½ and accruing interest to the same date. The bonds, which may be had in either registered or coupon form, are free from taxation by the United States and State of Pennsylvania, and have principal and interest payable in gold.

☞ The Attorney General of Pennsylvania has decided that the loans and bonded indebtedness of corporations are liable to the tax of four mills imposed by the revenue law, and that it is the duty of the officers to deduct the tax from the interest due on such loans and pay it into the State treasury, unless the bonds are held by non-resident holders, whom, the Supreme Court has decided, are exempt from taxation. Under this decision the revenues of the State will be largely increased.

☞ By the extension of the Pawtuxet Valley (R. I.) Railroad from the village of River Point to the village of Pontiac, which the directors are confident will be open with the beginning of the new year, the business of the north branch of the Pawtuxet, instead of seeking a union with the New York and New England Road at River Point, as now, is brought down to Pontiac, and thence over the newly constructed Pontiac branch to the Stonington Road at Auburn. The new route will be equipped and operated by the Stonington Railroad Company, under a five years' lease.

Houston and Texas Central Railway.

The Houston and Texas Central Railway furnishes the following comparative statement of earnings and expenses for the months of November, 1878 and 1879:

	1878.	1879.
Earnings	$408 182 62	$429,803 46
Exp. (including taxes)	147,186 86	158,321 70
Net	$260,995 76	$271,481 76
Inc. in gross earnings (5.31 per cent).		$21,670 84
* Increase in expenses, (7.60 per cent)		11,184 84
Gain in net earnings, (4 per cent)		$10,468 00

* Ten thousand one hundred and twenty-three dollars is for excess of new rolling stock, steel rails, and cross ties.

Grand Trunk Railway of Canada.

The gross receipts, working expenses, and net profit of this road for the month of October, 1879, was as follows:

	1879.	1878.
Gross receipts	£193,435	£181,976
Working expenses	126,766	125,516
Net profit	£66,669	£56,460

—showing an increase in receipts of £11,459, in expenses of £1,250, and in net profits of £10,209.

The aggregate for four months from July 1 to Oct. 31, 1879, was as follows:

	1879.	1878.
Gross receipts	£641,358	£619,899
Working expenses	470 098	467,245
Net profit	£171,260	£152,654

—showing an increase in earnings of £21 459, in expenses of £2,853, and in net profit of £18,606.

☞ The directors of the Boston, Hoosac Tunnel and Western Railroad Company, elected on the 23d ult., are: Wm. L. Burt, Boston, Mass; Frederick L. Ames, North Easton, Mass.; F. Gordon Dexter, Beverly, Mass.; George R. Blanchard, New York, N. Y.; Elish Atkins, Boston, Mass.; Oliver Ames, North Easton, Mass.; John B. Alley, Lynn, Mass.; John W. Candler, Brookline, Mass.; Solomon S. Gethrie, Buffalo, N. Y.; Geo. I. Post, Fairhaven, N. Y., A. A. Gaddis, Boston, Mass.; Coe F. Young, Honesdale, Penn., John R. Brewer, Hingham, Mass. With the exception of Oliver Ames, who takes the place of ex-Gov. Claflin, the board will remain the same as the old one.

☞ Six cargoes, with 6,954 tons of iron ore, pig iron and old rails, entered at the Baltimore custom house on the 24th ult. The ore came from Algeria and Ella in the Mediterranean; the pig iron and rails from Great Britain.

☞ Albert B. Chandler has been elected President of the Atlantic and Pacific Telegraph Co., in place of Gen. Thomas T. Eckert resigned.

☞ The survey has been commenced for a railroad between Sea Girt and Point Pleasant for a railroad, to form a junction of the Freehold and Jamesburg Railroad with the Central New Jersey at Sea Girt. The proposed line is to cost $200,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	10,409,300		Sept.'79 3
Atlanta and West Point.	1,232,200	J. & J.	July '79 4
Atlantic and Gulf guar.	786,476	M. & N.	Nov. '78 3½
Atlantic and St. Law*	5,000,000	M. & S.	Sept.'79 3
Augusta and Savannah.	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio	14,216,800	M. & N	Nov.'79 4
" " pref.	4,549,578	J. & J.	July '79 3
Washington Br.	1,650,000	A. & O.	Oct. '79 5
Berkshire*	600,000	quarterly	Apl. '79 1½
Boston and Albany	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.	1,297,800	— & —	
" " pref.	1,750,100		Oct. '79 $2
Agricultural Br. guar.	60,000	J. & D	June'79 3
Bost., Conc. & Mont.* pref	800,000	M. & N	Nov.'79 3
Boston and Lowell	3,250,000	J. & J.	Jan. '80 2
Boston and Maine	6,921,274	M. & N.	Nov '79 3
Boston and Providence.	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*	950,000	J. & D	June '79 5½
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Dec. '79 2½
Camden and Atlantic	377,400	quarterly	Jan. '77 2
" " pref.	838,311	quarterly	Nov.'79 3½
Camden & Burl. Co.	381,925	J. & J.	July '79 3
Cape May and Millville*	447,000	J. & D.	June'79 3
Catawissa*	1,159,500	October.	Oct.'79 $1½
" pref.	2,200,000	M. & N.	Nov.'79 5½
" 2d pref.	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	Nov.'79 1
" " pref.	769,600	F. & A	Aug.'79 5½
Central of Georgia	7,500,000	J & D.	June'79 2½
Central of New Jersey.	18,684,300	quarterly	Apl. '78 2½
Central Ohio*	2,425,000	J. & J.	Jan. '80 3
" pref.	400,000	J. & J	Jan. '80 3
Central Pacific	54,275,500	A. & O.	Oct. '77 4g
Chemung*	380,000	quarterly	Oct. '79 1½
Cheshire, preferred	2,155,300	J. & J.	July '79 1
Chicago and Alton	10,065,400	M. & S.	Sept.'79 3
" " pref.	2,425,400	M. & S.	Sept.'79 3½
Chicago, Burl. & Quincy.	20,928,390	M. & S.	Dec. '79 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	2,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Oct. '79 2½
" " pref.	12 279,483	A. & O.	Oct. '79 3½
Chicago & N. Western.	14,988,807	J. & D	Dec. '79 3
" pref.	22,025,503	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific.	26,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton.	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref.	429,037	M. & N.	Nov. '78 4
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '78 3
Cleveland & Mahoning*	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Dec. '79 1½
Columbus and Xenia*	1,786,200	M.J.S.D	Sept.'79 2
Colum. & Hocking Val.	2,500,000	F. & A.	Aug.'79 4
Concord	1,600,000	M. & N.	Nov. '79 5
Concord and Porta.*	350,000	J. & D.	Dec. '79 3½
Conn. & Passump. Riv.	2,175,700	F. & A.	Aug '79 1½
Connecticut River	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley	1,292,950	J.A.J.O.	Oct. '79 2½
" 1st pref.	241,900	A. & O.	Oct. '79 4
" 2d pref.	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '79 1½
" " pref.	1,211,250	quarterly	July '79 2
Delaware*	1,330,950	J. & J.	July '79 3
Del. & Bound Brook*	1,500,000	quarterly	Aug.'79 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	July '79 2½
Detroit, Lans. & N. pref.	2,603,300	F. & A.	Aug.'79 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania*	1,309,200	J. & J.	July '79 3
East Mahanoy*	392,950	J. & J.	July '79 3
East Tenn., Va. & Ga.	1,968,274		May '79 3
Easton (Mass.)	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	492,800	J. & D.	Dec. '79 2½
Eel River	2 75,000	— & —	Oct. '79 $1
Elmira, Jef. & Canand*	500,000	Sept.	Sept.'79 5
Elmira & Williamsport*	500,000	M. & N.	Nov.'79 2½
" pref.	500,000	J. & J.	July '79 3½
Erie and Pittsburg*	1,090,250	quarterly	Sept.'79 1½
Fitchburg	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.	600,000		Oct. '79 1½
Georgia	4,200,000	J. and D	Dec. '78 3
Great Western, (Ca.)	19,237,404	A. and O.	Apl. '78 0½
Han. June., Han. & Get.	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster*	1,182,500	J. & J.	July '79 3½
Housatonic, pref.	1,180,000	quarterly	Jan. '80 2
Illinois Central	29,000,000	M. & S	Sept.'79 3
Iowa Falls & Sioux City*	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co	7,620,000	quarterly	Nov. '79 1
Jo. Co. & Mo. Northern.	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind.	2,000,000	quarterly	Aug.'79 1½
Joliet and Chicago*	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West.	2,250,000		July '79 3
Kentucky Centra	4,500,000	J. & D.	June '78 3
" pref.	502 300	J. & D.	June '78 3
Lake Shore & Mich. So.	49,486,500	F. & A.	Feb, '80 4
" (guar.)	533,500	F. & A.	Feb. '80 5
Lawrence*	450,000	quarterly	Oct. '79 2
Lehigh Valley	37,228,850	quarterly	Jan. '80 1
Little Miami*	5,971,450	quarterly	Sept. '79 2
Little Schuylkill*	2,646,100	J. & J.	July '79 3½
Louisv., Cin. and Lex.	$1,623,483	J. & J.	July '69 3
Louisville & Nashville.	9,052,950	F. & A.	Aug.'79 2½
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2
Lykens Valley	600,000	F.M.AN	Feb. '79 2½
Manchester and Law	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati	1,408,912	— & —	
" " 1st pref.	3,130,719	M. & S	Sep. '66 3a
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3a
Massawippi*	400,000	F. & A	Aug. '79 1
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Jan. '80 2½
Michigan Central	18,738.204	F. & A.	Feb. '80 4
Middlesex Central	2,186 shs	F. & A.	Aug.'79 3
Mill Creek & Minehill*	323.375	J. & J.	July '79 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	July '79 3½
Mobile & Montgomery	2,794,800	F. & A.	Aug.'79 2½
Morris and Essex*	15,000.000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	July '79 6
Nashua and Lowell	800.000	M. & N.	Nov.'79 3
Nashua and Rochester	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur.	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis.	6,575,256	A. & O	Oct. '79 1½
Naugatuck	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*	1,000,000	M. & S.	Sept.'79 3½
N. Castle & Beaver Val.*	550,000	quarterly	Oct. '79 2½
N. Haven & Northamp.	606,000	quarterly	Oct. '74 3
New London Northern*	1,418,800	quarterly	Oct. '79 1½
N.Y. Cen. & Hudson R.	89,428,330	quarterly	Jan. '80 2
New York and Harlem	8,500,000	J. & J.	Jan. '80 4
" pref.	1,500,000	J. & J.	Jan. '80 4
" City Line		annually	Apl. '79 3
New York & Long Br.*	2,000,000		Oct. '79 3½
New York Elevated	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.	77,107,700		
" pref.	8,146,700		
N. Y., N. H. & Hartf.	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Nov.'79 2
Niag. Bridge & Canand*	1,000,000	J. & J.	July '79 3
North Carolina*	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	Nov.'79 1½
Northern Central	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh.	3,008,400	J. & D.	Dec. '79 2½
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*	482,400	F. & A.	Aug.'79 4½
Panama	7,000,000	quarterly	Nov. '79 4
Paterson and Hudson*	632,000	J & J.	Jan. '80 4
Paterson and Newark*	250,000	J. & J.	
Paterson and Ramapo*	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*	342,150	J. & J.	July '78 3
Pennsylvania	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*	1,200,000	F. & A.	Aug.'79 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	Dec. '79 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	Oct. '79 2½
Phila., Wil. & Balt.	11,572,750	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	Jan. '80 1½
" Special Imp.	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams.	460,000	J. & J.	Jan. '80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia			Oct. '79 4
Providence & Worces.	2,000,000	J. & J.	Jan. '80 3
Republican Valley	853,000	quarterly	Dec. '79 2½
Rensselaer & Saratoga*	6,000,000	J. & J.	July '79 4
Rhode Island & Mass.	175,575	— & —	Nov. '79 3
Richmond & Petersb.	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.*	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.	2,800,000	— & —	
" " pref.	2,468,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
St. L., Kan. C. & North.	12,000,000		
" " pref.	12,000,000		Nov. '72 $2
Salem and Lowell	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*	576,050	J. & J.	July '79 2½
Seaboard and Roanoke.	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottsv.*	369,450	F. & A.	Aug.'79 3
Shore Line*	995,800	J. & J.	July '79 4
Sioux C. & Pacific pref.	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 3½
Stony Brook*	267,300	M. & N.	Nov.'77 3
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.)	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana	1,988,150	F. & A.	Aug.'79 4
Troy and Boston	1,609,000	F. & A.	Feb. '78 4
Union Pacific	38,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*	19,890,400	quarterly	Oct. '79 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '79 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	5,000,000	A. & O.	Oct. '79 3
Ware River*	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley	225,000	J. & J.	July '79 3½
Westchest. & Phil. pref.	821,300	J. & J.	July '79 3
West Jersey	1,559,750	F. & A	Nov. '79 2
Wilmington & Weldon.	1,466,200	J. & D.	Nov. '79 2
Winchester & Potomac*	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*	500,000	J. & J.	July '79 3
Worcester and Nashua.	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	
Baltimore City	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills.		J. & J.	July '79 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn)	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug.'79 3½
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	875,000	J.A.J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	800,000	— & —	
Continental (Phila.)	180,000	J. & J.	July '79 3
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	July '79 6
Elizabeth and Newark	200,000	— & —	
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600 000	J. & J.	Oct. '79 4
Germantown (Ph.)	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. '75 1½
Highland	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	200 000	— & —	
Malden and Melrose	200,000	— & —	
Metropolitan (Boston)	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)	400,000	M. & N.	Nov.'79 3½
N.Y., Bay Ridge & Jam.	102 540		Oct. '75 7
Ninth Avenue (N.Y.)	797,320	— & —	
Orange and Newark	282,555	— & —	
People's (Phila.)	206,054		July '79 2
Philadelphia City	475,000	J. & J.	July '79 4½
Philadelphia and Darby	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	902,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750.000	M. & N.	Nov. '77 5
Somerville (Boston)	113,000	M. & N.	Nov.'79 3
South Boston	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)	1,000,000	J. & J.	July '79 3
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	Jan. '80 5
Union (Phila.)	400,000	J. & J.	July '79 5
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June'75 2
Delaware Division	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson	20,000,000	F. & A	Aug.'78 4
Delaware and Raritan*	5,847,400	quarterly	Oct. '79 2½
Lehigh Coal & Navigat.	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79 6
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb. '78 5
Pennsylvania	4,337,950	— & —	
Schuyl. Nav. (common)*	1,908,207	annually	A.'79 70c.s
" (pref.)	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	Dec. '79 2
American Coal	1,500,000	M. & S.	Sept.'77 2½
American Express	18,000,000	J. & J.	Jan. '79 3
Amoskeag Manuf. Co.	3.000.000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	80,000 shs	F.M.A.N	Nov.'79 $5
Central Mining Co.		Annual.	Feb '78 $5
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '7 7½
George's Creek C. & I.		J. & J.	Jan. '78 3
Gold and Stock Tel.	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	2,336,600		
" pref.	8,998,400		
Missouri Val. Land Co.	200,000	M. & S.	Jan. '80 2
Mongona Coal Co.	305,200	quarterly	Jan. '79 2
National Tube Works.	1,000.000	quarterly	Jan. '80 3
Pacific Mail Steamship.	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal	4,000,000	F.M.A.N	Nov.'79 3
Pullman Palace Car	5,988,200	F.M.A.N	Nov.'79 2
Quicksilver, common	5,700.000		
preferred	4,300,000		
Quincy Mining Co.	25,000 shs	F. & A.	Feb. '79 $1
Quincy R. R. Bridge	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co.	600,000	J. & J.	Jan. '80 2
Spring Mountain Coal	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co.	255,000	A. & O.	Oct. '79 5
United States Express	7,000,000	F.M.A.N	Nov.'79 2
Wells-Fargo & Co. Exp	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	169,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	315,985	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,860
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,507
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,438,000	17,752,363
1879	1,020,758	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	365,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	490,933	445 597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,467	433,473	563,379	443,525	486,921	399,378	340, 47	4,671,519
1879	341,075	312,311	344,375	339,118	410,446	442,763	529,414	573,863	643,455	654,286	597,143	.....	.....
Chicago and Northwestern:													
1876	808,842	854,637	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,314	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,598,653
1879	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,863	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,852	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,213	716,513	8,451,768
1879	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	.....	.....
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877	229,388	252,245	267,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,620	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	134,096	160,365	138,461	136,658	137.454	133,696	214,222	231,169	222,720	207,918	.....	.....
1879	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	183,466	.....	.....
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,093	679,434	7,802,556
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,103	430,857	464,523	482,163	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	667,341	751,076	610,301	.....	.....
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3 294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,993	403,307	448,514	391,421	260,450	3,729,606
1879	199,742	246,245	340,920	356,482	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,067,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,503	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	380,759	387,701	386,086	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,019	1,131,412	1,147,208	1,137,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,306,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	472,110	4,518,236
1879	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	.....	.....
St. Louis, Kans. C. & North'n:													
1876	246,099	282,879	271,230	236,237	236,082	229,338	218,479	255,838	232,990	328.124	282,511	264,059	3,143,866
1877	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,338	258,685	3,150,477
1878	264,289	234,661	299,825	248,522	258,139	205,733	237,829	309,103	321,362	347,172	312,592	279,905	3,317,816
1879	256,519	265,828	320,198	255,484	229,770	180,746	192,285	.....	.....	132,372	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	89,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,320	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	.....	.....
Union Pacific:													
1876	664,987	697,138	873,351	1,054,188	1,201,955	1 154,315	978,781	1 363,176	1,305,986	1,265,509	1,236.487	990,986	12,886,859
1877	818,764	851,101	1,027,512	1,088,280	1,109,063	1,101,099	1,033,592	1,012,437	1.159,338	1 329,171	1,022,354	973,259	12,744,816
1878	637 340	719,962	835,409	1,075,058	1,099,389	1,154,232	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,008,004	12,873,659
Wabash:													
1877	315,526	332,510	326,629	369,829	357,429	353,847	300,027	531,223	462,901	472,966	407,373	375,897	4,585,913
1878	386,919	294,635	388,019	411,265	393,191	322,801	382,035	579,119	544,660	517,613	452,740	360,547	5,024,106
1879	312,677	328,010	333,051	351,793	333,324	300,430	417,453	522,719	607,835	663,923	470,272	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market. Price.
National Securities, Dec. 1, 1879.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,709,000	6	Jan. & July.	1880	102¾
.. ..coupon	3,706,000	6	" "	1880	105¾
Oregon War Bonds of March 2, 1861...coupon	823 800	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	130,437,600	6	Jan. & July	1881	104¾
.. ..coupon	52,167,950	6	" "	1881	107¼
Loan of March 3, 1863.....registered	54,891,550	6	Jan. & July.	1881	104¾
.. ..coupon	16,895,450	6	" "	1881	107¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	281,491,950	5	F. M. A. & N.	1881	103¾
.. ..coupon	226,948,400	5	" "	1881	103¾
.. ..registered	187,321,250	4½	M. J. S. & D.	1891	106¾
.. ..coupon	82,678,750	4½	" "	1891	106¾
.. ..registered	455,350,300	4	J. A. J. & O.	1907	103¾
.. ..coupon	251,883,900	4	" "	1907	104¼
Refunding certificates of Feb. 28, 1879.....	2,611,750	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	18,247,595	...	.....	.....	....
Debt bearing no interest.....	396,993,829	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	121
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	53¼
.. Substitution (B) bonds; R. R. do.....	594,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	" "	1906	58
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871.....	1,986,778	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	....
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,987,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,050	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,718,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	86¾
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,150,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	99¼
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	112
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($308,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	.. .
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	239,000	7	" "	'84-'99	....
Louisiana—(about $16,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	46¼
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	13,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	280,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	....
.. Bounty Loan bond s, 1864.....	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '67	2,826,900	6	April & Oct	1889	....
Maryland—($11,225 676):					
.. Loans to Railroads & Canals, stg.....	4,612,536	5	Jan. & July.	1890	...
.. Loans to Railroads and Cannls.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,235	6	Various.	'85-'90	103
.. Defense and bounty (1865) bonds.....	3,325,750	6	Jan. & July.	1883	105
.. State Loans (1870 to 1874).....	916,791	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	PAYABLE.	Market. Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110¼
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,576,000):					
.. State Buildings Loan bonds, 1869 & 1873.	3 0,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102¾
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	107¼
.. R newal (Act, March 29, 1875)..... ..	4,350,000	6	" "	'96-'97	....
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'80-'90	107
.. Han. & St. Jo. R. R. Loans (& renewals,	3,000,000	6	" "	'87-'96	105
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	116¼
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	114¼
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	596,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	....
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,350,000	6	" "	'79-'98	15¾
.. * Funding (new) bonds.....	3,848,600	6	" "	'98-'00	9¼
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	4
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered s ock (1867) Loan..... ..	814,350	5	" "	'77-'92	112
Rhode Island—($2,644,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receiva le (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire I oan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1888	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1898	....
.. *Consolidat d stock, 1873.	149,254	6	" "	1898	....
.. *Railroad bond endorsements.....	4,797,808	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	30
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	30
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,9?9,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,664,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (?rds fundable), registered..	6,139,250	6	Jan. & July.	'86-'95	28
.. Old bonds (?rds fundable) coupon.....		6	" "	Plens.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	5	" "	1905	....
.. Consols (act, 1872).....	2,350,500	6	" "	1906	....
.. Consols (act, 1873).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	....	Contingent.	.....	7¾
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	....	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	....	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1880	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	107
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,600	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	105½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	117
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	35½
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	112½
Land Grant Mortgage (gold)	3,116,500	7*	April & Oct.	Boston.	1900	111½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	118½
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	....
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	....
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,629,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	454,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102½
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	107
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'94 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and 2d Mortgage (Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
	499,500	6	March & Sept.	Philadelphia.	1885	106
	745,000	6	Feb. & Aug.	"	1887	103½
Bingham Canyon & Camp Floyd:						
1st Mortgage	340,000	8*	Jan. & July.	.....	1908	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	370,000	8	Apr. and Oct.		1891	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	54½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	50½
Mass. Loan'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan and July.	Boston.	'93-'94	110
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1905	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	111
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	118
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1892	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	88½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	278,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	87,000	8	" "	Boston.	1888	....
Consolidated Mortgage	7,685,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	104½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1909	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	108
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (akg fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	89½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	246,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1892	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.		1893	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Canenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1900	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105
1st Mort. (W. to Minn. Lake)	1,534,000	7	Jan. & July.	"	1907	....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1879.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,709,000	6	Jan. & July.	1880	102¾
.. ..coupon	3,706,000	6	" "	1880	105¾
Oregon War Bonds of March 2, 1861...coupon	823 800	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	130,437,600	6	Jan. & July	1881	104¾
.. ..coupon	52,167,950	6	" "	1881	107¾
Loan of March 3, 1863.....registered	54,891,650	6	Jan. & July.	1881	104¾
.. ..coupon	16,895,450	6	" "	1881	107¾
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	281,491,950	5	F. M. A. & N.	1881	103¾
.. ..coupon	226,948,400	5	" "	1881	103¾
.. ..registered	157,321,250	4½	M. J. S. & D.	1891	106¾
.. ..coupon	82,678,750	4½	" "	1891	106¾
.. ..registered	455,350,300	4	J. A. J. & O.	1907	103¾
.. ..coupon	251,883,900	4	" "	1907	104¾
Refunding certificates of Feb. 28, 1879.....	2,611,750	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	18,247,595	...	.....	.....	....
Debt bearing no interest.....	396,993,829	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	121
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	53¾
.. Substitution (B) bonds; R. R. do.....	594,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	" "	1906	58
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¾
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	....
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,987,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,050	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	86¾
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	99¾
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	112
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1886	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	738,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	46¾
.. * Loan to N. O. & P. R.R. ('78)	2,000,000	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	8	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($160,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($6,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1890	....
.. Bounty Loan bond s,1864.....	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,535	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	103
.. Defense and bounty (1865) bonds.....	5,326,750	6	Jan. & July.	1883	100
.. State Loans (1870 to 1874).....	916,291	6	" "	'87-'98	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110¾
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '53 to '68.	6,878,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102¾
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	107¾
.. R newal (Act, March 29, 1875)..... ..	4,350,000	6	" "	'95-'97	....
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	107
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'98	105
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	116¾
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	114¾
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	....
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15¾
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	9¾
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	4
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	3,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered s ock (1867) Loan..... ...	314,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($..... .....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,983	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receiva le (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidat d stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,606	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	30
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	30
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	28
.. Old bonds (3rds fundable), coupon.....		6	" "	Plens.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,333	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	....	Contingent.	.....	7¾
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	....	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	107
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	105½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	117
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	9,988,000	7	April & Oct.	Phil. or Lond.	1900	101
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	86½
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	112½
Land Grant Mortgage (gold)	3,118,500	7*	April & Oct.	Boston.	1900	111½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	118½
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	....
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	....
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (423 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	763,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,000	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	434,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1880	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102½
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	107
Loan of 1855-'90 (Balt.) sktg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	3,275,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	103½
Bingham Canyon & Camp Floyd:						
1st Mortgage	840,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):						
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	121
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1890	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	54½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	59½
Mass. L. (sec'r'd by $4,000,000 Ber.)	5,000,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan and July.	Boston.	'93-'94	119
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,930,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	111
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	116
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	646,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	88½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1888	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	6	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	37,000	8	" "	Boston.	1882	....
Consolidated Mortgage	7,005,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	104½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	103
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1883	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sktg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	89½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1903	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	256,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	"	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.	"	86-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105
1st Mort. (W. to Minn. Lake)	1,514,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	113½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm-nt Mortgage.....	5,550,000	7	May & N v.	New York.	1903	105½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	82½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	111½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	106½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	104
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	101½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	102½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	101½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	62½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Chesture:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	118½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	110½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,870,000	8	Jan & July.	New York.	1883	113½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	99½
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	121½
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St. Paul)guar.	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (ind. Div.) gold ..	825,000	7*	" "	" "	1912	...
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,000,000	2,200,000	8	Jan & July.	N.Y & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	117
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	114½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1908	115½
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	112
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	113
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,316,000	7.3	" "	" "	1898	113
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	112
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 243 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	120½
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	116
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S. F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	"	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	117
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.& C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1908	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	93
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	850,000	7	March & Sept.	"	1897	100
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	101
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	107
Clev.& Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1899	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	...
Income bonds.....	662,000	7	March & Sept	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,600	6	" "	" "	1892	111
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	117¼
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103½
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	111
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	75
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1900	46
Income convertible.....	3,947 000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'95-'96	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	108
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	110½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	6	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. goic skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	94½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	...
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	...
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	110
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1890	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6a7	Jan. & July.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	298,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1893	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1905	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	103½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	107½
2d Mortgage.....	190,000	4	" "	" "	'82-'83	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1883	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,600	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,275,000	4½*	" "	Boston.	1906	81½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1885	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100½
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	35
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	121½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	....
3d Mortgage.....	4,852,000	7	" "	" "	1883	106½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	102½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111
Buffalo Branch, 1st mortgage...	182,800	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	114
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	115½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	87½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	825,000	7*	Jan. & July.	"	1906	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & Holly) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov	"	1902	....
Construction Loan.....	280,400	8	Jan. & July.	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1880	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1922	....
1st Mort. (Cent. R. h. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1890	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	96½
3d Mortgage	100,000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	Perp.	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1900	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	105½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	99½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	105½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108
1st Mort. (Q. & Palm. R.R. 15 m)	800,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m. skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m. skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300,000	6	April & Oct.	Brot. & Best.	1889	....
Equipment Bonds	150,000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, guar.	6,227,000	7*	Jan. & July.	New York	1891	103
1st Mortgage (Western Div.)	2,805,000	7*	" "	" "	189	103½
1st Mort. (Waco & N W. Div.)	940,000		" "	" "	1903	106½
Income and Indemnity bonds	1,350,500		May & Nov	" "	....	90
Consolidated Mortgage	2,864,000		April & Oct.	" "	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	112
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	102½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,R. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	68
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	378,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D.,L.&L.M.):						
1st Mortgage(Ass'd by Car.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	105½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	112
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,401,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& CB.78 m)conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (205m.)conv.	887,000	7	March & Sept.	" "	1890	108
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	111½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	101½
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	97½
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	92
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempealeau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	690,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	....
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	122
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	114½
Bonds of 1882 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	117
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1890	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,596,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	994,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	115
1st Mortgage (")reg...		6	" "	"	1898	115
2d Mortgage for $5,000,000	6,000,000	7	March & Sept.	"	1910	124
General Mort. for $40,000,000.	13,582,000	6*	June & Dec.	"	1923	110
General Mort., registered....		6*	" "	"	1922	110
Lewisb. Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	625.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	82
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	85½
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'westn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	750,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	106
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1900	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1903	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	102
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	102½
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114
Louisville Loan..... ...	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,675,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1837	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	106½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	200,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	97½
1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	104½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	72½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	89½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1859	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	800,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	98½
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	90
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	73-'74	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	3,000,000	6*	Jan. & July.	New York.	1908	104½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	109½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	113
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	108½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	460,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	92½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,184,000	7	" "	" "	1906	47½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	6*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,558	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,800	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	126
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	111
Convertible bonds	384,000	7	Jan. & July.	" "	1900	....
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	100
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	107
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	105½
2d mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N. J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N. Y. & Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $3.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	303,000	6	April & Oct.	New York.	1885	104
2d "	493,000	7	June and Dec.		1892	....
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,200	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	125
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	125½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	127
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	118½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	109½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1883	100
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	115
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	109½
2d Mortgage	1,500,000	7	May & Nov.		1896	117
General Mortgage	2,035,000	7	Jan. & July.		1903	111½
North Shore (Fluah., N. S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	107½
Mortgage registered	206,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,588,000	6*	Jan. & July.	Lond. & Balt.	1904	100
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon	3 000,000	6	" "	Baltimore.	1925	78
Second General Mort. coupon	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N. W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,087,000	7	Jan. & July.	New York.	1898	113½
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	113½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	109
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	68½
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $2,000,000	1,992,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	91
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1905	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	117½
Oregon and California:						
1st Mortgage gold	10,980,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	112½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	111
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	116½
General Mortgage, registered.		6	" "	"	1910	116½
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	111
State lien for $7,500,000, skg f'd	4,257,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1908	....
2d Mortgage	519,000	7	April & Oct.	"	1908	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	115
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	91
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	103
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	118
General Mort. for $20,000,000	7,852,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	102½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage: Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	113
Consolidated Mortgage: Dollar registered	3,339,000	7	" "	"	1911	113
Consolidated Mortgage: Gold or stg coup.	8,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage: Gold or stg reg.	563,000	6*	" "	" "	1911	106
Consolidated Mortgage: Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,498,900	7	Jan. & July.	"	1893	98
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	80
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	85
Funding Income	300,000	7	" "	" "	1890	15

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	106
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	88
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1900	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	110½
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1918	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	128
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	125
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	115
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	149,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	600,000	7*	" "	" "	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1890	105½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1893	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1893	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	97½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	113½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	123
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1883	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,771	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	81,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,900	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1901	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	"	1904	55
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1890	85
Equipment Mortgage	500,000	8	March & Sept.		1886	65
General Mort.	1,500,000	8	May and Nov.		1902	92

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110
St. Croix and Penobscot:						
1st Mort. (Cal. & Baring)	98,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	113
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	100
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	96
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	98
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	98
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	113
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	166
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	87
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	66
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	107
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	78
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,621,000	6	" "	U.S.Treasury.	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,061,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	291,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,033,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	96
3d preferred bonds	452,800	6	" "	" "	'84-'90	89
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	105
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'82-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1891	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	115
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	103
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	58
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	69
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	103
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	103
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	99
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	100
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	100
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	99
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	18
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Nd.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Bar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	111
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	112
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	115
Omaha Bridge Bonds Sterling..	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	84
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	79
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	108
Sterling Loan £369,200 (U. Co's)	1,848,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	164,000	6	Feb. and Aug.	"	1888	96
3ond to State of N. Jer.(U. Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" " ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan (" " ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	105
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	117
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
2d series (blue).....	850,000	7	" "	"	1890	....
3d series (black).....	138,000	7	" "	"	1890	....
4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101
5th Mortgage.....	989,000	8	March & Sept.	" "	1900	116
Registered Certificates.....	34,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	96
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	73
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	99
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98
3d Mort. " ")	600,000	8	May and Nov.	"	1873	70
4th Mort. " ")	700,000	8	March & Sept.	"	1880	84
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	210,912		Jan. and July.	"	'92-'98	....
Washington and Ohio:						
1st Mort. (Alex., Lou	17,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,00.00)	256,000	7c	Apr. and Oct	" "	1901	85
Westchester and P[illegible]:						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116
Western North Carolina:						
1st Mortgage.....	859,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7c	" "	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	" "	"	1900	115
Sterling Bonds, Sinking Fund..	981,234	6c	March & Sept.	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	106
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	200,000	6	" "	"	1890	108
2d Mortgage preferred.....	600,000	6	" "	"	1895	72
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	114
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	104
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	108
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	103
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	110
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	114
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7c	" "	" "	1903	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	39
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	....
Extension mortgage bonds.....	4,313,000	7c	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	4,618,000	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	123,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	97
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	49
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	99
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	106
	5,000,000	7	" "	" "	1891	108
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	109
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	108
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	782,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	107
1st Mortgage, registered	5,381,983	6	J. A. J. & O.	"	1884	105
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	109
Mortgage (equip.) Loan, gold...	4,668,500	6c	June & Dec	"	1897	108
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	121
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	109
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	93
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph. & Rdg						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	130
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	82
Improvement bonds.....	280,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	70
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	42
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	40
Pref. Int. S'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1898	....
West Branch & Susqun. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1871	....
2d Mortgage.....	300,000	6			1910	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A figure (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Dec. 31, 1878	106.0	—	4.2	—	13	8	3	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	.....	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Feb. 28, 1879	290.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern	10,363,000	*	.....	.....	8,613,000	1,750,000	571,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)	7,376,745	1,608,693	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	293,625	485,396	1,006,211	456,579	7	100	101
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†	21,711,734	2,413,863	881,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	876,631	2,126,643	1,910,222	916,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland † (3 ft.)	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	50	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)	3,147,803	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,529	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska	4,371,736	*	95,206	44,478	3,341,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	68
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*	23,854,000	*	1,130,481	664,998	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	122
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	.....	512.0	4,356,182	919,064	2,652,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	118.2	17.9	—	26	19	8	379	Atlantic and Gulf † .. Georgia & Florida	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	.....	350.2	651,887	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	405.0	20.0	84.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio† .. Virginia	19,396,206	*	7,092,955	2,051,625	7,121,900	14,965,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,566	1,781,717	705,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	.....	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	55.0	—	5.6	—	—	—	—	—	Augusta and Savannah	723,000	.....	.....	.....	723,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio † .... Md. & W. Va.	38,042,577	18,116,258	57,305,252	3,031,498	18,277,509	37,670,350	5,319,729	37,111,919	557.5	3,303,055	.....	.....	8,563,267	4,039,612	8	100	149
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch † ..... Maryland	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch .. .... W. Virginia	3,343,715	.....	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1 349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac	8,403,781	696,010	37,838	64,638	3,533,250	6,500,000	288,385	.....	90.2	571,460	909,548	284,681	639,076	92,830	—	100	....
Sept. 30, 1878	9.6	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.)	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,884	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	396,390	184,988	473,644	506,450	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	8	Bell's Gap (3 ft.)	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,390	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.5	—	43	28	13	950	Belvidere Delaware (Penn. Co.)	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	174,755	—	100	....
Dec. 31, 1878	54.0	8.0	5.2	—	10	6	5	161	Bennington and Rutland	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,271	(9½ mos.)	.....	168,534	63,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,900	Boston and Albany	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,000	321.7	5,024,183	5,200,611	2,642,555	6,633,543	2,219,536	8	100	138
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner	1,347,404	155,962	1.462	82.101	869,002	654,300	263,133	.....	52.5	135,963	104,782	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	34	27	1,084	Boston, Clinton, Fitchb. & New B.	4,872,687	974,440	343,645	1,047,572	3,047,700	3,162,749	1,141,576	.....	151.0	766,719	688,438	550,164	970,548	286,519	—	100	79
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	674	Boston, Concord and Montreal	4,319,000	*	380,906	222,687	1,800,000	2,627,200	12,887	582,485	165.5	.....	.....	.....	899,550	201,918	6	100	....
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell	4,687,374	434,374	1,469,337	85.942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	85
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine	9,513,216	1,242,230	1,040,044	206,359	6,921,274	3,500,000	88,359	1,502,226	206.3	1,311,581	4,564,171	582.85	2,100,741	741,373	7	100	118
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line	2,522,798	*	9,161	77,615	2,945,231	500,000	504,536	54,811	53.6	287,436	99,429	170,314	282,861	77,640	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence	4,490,774	207,400	698,898	144,398	4,000,000	800,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,2 6,417	358,490	6	100	126
Sept. 30, 1878	8.8	—	1.5	—	6	33	—	16	Boston, Revere Beach & Lynn (3 ft.)	397,445	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	97
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,339,000	.....	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,921	138,227	241,650	42,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	761,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	584
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	168,683	379,879	1,921,350	1,302,673	4	100	129
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)	174.437	32.234	7,183	9,423	135,142	.....	62,824	26,007	33.9	22,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.8	—	4.8	—	6	3	2	103	Burlington and Southwestern	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	143.5	284,210	79,382	109,817	231,849	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes	7,624,300	.....	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.)	18,800,673	391,014	131,150	390.899	12,000,000	6,850,000	1,495,690	.....	118 2	.....	.....	.....	.....	550,000	—	100	....
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic	1,919,649	540,985	198,123	55,641	1,215,711	997,000	142,658	369,417	67 0	278,130	.....	.....	399,091	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central	3,376,400	*	.....	.....	978,400	2,178,000	242,500	24,000	169 0	162,303	48,388	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern	22,389,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326 6	1,681,914	219,544	958,044	1,4 0,270	233,045	—	100	66
Mar. 31, 1879	142.0	—	11.1	—	22	17	6	278	Carolina Central	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242 0	403,589	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading)	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	11
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.)	11,234,000	*	.....	.....	7,620 000	3 614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	103
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia	7,800,000	*	3,531,562	503,458	7,500,000	3,617,000	396,718	.....	712 6	952,966	.....	.....	2,721,624	1,523,309	2	100	....
Dec. 31, 1878	189.1	1.5	19.5	—	24	9	7	630	Central, of Iowa	9,726,629	* *	.....	.....	4,921,055	4 325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18761	Central of New Jersey	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	334.6	4,324,938	4,501,718	3,226,822	5,889,526	2,302,770	—	100	80
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)	4,947,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,449	6	50	76
Dec. 31, 1878	892.8	330.4	109.4	—	227	326	51	4,262	*Central Pacific*	134,659,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,650	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	....
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	215	Charlotte, Col. & Augusta	5,182,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	196.0	415,353	68,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.5	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio	34,496,195	2,975,421	103,692	486,035	15,950,402	28,288,820	2,127,589	.....	435.0	3,238,37	172,175	588,066	1,936,360	341,621	—	100	19
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53 6	577,059	124,321	419,309	527,588	123,895	1pf	100	48
Dec. 31, 1878	243.5	121 9	129.0	—	169	75	25	3,281	Chicago and Alton	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	.....	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,395	7	100	100
Dec. 31, 1878	486.5	1,117	455.8	103.6	341	131	70	9,419	Chicago, Burlington & Quincy	65,146,212	*	1,592,665	3,327,845	27,956,816	27,068,725	13,568,354	1,482,847	1,224.	6,764,874	2,187,020	3,975,910	14,119,666	6,686,530	8	100	134
June 30, 1878	64.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,800	.....	280,334	.....	221.6	313,592	87,572	235,934	534,695	280,947	—	100	50
Dec. 31, 1878	583	—	13 1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	168,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois	3,949,594	*	352,407	71,556	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,510	—	100	....
May 31, 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N.W.)	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,587	10	100	138
Dec. 31, 1878	831.3	581.0	182 0	122 0	226	121	67	5.229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,181	*	2 848,298	1,480,429	27,688,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	75
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern: Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,145,639	3,328,427	4,265,987	13,420,606	6,816,812	7pf	100	90
Mar. 31, 1879	500.2	222 0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,574,005	163,016	20,980,000	9,992,000	11,097	6,267,454	1,125.0	7,546,000	1,000,000	2,286,270	9,409,833	4,829,961	10	100	147
Dec. 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O. Ky., T., M. & La.	25,911,501	*	.....	.....	5,663,650	17,247,851	120,695	.....	571.6	1,818,319	227,184	436,158	2,819,019	813,723	—	100	24

Sept.30,	1878	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis	Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749		730,936	787,943	—	50	44
Dec. 31,	1878	170.6	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	28,944			245.6	887, 56	205,294	197,687	488,784	80,908	—	100	57½
Mar. 31,	1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,927,07	1,119,251	3,160,221	264,329	3,500,000	2,785,000	601,085	1,584,794		59.9	567,951	950,520	759,869	907,241	141,193	—	100	....
Mar. 31,	1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.& D.).O.& Ind.		2,436,088	229,072	60,080			2,500,000	1,180,356			98.4	386,764	152,052	210,283	341,676	78,167	—	—	....
June 30,	1878	58.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*			1,929,200	1,898,000	300,000			75.3	328,970			408,188	127,559	—	100	....
Mar. 31,	1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&D.).	Ohio.	826,783	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	83,175	1 6,371	188,448	33,458	—	50	57
June 30,	1878	130.1	15.3	15.9	—	35	26	12	686	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189			190.0	838,667	268,881	364,976	647,202	112,284	6pf	50	57
June 30,	1878	48.9	—	12.0	—					Cincinnati and Springfield (C.,C.,C.&L.)	O.	3,751,000	—			1,100,000	2,651,000	1,342,982			86.2	627,142	354,672	524,687	691,751	194,224	—	50	....
Dec. 31,	1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*			1,450,000	2,000,000	26,000			109.5	280,022			196,710	52,268	—	100	....
Dec. 31,	1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,825		391.2	4,598,561	695,965	1,814,674	5,528,714	707,899	—	100	79
Jun. 30,	1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & G. W.).	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335		123.4	188,619	63,007	524,082	403,400	309,459	7	100	....
Dec. 31,	1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)	O.	4,628,871	*	208,148	37,678	1,768,798	2,969,000	669,275	—		156.5	410,716	229,698	259, 28	382,698	64,971	—	100	....
Dec. 31,	1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	281,817	783,214		225.8	1,885,556	584,237	1,434,207	2,474,634	1,168,580	.7	50	106
Dec. 31,	1878	118.0	74.2	13.0	—	19	11	5	188	Colorado Central	Col. & Wy.	4,430,360	*			3,971,300	2,459,000				192.2			[11 m	onths.	669,448	280,558	—	100	....
Dec. 31,	1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C. (Pa.Co.).	O. Ind & I.	28,851,097	*	58,000		13,966,823	24,859,724	79,556			580.5	4,178,285	668,917	1,791,981	3,483,665	411,514	—	100	20½
Dec. 31,	1878	76.0	29.4	25.5	—	31	9	8	1,223	Columbus and Hocking Valley	Ohio.	3,701,748	1,265,711	603,827	80,025	2,030,150	2,600,000	166,530	455,631		105.4	725,074	138,372	913,907	871,653	391,127	8	50	....
Jun. 30,	1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.& C.).	Ohio.	2,000,000	—			1,000,000	1,000,000	23,250							230,797	65,942	—	50	....
Dec. 31,	1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo		2,816,106	*	640,590	114,223	897,108	2,416,000	229,316	28,496		117.7	416,530	145,283	348,606	517,871	222,269	—	50	....
Mar. 31,	1879	35.0	7.0	78.0	—	38	44	16	946	Concord	New Hampshire	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226		141.7	617,254	509,203	673,471	733,004	318,847	10	50	16½
Jun. 30,	1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	57½
Sept. 30,	1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,638	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887		79.8	377,739	946,900	332,900	504,670	199,034	8	100	144
Dec. 31,	1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.	N.Y.& P.	2,400,000	*			1,900,000	500 000				64.0	181,905	58,592	507,186	404,665	113,3 4	6	50	....
Dec. 31,	1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878		135.0	321,495	325,551	316,996	612,121	199,560	10	50	....
Sept. 30,	1878	23.8	10 0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	978.940	164,740	15,254	26,711	600,000	800,000		60,645		33.8	97,380	222,212	51,81g	157 963	41,279	—	100	....
June 30,	1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*			3,520,000	1,710,000	196,827			160.6	187,487	81,582	67,045	222,627	17,738	—	100	....
Mar. 31,	1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.)	Ohio.	6,100,655	791,209		12,903	3,612,778	2,728,800	531,733	164,921		142.7	683,84	209,674	422,303	545,238	271,43	3½	50	....
July 31,	1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,308	*			457,817	413,500	152,701			69.7				94,015	29,108	—	50	....
Dec. 31,	1878	83.8	16.7	10.1	—	—	—	—	—	Delaware	(P.W.& B.)	2,367,508	—		73,198	1,450,323	760,000	160,400	69,983		94.8	268,938			365,580	109,674	6	25	....
Dec. 31,	1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,534	*			1,514,000	1,500,000	279,621			30.8				270,570	119,022	—	100	100
Dec. 31,	1878	115.0	92.5	223.7	—	150	32	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,400	2,196,542	4,346,125		207.5	2,458,754	474,16	3,193,531	3,699,601	2,320,481	—	50	83½
Dec. 31,	1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*			4,000,000	2,271,000		224,350		106.0				147,022	38,098	—	100	....
Dec. 31,	1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,938	47,552	132,628	773,322	342,676	—	160	40
June 30,	1878	87.2	—	8.7	—	6	6	2	153	Des Moines and Fort Dodge	Ia.	2,400,000	*			4,000,000	2,178,000				87.2	111,664	45,646	66,945	182,812	52,477	—	100	....
Oct. 31,	1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw	Mich.		*								191.6			[9½ mos.	328,657	265,893	—	100	....
Dec. 31,	1878	156.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	156,540		197.3	785,106	872,722	864,787	970,034	372,149	—	100	90
Dec. 31,	1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City*	(Ill. Cen.). Iowa.	5,582,000	—	31,453		5,000,000	882,000		31,453						925,228	323,880	5½	100	66
June 30,	1878	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	2,423,721		272.0	911,599	76,365	239,054	1,022,252	409,608	3	100	....
Sept. 30,	1878	41.4	7.6	106.2	—	75	136	35	1,281	Eastern	Massachusetts.	7,000,000	905,000	1,691,481	249,878	4,997,600	13,589,022	1,498,349	—			1,557,775	4,197,991	697,987	2,422,394	841,2 8	—	100	25½
Dec. 31,	1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	55,514	2,792,120	—	27,221	73,562		93.8	197,696	64,795	208,595	206,555	67,842	2	100	....
Dec. 31,	1878	81.0	3.5	56.3	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,895,725	251,325	18,488	1,998,400	3,322,000	57,987	—		84.4	537,602	136,782	748,142	841,516	159,603	7	80	100
Sept. 30,	1878	114.2	—	17.5	—	12	15	7	253	European & North Am.	Maine.						3,223,800		74,934		103.0	260,406	164,015	141,533	350,858	126,507	—	100	....
Aug. 31,	1878	109.0	21.2	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,803		109.0	335,938	143,603	332,700	564,809	160,538	4½	50	80
Apr. 30,	1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind.& Ill	1,649,600	*	17,068	5,815	458,661	1,100,000	118,822	—		69.3				242,896	94,236	—	100	....
Sept. 30,	1878	50.0	43.3	45.4	—	70	47	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,042	4,500,000	1,000,000	632,499	494,435		189.1	1,638,610	2,166,503	1 115,771	1,794,837	439,715	7	100	122
Dec. 31,	1878	258.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich.	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826	—		280.0	1,098,422	640,556	408,053	1,066,017	438,203	—	100	11
Dec. 31,	1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich.& Ind.	2,702,247	273,551	3,920	30,879	1,196,450	2,000,000	1,564	—		100.0	247,733	96,932	136,029	245,061	95,071	—	100	....
Dec. 31,	1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.	Ind.	3,745,000	*			1,000,000	2,745,000				104.2				257,106	81,096	—	100	....
Dec. 31,	1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	485,000	*	315,000		600,000	200,000		—		25.0				38,397	19,196	—	100	25½
Dec. 31,	1878	51.1	—	3.1	17.5	—	—	—	—	From., Elk H. & Mo. V. (S C.&P.)	Neb.	1,300,000	—			600,000	600,000				51.1	55,215	19,772	45,352	138,189	46,033	—	100	....
Dec. 31,	1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio	Tex.	9,474,077	809,723	2,239,241	481,660	6,450,000	5,686,927	494,500	373,574		215.0	488,151	60,19	157,938	1,325,846	792,014	—	100	....
Dec. 31,	1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson	Tex.	3,495,335	*	15,806	81,488	1,000,000	1,500,000	275,598	817,032		50.0	122,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30,	1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)	N. Y.	1,481,297	*			850,000	600,000	192,249			75.6	388,036	95,811	501,852	264,996	df.16,139	—	100	....
Mar. 31,	1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,941	511,323		275.0	858,787			997,719	338,395	6	100	....
Dec. 31,	1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.*	(Pa.Co.) Mich. & Ind	11,095,085	*	65,504	246,787	2,800,000	8,000,000	2,164,707	—		423.6	1,188,106	609,326	383,310	1,200,629	242,458	—	100	....
Dec. 31,	1878	856.0	158.2	218.5	—	434	274	84	8,173	Grand Trunk	Canada	152,944,870	*	2,311,480		118,498,280	35,812,710	45,510	—		1,890.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....
Jan. 31,	1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western	Canada	33,424,430	7,877,010	2,851,045		33,106,835	18,221,095		—		1,089.3	3,616,829	1,206,382	1,854,663	4,216,335	1,297,055	—	100	....
Sept. 30,	1878	213.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135		8,000,000	3,979,000	1,777,941	—		213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31,	1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)	3 Car.	3,623,905	*	374,200	193,895	1,515,166	2,178,763	989,222	—		164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31,	1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific	Tex.	1,919,727	*			500,000	—		—		66.8	242,592	4,340	202,884	112,388	29,706	—	100	....
Jun. 30,	1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern	Canada										146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec. 31,	1878	206.4	55.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph*	Missouri	13,492,427	—			14,251,724	6,700,000		—		292.8	1,354,767	247,916	543,472	2,045,460	780,355	—	100	80
Sept. 30,	1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.										58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept. 30,	1878	74.0	—	3.0	—	19	21	10	436	Housatonic	Connecticut.	2,581,006	*	225.856	78,762	2,000,000	550,500	161,348	154,256		126.2	468,562	224,214	190,161	559,199	208,253	—	100	....
Apl. 30,	1879	345.0	196.7	35.6	—	66	38	20	1,270	Houston and Texas Central	Texas.	21,870,021	1,831,342	6,864,922	353,302	7,722,900	14,901,995	2,773,600	5,521,092		521.7	1,499,283	242,559	457,840	3,031,361	1,326,905	—	100	50
Dec. 31,	1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,600	564,393	11,929		61.3	172,915	43,618	394,788	238,889	114,145	—	50	16½
Dec. 31,	1878	394.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35 513,173	*	6,628,792	868,927	29,000,000	11,997,000	—	2,013,892		1,256.8	4,247,628	1,725,236	2,067,882	7,111,184	3,631,559	6	100	99½
Dec. 31,	1878	175.7	—	6.8	—	12	14	2	313	Illinois Midland	Illinois.	6,175,000	—			2,000,000	4,175,000	1,154,299	—		175.7	278,504	79,962	128,132	256,895	20,661	—	100	....
Nov. 30,	1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	7,723,650	17,278	14,606	7,910,900	9,785,000	3,400,119	—		332.9	1,415,561	284,843	460,028	1,342,823	286,078	—	100	35
Jun. 30	1878	168.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette	O. & Ind.	16,854,416	*	67,274	789,260	7,024,150	8,953,200	1,728,200	—		194.5	896,503	549,587	457,135	1,309,087	494,388	—	50	8½
Dec. 31,	1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis	(Pa. Co.). Ind.	4,233,911	*	50,301	346,200	600,000	3,500,000	2,248,300	—		266.6	1,556,274	243,093	538,619	1,347,246	318,903	—	100	....
Dec. 31	1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin.	(Pa. Co.)..Ind & Ill.	4,666,450	*	36,528	24,624	1,402,000	3,150,000	174,607	—		116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31,	1878	417.0	102.3	86.0	—	40	35	8	750	International & Great Northern	Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,906	—		519.3	822,490	117,055	224,113	1,636,685	571,983	—	100	....
Dec. 31,	1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City*	(Ill. C.) Ia.	7,577,500	—			4,625,000	2,952,500		—		183.7				476,265	106,693	—	100	60
Mar. 31,	1879	270 5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n	Ia. & Mo.	6,200,000	—			3,200,000	5,000,000		—						769,600	5	100	....
Dec. 31,	1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw*	(M C.). Mich.	6,312,933	—			1,966,800	3,648,000	698,133	—		236.8	420,577	296,456	397,841	711,174	276,875	7	100	....
Dec 31,	1878	111.0	118.8	34.3	—	44	33	12	745	Jeffersonv., Madison & Ind.	(Pa. Co.) Ind.	6,506,713	*	182,640	86,155	2,900,000	6,000,000	62,738	—		224.8	1,046,156	667,951	1,535,480	1,150,015	422,988	7	100	....
Apl. 30,	1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,006,000	—			504,000	504,000		—		84.0						—	100	....
Dec. 31,	1878	638.6	84.0	63.8	—	94	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,289,541	—	3,807,520	3,999,461	9,689,960	28,433,100	4,747,484	—		672.6	1,505,813	198,173	667,736	3,610,224	1,198 662	—	50	83½
Dec. 31,	1878	48.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*			26,000	348,000		—		43.0		72,704	39.315	84,578	33,867	—	100	....
Dec. 31,	1878	169.9	—	24.4	—	23	10	6	896	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*			6,750,000	4,000,000		—		155.9	777,592	142,236	455,286	833,825	115,567	—	100	27½
Dec. 31,	1878	144.1	1.8	9.2	—	20	20	9	256	Kan. City, Lawrence & Southwest'n	Kan.	1 ,00 ,000	*			5,000,000	5,000,000		—		208.5	320,322			343,343	92,989	—	100	59
Dec. 31,	1878	197.2	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl	Mo.& Ia.	9,250,128	2,231,478	196,352	458,279	2,786,414	7,485,197	698,488	63,461		258.5	1,166,361	219,622	674,194	1,333,451	448,054	—	100	69
Dec. 31,	1878	98.3	—	3.3	—	—	—	—	—	K. City, Top. & West.	(A.,T.&S.Fe.). Kas.	3,199,860	—	174,200	190,729	2,250,000	1,054,000	37,206	226,524		—				758,516	206,387	—	100	112½
Apl. 30,	1879	99 0	49.5	16.6	—	19	17	7	361	Kentucky Central	Ky.	6,045,060	*		188,966	4,000,000	1,045,000	22,483	116,782		198.6	379,111			583,389	206,750	4	100	....
June 30,	1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines	(C.,R. I. & P.) Ia.	6,479,427	*	26,187	624,406	3,924,600	2,436,800	469,130	—		162.2	401,461	157,078	202,985	666,768	148,433	—	100	16
June 30,	1878	80.3	—	4.9	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,725	—	1,456	49,594	1,000,000	1,620,000	6,388	—		80 3	155,503	67,012	91,653	177,545	55,485	—	100	....
Apr. 30,	1878	118.2	—	11.2	—	10	6	2	213	Lafayette, Muncie & Bloomington	Ind.										118.2	946,858	78,087	237,684	245,864	67,019	—	100	....
Dec. 31	1878	100.0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville	Ohio.	1,699,997	*	4,732	2,289	1,500,000	—	202,018	—		110.0	195,599	107,743	77,586	153,161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in all columns returning to the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Date of Statement.	Railroad. Main Line.	Branch Line.	Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1878	40.4	484.3	671.5	—	496	178	86	10182	L. S. & Mich. S. N.Y., P., O., Mich., Ind. & Ill.	66,866,354	14,378,709	5,510,852	3,429,057	50,000,000	37,024,000	1,925,820	8,246,132	1,176.8	3,767,042	2,746,062	6,098,445	13,979,766	5,959,501	—	100	100
Dec. 31, 1878	25.0	—	2.0	—					Lehigh and Lackawanna (C. of N.J.). Pa.	1775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	.....
Dec. 31, 1878	105.0	49.7	66.8	—					Lehigh and Susquehanna (C. of N. J.). Pa.	12,302,986	—	16,035,233	1,178,753	11,193,550	15,619,276	1,616,513	2,587,304	202.9	1,420,882	358,536	275,994	1,974,053	961,579	4	50	105
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	496	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,350,670	27,528,858	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,582,788	3,075,311	4	50	105
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,427	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,226,991	384,621	8	50	.....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .....Ark.	6,000,000	*	.....	.....	5,000,000	5,000,000	.....	.....	165 2	169,845	47,805	47,284	528,648	116,857	—	100	.....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,53 ,314	497,896	—	100	34
Dec. 31, 1878	101.5	—	9.4	—					Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	17
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	...
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,606,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	85
Dec. 31, 1878	38.0	5.0	9.2	—	23	12	8	459	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,760	50,141	—	100	47
Dec. 31, 1878	38.0	5.0	9.2	—					Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	.....
Jun. 30, 1878	187.3	87.9	153 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	..
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland....Ohio.	3,530,000	*	200,000	3 844	.....	3,530,000	20,118	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	.....	.....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,486	4,566,627	4,742 200	102.588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	.....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	629	Memphis & Charleston.....T., M. & Ala.	7,396,106	1,245,848	428,792	1,271.062	5,312,725	4,220,000	1,309,526	.....	292.0	645,928	.....	158,488	682,412	207,448	—	100	.....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas	4,419,584	*	.....	408,169	1,500,000	2.850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	.....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	64,062	—	100	.....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,988	*	6,159,161	345,178	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,550,737	6,872,094	2,707,353	4	100	89
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,068	245,026	49,745	—	100	.....
Jun. 30, 1878	108.6	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,866	359,850	117,911	—	100	.....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	350,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	.....
May 31, 1879	24.4	—	1.7	—					Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	167,457	.....	.....	378,780	176,935	—	100	.....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2		Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	8,125	—	100	32
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K. & Tex.	40,988,876	*	.....	.....	21,466,210	18,682,000	6,804,721	.....	785.8	2,960,176	265,478	490,060	2,981,682	348,493	—	100	15
May 31, 1879	84.0	—	4.2	—	4	5		69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,442	1,660,087	—	100	.....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	—	17,000	8,5'0	1,278,941	1,133,500	5,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	.....
Jun. 30, 1878	472.0	66.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,166,261	557,454	71,478	170,626	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	.....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,128,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,778	233,067	186,638	2,098,500	879,321	—	100	20
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula .....Alabama.	3,142,909	*	49,967	77,273	1,149,364	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,351	72,614	—	100	.....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Morris and Essex.. —— .....New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	102
Mar. 31, 1879	49.8	—	4.0	—					Nashua & Rochester (W. & N.)....N. H.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	110
Jun. 30, 1878	321.0	132.5	48.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L..T. Ala. & Ky.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,275	5	100	88
Jun. 30, 1878	122.3	—	18.8	—					Nashv. & Decatur (L. & N.)...Tenn. & Ala.	14,097,296	*	679,152	329,726	6,575,296	7,622,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	100	78
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Naugatuck .....Connecticut.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,756	425.257	737,756	357,644	6	100	.....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	1,928,845	284,067	108,797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,201	10	100	.....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	581,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	.....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3 ft).....New Br.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	283,732	.....	.....	135,295	50,749	—	100	.....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,800	27,111	—	100	.....
Dec. 31, 1878	14.9	—	5.8	—					Newcastle & Beaver Val. (Penn. Co.)...Pa.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	.....
Sept. 30, 1878	53.9	15.1	23.7	—	20	18	8	468	New Haven and Northamp. Conn. & Mass.	334,093	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	982,560	268,143	126,789	24	100	.....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.)..... Conn.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	109.3	364,773	268,248	278,437	548,200	225,320	—	100	.....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—		New Orleans and Mobile. La., Miss. & Ala.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,600	5	100	.....
Dec. 31, 1878	112.0	37.0	16.0	—					New York and Canada (D. & H.). N. Y.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1878	411.7	298.4	1,389	—	595	470	218	13864	New York Central & Hudson River. N.Y.	8,153,683	—	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,708	131,374	231,727	.....	.....	—	100	.....
Sept. 30, 1878	24.5	—	1 2	26.5	—	—	—	—	New York City and Northern..... N. Y.	82,163,689	17,736,466	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,406,017	10,988,648	8	100	129
Sept. 30, 1878	126.9	—	60.7	—					N. Y. and Harlem (N.Y.C. & H.R.) N.Y. City Line.....	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	Included in		Lessees r	eturns.	.....	.....	8	100	.....
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—		17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	5.5				.....	.....	8	100	.....
Sept. 30, 1878	460.0	96.5	1.179	—	475	311	96	1 46	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,284,400	66,818,204	.....	.....	928.1	10,720,131	4,896,327	6,150,468	15,644,978	6,009 114	—	100	42
Sept. 30, 1878	14.6	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558.111	169,107	704,118	.....	500,000	329,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	.....	.....
Sept. 30, 1878	85.7	53.2	39.1	100.6	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,584	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	50
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	55	1,280	N. Y., N. H. & Hartford. N.Y. C. & Mass.	12,889,584	2,184,455	1,373,773	1,537,029	15,500,000	.....	475.466	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	165
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn. & R. I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	667,742	279,354	710,038	275,455	10	100	.....
Sept. 30, 1878	98.5	5.5	.....	.....	.....	.....	.....	.....	Niagara Br. & Canan. (NYC & HR.) N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1878	223.5	—	14.5	—	.....	.....	.....	.....	North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	222.2	433,744	.....	.....	.....	60,000	6	100	.....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	Northeastern ¶ .....S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	.....	16,500	—	100	.....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	3,068,400	100	396,617	484,880	8.9	452.301	141,209	401,922	863,645	162,500	—	100	.....
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,582	.....	322.5	2,936,663	1,380,393	5,906,371	3,723,456	1,118,960	—	50	64
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,296	Northern Pacific...Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	.....	50,348,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	32
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,145	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,607	251,689	4.284, 50	6,000,000	2,041,556	148,329	88.2	1,390,319	1,310,278	917,484	1,469,924	578,061	4	50	102
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	3,905,435	179,761	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	182
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,789	115,618	269,848	542,670	144,325	—	100	26
Dec. 31, 1878	840.5	274.5	103.0	—	124	58	31	2,610	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	29
Sept. 30, 1878	249.4	52.6	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,819	1,832,238	320,976	6,783,800	5,564,500	619,449	709,056	301.8	1,193,087	3,950,023	631,190	2,077,616	703,278	6	100	105
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,118,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1878	85.0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	186,118	291,874	279,562	74,852	9	100	.....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,634	*	56,006	22,674	2,853,000	1,428,194	66,644	10,079	135.6	352,451	53,277	223,882	319,542	38,266	—	100	.....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24,921	152,478	2,114,359	1,569,515	12	100	160
June 30, 1878	67.4	—	7	—	—	—	128	—	Pekin, Linc. and Decatur..... Ill	1,586,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	.....

| | | |

Pennsylvania Railroad.

The following statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for November, 1879, as compared with the same month in 1878, shows:

An increase in gross earnings of..... $135,896
An increase in expenses of..... 179,697

A decrease in net earnings of..... $43,801

The eleven months of 1879, as compared with the same period of 1878, show:

An increase in gross earnings of..... $2,184,916
An increase in expenses of..... 1,645,237

An increase in net earnings of..... $489,679

All lines west of Pittsburg and Erie for the eleven months of 1879 show a surplus over liabilities of $1,868,215, being a gain over the same period in 1878 of $847,207.

Statement of the Public Debt of the United States, December 1, 1879.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$460,375 00
6 per cent. bonds, 1881 (Oregon,) 1861	823,800 00	20,595 00
6 per cent. 1881 bonds, 1861..	182,605,550 00	4,565 138 75
6 per cent. 1881 bonds, 1863..	71,787,000 00	1,794,675 00
5 per cent. funded loan of 1881	508,440,350 00	2,118,501 46
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,234,200 00	4,921,561 33
Refunding Certificates.....	2,611,750 00	17,411 67
3 per cent. navy pension fund, 1808.....	14,000,000 00	175,000 00
Aggregate of debt bearing interest.....	$1,786,917,650 00	$16,835,758 21
Interest due and unpaid.....		3,140,357 99

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
6 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,550 00	51 68
6 per cent. 5-20 bonds, called June, 1864	71,050 00	75 83
6 per cent. 5-20 bonds, called 1865	124,750 00	59,120 06
5 per cent. 10-40 bonds, called, 1864.....	8,336,800 00	379,195 74
6 per cent. Consol. bonds, called, 1865.....	848,600 00	6,232 35
6 per cent. Consol. bonds, called, 1867.....	5,554,350 30	367,683 21
6 per cent. Consol. bonds, called, 1868	2,006,100 00	127,835 03
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 06
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,535 00	2,388 85
6 per cent. 2 year notes, 1863.	37,000 00	1,962 99
6 per cent. compound interest notes, 1863-64.....	250,380 00	50,541 47
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,350 00	5,608 77
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$18,247,595 26	$1,074,622 70

DEBT BEARING NO INTEREST.

Demand notes 1861-62.....	$61,355 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	14,100,000 00	
Fractional currency, 1862-3-4	15,704,348 79	
Coin certificates, 1863.....	13,379,200 00	
Silver certificates, 1878.....	7,067,910 00	
Unclaimed interest.....		7,597 03
Aggregate of debt bearing no interest.....	$396,993,829 79	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$273,631,350 00	
Bonds at 5 per cent.....	5 8,440,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,234,200 00	
Refunding certificates.....	2,611,750 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,786,917,650 00	$20,026,116 20
Debt on which interest has ceased since maturity.....	18,247,595 26	1,074,622 70
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,371 00	
Certificates of deposit.....	14,100,000 00	
Fractional currency.....	15,704,348 79	
Coin and Silver Certificates.	20,447,110 00	
	$396,993,829 79	
Unclaimed interest.....		7,597 03
	$2,202,159,075 26	$21,108,335 93
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,223,267,410 93

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,140,357 99
Debt on which interest has ceased.....	18,247,595 26
Interest thereon.....	1,074,622 70
Gold and silver certificates.....	20,447,110 00
U S. Notes held for redemption of certificates of deposit.....	14,100,000 00
Cash balance available Dec. 1, 1879.....	150,208,003 20
	$207,217,689 15
Debt, less amount in Treasury, Dec. 1, 1879.	$2,016,049,722 83
Debt, less amount in Treasury, on the 1st ult.	2,016,849,845 96
Decrease of debt during the month.....	$799,823 13
Decrease of debt since June 30, 1879.....	$11,157,583 54

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $43,712,450 58; interest repaid by transportation of mails, &c., $13,520,246 44; balance of interest paid by United States, $30,192,204 14.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 29, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Columbus, Chicago and Indiana Central Railway.

In the United States Supreme Court at Washington on the 24th ult., Associate Justice Harlan handed down his decision in the case of the Columbus, Chicago and Indiana Central Railway Company. The decision makes the rental due by the Pennsylvania Railroad Company about $2,600,000. Referring to this decision, the Philadelphia Evening Telegraph says:

"Justice Harlan has heard and decided the case as a judge of the Circuit Court for the seventh circuit, and not as a justice of the Supreme Court. His decision of the case, is therefore, not final; and upon inquiring at the Pennsylvania railroad office here it was ascertained that not only had this adverse decree been anticipated, but that it had been arranged at once to carry an appeal to the United States Supreme Court for a definitive adjustment of the issues between the two roads. It was further stated by the officers that the party involved in this litigation is not, strictly speaking, the Pennsylvania Railroad Company, but the Pennsylvania Company, a corporation originated by the former for the purpose of operating its leased lines west of Pittsburg. It is difficult to separate the identity of the two companies, for the officers of one are the directors of the other, except to say that they are bodies having distinct functions."

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 30.

	W. 24	Th. 25	F. 26	Sat. 27	M. 29	Tu. 30
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	38
Camden & Am. 6s, 1883.....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	111	111	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	47	....	....	47
New preferred.....	....	....	....	47	....	46½
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	7½	....	....	8
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 36½	....	38	37	38	37½	
6s, 1884.....	....	105½	105½	....	....	....
Gold Loan.....	....	....	....	103½	103½	
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley 51½	....	51	52	52	52	
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s..... 124	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	110	....	....	....
Little Schuylkill... ...	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	56	....	....	....
North Pennsylvania	....	51	51	51	....	
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central.	....	30	31½	32	32	
6s.....	....	....	....	....	....	....
Northern Pacific 31	....	31½	31½	32½	31½	
Preferred 56	....	56½	56	56½	56½	
Pennsylvania R. R. ... 50½	....	50½	50½	50½	50½	
1st mortgage.....	....	104½	....	....	....	....
Gen'l mortgage.....	....	116½	....	....	116½	
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. & N.Y. Canal 7s.....	....	....	118	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	109	....	....
do. 5s, new.....	....	....	....	....	....	....
Phila. and Reading..... 32½	....	33½	34½	35½	35½	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	....	112½	113	
Consol. mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie.....	....	....	17½	17½	....	
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	116½	....	....	....
Pittsb., Titusv. & Buff.. 11½	....	11½	11½	11½	11½	
7s..... 55	....	55	55	55	....	
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	....	....	16	16½	16½	
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	82
United Co. of N. Jersey 152	....	152½	153	....	152½	
Hestonville, (Horse). 25½	....	25½	25½	26½	....	
Chestnut & Wal. (do.)....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	90	....	
13th and 15th sts (do.).....	....	....	....	70	....	

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 30.

	W. 24	Th. 25	F. 26	Sat. 27	M. 29	Tu. 30
Baltimore and Ohio	....	....	....	....	149	
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	104	....	104½	....	
2d mortgage, 7s.....	....	71	71½	....	72½	
3d mortgage, 6s.....	....	36½	36½	38½	39½	
Northern Central ($50) ..	....	....	....	....	....	....
2d mortgage, 6s 1888.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold..... 107½	....	....	....	107½	....	
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st.. 99½	....	....	....	....	....	....
2d mortgage, 6s..... 98½	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s 72½	....	....	72	73½	....	
Pittsb. & Connellsv. 7s	....	....	114	....	115	
Virginia 6s, Consol	....	51½	50½	50½	51½	
Consol. Coupons	....	....	....	....	89	
10-40 bonds..... 37½	....	36	36½	36½	....	
Deferred Certificates.....	....	....	6	....	....	
Western Maryland	....	....	8	8½	9	
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	106	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Wednesday's quotations follow money article.)

Closing Prices for the week ending Dec. 31.

	Th.25	F.26	Sat.27	M.29	Tu.30	W.31
Adams Express	....	105	....	105¼	105¼	
Albany and Susq	101	....	....	....	....	
1st mortgage	....	....	....	....	115	
2d mortgage	....	....	....	....	....	
American Express	....	57	....	57¼	57¼	
Atlantic & Pacific Tel	41	42¾	42¼	41¼	43	
Burl., C.R. & Nor	....	....	58½	....	....	
1st mortgage 6s	88	....	....	88¼	88¼	
Canada Southern	65	64¼	65¼	66¼	66¼	
1st mortgage guar	....	89¼	....	89¾	89¾	
Central of N. Jersey	80	80¼	81¼	78¾	80¼	
1st mortgage 1890	....	....	117	....	....	
7s, consolidated	....	....	....	....	....	
7s, convertible	....	....	....	....	....	
Central Pacific 6s, gold	....	111	111¾	....	....	
1st M. (San Joaquin)	....	....	....	....	102¼	
1st M. (Cal. and Or.)	....	....	....	....	....	
Land grant 6s	....	....	....	....	....	
Chesapeake and Ohio	....	18	18¼	19	19	
Chicago and Alton	100	....	....	100	100	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Sinking Fund	....	....	....	....	106¾	
Chic., Burl. & Quincy	....	126¾	....	127	134¾	
7s Consol, 1903	....	....	....	....	....	
6s, 1883	....	....	113¾	....	....	
Chic., Mil. and St. Paul	72¾	74¼	75¾	74¾	76¼	
Preferred	....	100	100¼	99	100¾	
1st mortgage, 8s	....	....	....	....	....	
2d mortgage, 7 3-10s	....	....	113	....	....	
7s, gold	....	....	....	....	....	
1st M. (La Crosse div.)	....	114¼	114¾	....	....	
1st M. (I. and M. div.)	....	....	....	....	....	
1st M. (I. and D. ext.)	....	....	....	....	....	
1st M. (H. & D. div.)	....	....	....	....	....	
1st M. (C. & M. div.)	....	....	....	....	....	
Consolidated S. F	....	112	....	....	....	
Chic. & Northwestern	87¾	89¾	91¼	89¾	90¾	
Preferred	103	104¾	105¼	105¼	105¾	
1st mortgage	....	....	....	....	....	
Sinking Fund	....	....	....	109	....	
Consolidated 7s	....	....	....	....	....	
Consol. Gold bonds	115	115	....	115	....	
Do. reg	....	....	....	....	....	
Chic., Rock Isl. & Pac	149	149¼	150¼	150¼	147x	
6s, 1917	....	....	....	117	....	
Clev., Col., C. and Ind	....	....	79	....	....	
1st mortgage	....	....	....	....	....	
Clev. & Pittsburg guar	106	106¼	106	....	....	
7s, Consolidated	....	....	....	....	....	
4th mortgage	....	....	....	....	....	
Col., Chi., & Ind Cent	19¾	20¾	20¼	20¼	20¼	
1st mortgage	87¼	....	....	85¾	86	
2d mortgage	....	....	....	....	....	
Del. & Hudson Canal	74	73¾	74¼	73¾	74	
Reg. 7s, 1891	....	....	107	108	....	
Reg 7s, 1884	106¼	....	....	....	....	
7s, 1894	....	....	....	....	109	
Del., Lack. & Western	82	83	84¼	83¾	83¼	
2d mortgage 7s	....	....	....	....	....	
7s, Consol. 1907	....	....	....	....	....	
Erie Railway	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
3d mortgage	....	106¼	....	....	....	
4th mortgage	....	102¼	....	....	....	
5th mortgage	....	....	....	....	....	
7s, Consol. gold	115¾	115¾	115¾	115¾	....	
Great Western 1st mort	108¼	....	....	....	....	
2d mortgage	98¼	99	99	99¼	....	
Hannibal & St. Joseph	33¼	32¾	34¼	33¾	34	
Preferred	63¼	63¾	64¼	64	63¾	
8s, Convertible	....	....	....	107¾	108	
Houston & Tex. Cent	....	....	....	48	50	
1st Mortgge	109	110	....	108	....	
Illinois Central	98¾	99¼	99	....	99¾	
Kansas Pacific	....	....	86¼	....	....	
Lake Shore & Mich. So	102¾	99¼x	100¾	99¼	100	
Consol. 7s	....	....	....	122	....	
Consol. 7s, reg	....	....	....	....	....	
2d Consolidated	....	....	114	....	114¼	
Leh. & W.B. 7s, Con	....	....	....	....	....	
Long Dock bonds	....	....	....	....	....	
Louisville & Nashville	86	87¾	87¼	87¼	86¼	
7s, Consolidated	....	113	....	....	114	
Manhattan	50¼	52¼	54¼	53¼	54¼	
Metropolitan Elevated	115¼	118¼	120	121¼	120¾	
1st Mortgage	104¾	104¾	104¾	104¾	104¾	
Michigan Central	92¾	89¾x	90¼	88¾	89¼	
7s, 1902	....	....	....	....	....	
8s 1882, S. F	....	108¾	....	....	....	
M. S. and N. I. 1st, S.F	....	....	....	....	108¾	
Morris and Essex	102	102	102	102¼	102	
1st mortgage	....	126	....	....	....	
2d mortgage	....	....	....	....	....	
7s of 1871	....	111	....	....	....	
7s, Convertible	....	....	....	....	....	
7s, Consolidated	105¾	105¼	....	107	107	
N. Y. Cent. & Hud. Riv	130	1 0	129¾	130¼	129	
6s, Sinking fund, 1883	....	....	104¼	....	....	
6s, Sinking fund, 1887	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage reg	....	....	....	....	....	
N. Y. Elevated	122	122	123	125	126	
1st Mortgage	....	....	....	113¾	....	
N. York and Harlem	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	125¼	
1st mortgage, reg	....	....	....	127	....	

New York Stock Exchange.

(Wednesday's quotations follow money article.)

Closing Prices for the week ending Dec. 31.

	Th.25	F.26	Sat.27	M.29	Tu.30	W.31
N.Y., Lake Erie & W	41	41¾	43	42¼	42¼	
Preferred	68¼	69	69¼	68¾	69	
2d Consolidated	87¼	87¼	88	86¾	87¼	
New 2d 5s fund	....	82¼	....	82¼	....	
N.Y., N. Haven & Hart	155	155	....	....	....	
North Missouri 1st M	115	115	....	....	....	
Northern Pacific	31	31¾	32¼	32¼	32¾	
Preferred	56¼	56¼	57	56	55¾	
Ohio and Mississippi	27¼	27¼	29¼	29	29	
Preferred	....	....	58	57¼	....	
2d mortgage	....	....	....	....	....	
Consolidated 7s	113	....	113¾	....	....	
Consol. Sinking fund	....	....	113	112¾	113¾	
Pacific Mail S. S. Co	34¼	35¼	37¼	36¾	37	
Pacific R. R. of Mo	....	....	....	....	....	
1st mortgage	106	105¾	106¼	106¼	106	
2d mortgage	....	111	....	....	....	
Panama	....	....	....	....	....	
Philadelphia & Reading	67	68	71¼	70	71¼	
Pitts., Ft. W. & Chi. gtd	111¾x	....	111¾	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	125¾	125	....	....	
3d mortgage	....	....	....	....	....	
Pullman Palace Car	..	....	106	....	107	
Quicksilver Mining Co	....	20¼	20¼	20¾	....	
Preferred	....	....	61¼	61¾	....	
St. Louis & San Fran	40¼	.. .	42¾	....	40¾	
Preferred	48¼	49	50	49¾	49¼	
1st Preferred	69	69	69¼	69	....	
St. L., Alton and T. H	16¼	16	....	17¼	....	
Preferred	....	....	....	42¼	....	
1st mortgage	....	....	....	....	....	
2d mort. preferred	....	....	....	....	100	
Income bonds	....	....	....	86	90	
St. L., Iron Mt. & S. As	45	46	48¾	48	49	
1st mortgage	....	....	113¾	....	114	
2d mortgage	96¼	96¾	96¾	97	96¾	
Preferred	....	....	....	....	....	
Tol., P. & War. 1st E.D	....	....	....	....	....	
1st mort., West. Div.	....	....	....	120	....	
Union Pacific	83	83¾	85¼	84¾	85¼	
1st mortgage	110¾	111¼	....	111¼	....	
Land Grant 7s	....	....	....	112¾	112¾	
Sinking Fund 8s	....	115	....	....	....	
United States Express	48	48¼	....	....	48¼	
Wabash	....	....	....	....	....	
1st mortgage	....	109	....	....	....	
2d mortgage	99	99¼	99¼	99¼	100	
7s, Consolidated	....	95¾	97	96	96	
St. Louis Division	105¾	105¾	106	....	....	
Wabash, St. L. & Pac	40¾	41¼	42¼	42	42¼	
Preferred	62¾	63¾	65¼	63¾	64¼	
New Mort. 7s	....	92	91	....	91	
Wells-Fargo Express	105	105	....	105	105	
Western Pacific bonds	....	....	....	....	....	
Western Union Tel	100¼	102	103¾	101¾	102¼	
7s, S. F. conv., 1900	....	....	....	....	....	

Boston Stock Exchange.

Closing Prices for the week ending Dec. 31.

	Th.25	F.26	Sat.27	M.29.	T.30.	W.31.
Atch., Top. and San. Fe	123	123¼	123¾	122¾	123	
1st mortgage	112¾	113	112¾	112¾	....	
3d mortgage	....	118¼	....	....	....	
Land Grant 7s	....	....	....	....	....	
Boston and Albany	138	138	....	138	138	
7s, reg	....	....	....	....	....	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	118¼	118¼	....	118¼	....	
Boston and Providence	....	127	....	126	....	
Boston, Hart. & Erie 7s	53¼	53¾	53¾	53¾	53¾	
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	
Burl. & Mo. R. in Neb	126¾	128¾	....	129¼	132¾	
6s, exempt	108	....	....	....	107¾	
Chi., Burl. and Quincy	....	125¾	....	128	133¾	
7s	....	....	118	....	118	
Cin., Sand. and Clev	18¼	18¼	18¼	18¼	....	
Concord ($50)	....	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	24¼	25	25¼	25¼	....	
New 4½ Bonds	81¼	81¾	....	81¾	82	
Fitchburg	121	....	122	122	123	
Kan. C., Top. & West	....	....	....	112¾	....	
Michigan Central	....	93¼	....	....	90x	
N. Y. & New England	50¼	50¼	50¼	50¾	....	
7s	109¼	....	109¾	109¾	....	
Northern, N. H	....	83¼	....	....	84¾	
Norwich & Worcester	....	....	....	....	....	
Ogden. & Lake Champ	24¼	24¼	24¼	26¼	26¾	
Preferred	....	68	....	....	....	
Old Colony	105¼	105¼	105¼	....	107	
7s	....	....	....	....	....	
Ph., Wil. & Balt. ($50)	67¼	67	67	....	....	
Portl'd, Saco & Ports	....	....	....	....	....	
Pueblo & Ark. Val	75¼	77	....	77	78¼	
7s	....	....	....	107	....	
Pullman Palace Car	104	104	....	....	106¾	
Union Pacific	83¼	83¾	....	85¼	....	
6s	....	....	108	....	....	
Land Grant 7s	....	....	....	....	....	
Sinking Fund 8s	....	....	111¾	111¾	111¾	
Vermont and Canada	....	....	....	16	....	
Vermont and Mass	116	117	....	....	....	
Worcester and Nashua	50¼	55¼	55¾	....	....	
Cambridge (Horse)	....	....	....	....	....	
Metropolitan (")	....	....	....	50	....	
Middlesex (")	....	....	....	....	....	
Cal. & Hecla Mining Co	276	280	282½	291	293	
Quincy	28	29	29	29¼	29	

New York Stock Exchange.

Closing Prices for the week ending Dec. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	103	102¾	....	....	103¾	
U. S. 4s, 1907, coup	104	104	104¼	104¼	104¾	
U. S. 4½s, 1891, reg	106¼	....	....	....	106¾	
U. S. 4½s, 1891, coup	....	106¼	....	106¼	106¾	
U. S. 5s, 1881, reg	....	103¾	....	....	....	
U. S. 5s, 1881, coup	103	....	103¼	103¾	103¾	
U. S. 6s, 1881, reg	104¼	104¾	104¾	....	104¾	
U. S. 6s, 1881, coup	....	107¼	107¼	107¾	....	
U. S. 6s, 1880, reg	....	101¼	....	....	....	
U. S. 6s, 1880, coup	....	....	....	....	....	
Dt. of Col. 3-65s, reg	....	....	....	....	....	
Dt. of Col. 3-65s, coup	86¼	86¾	....	87	86¾	
U. S. 6s, Pac. R. R Issue	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices— Dec. 5.	Dec. 12
Atlantic & Gt. W. 1st mort., Certs.	51 — 53	51 — 53
Do. 2d mort., Certs	24 — 26	23 — 25
Do. 3d mort., Certs	10 — 11	10 — 11
Baltimore and Ohio (sterling)	111 —113	111 —113
Central of New Jersey $100 shares	75 — 80	83 — 88
Do. Cons. Mort. Oct.'39 coupon	106 — 107	107 —108
Do. Adjustment bonds	106 —108	106 —108
Do. Income bonds	89 — 91	89 — 92
Det., Gd. Haven & Mil. Equip. bds.	106 —108	106 —108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	93 — 95	95 — 95
Erie shares $100 Recon. Ass. $6 pd.	41 — 42	45 — 47
Do Pref. Shares, R. T. Ass. $3 pd	70 — 80	70 — 80
Do. 1st Con. M. ex-Certs. 6 Cou	118 —120	118 —120
Illinois Central $100 shares	103 —104	102 —104
Illinois & St. Louis Bdge 1 mort. stg.	107 —109	108 —110
do do. 2 mort. stg	75 — 80	75 — 80
Lehigh Valley Consol. mortgage	106 —108	106 —108
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares	130 —135	130 —135
Do. Mort. bonds (stg.)	118½—119	119 —120
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	117 —119	117 —119
Do. do. 2d do.	82 — 84	84 — 86
Do. 2d Consol. Mort. bonds	88 — 88	90 — 92
Pennsylvania, $50 shares	53 — 53	51¼— 52¼
Do. Con. Sink. Fund Mort	111¼—112¼	111 —112
Philadelphia and Reading $50 shs	35¼— 36¼	36¼— 37¼
Pittsbg, Ft W. & Chic. Equip bds.	109 —111	109 —111
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review of the Year.

WEDNESDAY EVENING, December 31, 1879.

The markets of the past week have all been of a Holiday character, with a small volume of business and no material change in prices, though on the Stock Exchange there has been an advance of 2@3 per cent., which was partially lost at the close. The money market has worked closer at 7 per cent. and 1-10@1-16 bonus by reason in part of the amount of about $5,000,000 shipped to Chicago by Mr. Keene to pay for the wheat and lard to be delivered to him in that market on January contracts, and in part by the withdrawals from January disbursements, estimated at about $50,000,000. The last bank statement shows the effects of this drain upon them in a surplus reserve of only $212,350. This is due to the wholly unusual movement of money to the interior at this time of the year, instead of which some $85,000,000 before sent ought now to be returning except for the speculation noted.

Produce markets have been about steady until near the close, when they weakened in anticipation of heavy January deliveries on contract of the bulk of the enormous stocks of nearly all kinds held on speculation. In reviewing very briefly the course of the different markets and the condition of the different interests covered by this column, the stock market naturally comes first in volume of transactions and enhancement of values. Without exception the past year has been the greatest in stocks since the organization of the New York Stock Exchange, and far eclipses 1876, its counterpart, and the next greatest year

in stocks. The results, however, are far different to the country and are a measure of its combined prosperity and bull speculation, as 1876 was a guage of its depression and bear speculation. As a result the banks have had a good year, and are paying good dividends, with few losses to charge to profit and loss, and the brokers have had a golden harvest.

The money market has been a more important factor than usual in Wall street and throughout the country. Commencing with the first of 1879, resumption of specie payments was effected and has been successfully carried to the end of the year without a hitch or a hindrance, thus removing the hitherto uncertain basis of values. Hence with the close of the year the country is safely past this experimental test, as it was regarded by many. The most important auxiliary in the consummation of this result was the enormous importation of specie, such as the country has never seen, and may never see again, amounting to about $85,000,000 for the year. This was due to crops the most abundant at home and the most deficient abroad before known, and hence, not withstanding our large increase of imports of merchandize and especially of iron, Europe has been compelled to pay us gold for breadstuffs. Hence our exports of food supplies have been on an unprecedented scale. From these conditions it naturally follows that the agricultural interests of this country are in an unusually prosperous condition, and able to buy of both necessaries and luxuries of life to replace the depletion of the past few years. This in turn has set the textile and other manufactories of the country all into active motion; and the manufacturing interests have, therefore, had a good year with another before them. This renewal of industrial pursuits has increased the demand for raw material and labor, and hence the producers of all commodities from the earth or from the products thereof have had an active and prosperous year, and the laboring classes employment that was steady though not highly remunerative, as wages and real estate are always the last to rise as well as to fall. The effect of all these other forces, however, is beginning to be felt by these two interests, and another year will no doubt produce materially beneficial results. All these influences, thus put in motion naturally created such increased traffic in the transportation interests of the country that they were found unprepared, after six years of retrenchment, to accommodate this immense increase. Hence, after running for the first half of the year at the lowest rates of freight ever known, the railroads and shipping interests found themselves suddenly the masters of the situation, and from ruinous competition for traffic enough for half their carrying capacity, they found themselves in August overwhelmed with more freight than they could move. New rolling stock was then ordered by the railroads, until all the manufacturers of railroad supplies in the country found themselves contracted ahead in their productive capacity far into 1880. This in turn led to increasing their productive facilities, and forthwith the iron interests sprang into such activity as had not been seen in nearly ten years until most every idle furnace was started and we were compelled to import from Great Britain 400,000 tons more than for last year. Then the building industries followed the iron revival and the coal interests followed both until the whole industrial machinery of the country was not only set in motion, but taxed to its utmost to supply these demands, except coal and provisions the production of which has been lately curtailed. But coal and provisions were the only important articles that were produced in excess of demand. But speculation in these as in other staples of commerce set in and helped out legitimate demand and tent up prices of both in about the same proportion as for other articles.

The same was true of Cotton and most other staples of commerce, while the unusual demand for breadstuffs led to a great combination to control the stocks of the country, which are now held as other export staples are and have been for two months past above export markets. This has resulted in immense accumulations at the interior, and especially at seaboard points, until the storage capacities of the country are taxed to hold them. On the other hand the ocean shipping interests have suffered severely by this locking up, until rates of ocean freights have run down to the lowest points known in years under a heavy accumulation of tonnage which had been called here from all parts of the world by the high rates of freight and active demand for accommodation all through the autumn months. The railroads do not yet appear to feel the effects of this lock out of the speculators, because most of the latter are in the East and are bringing their stocks to the seaboard where costs of storage, insurance and interest are less than at interior points. This completes the more important interests of the country, and includes all but the fire insurance and mining interests, which appear to be about the only ones left out in the general prosperity. While everything speculative and non-speculative has been "booming," mining stocks—the most speculative of all—have seen the worst depression known in their history.

This has been due to special causes arising in the new constitution of California, designed to kill out stock speculation by stopping after January 1st, 1880, the dealings in stocks on margins. The great speculators and risk investors thus were the only buyers of the immense amounts held in California on margin, and they concluded to so run the mines, which they controlled, as to get these stocks at the lowest possible prices, and they have succeeded. After January 15th, therefore, this interest is promised a revival, and the market for the past week seems to indicate better times. Losses of the Fire Insurance companies have been very great the past year on low rates, aggregating in the United States and Canada over $83,000,000, against $20,000,000 last year.

The closing quotations on Wednesday were: Adams Express, 105⅛@106; American Express 57⅛@58⅛; Atlantic and Pacific Telegraph, 42⅛@43; Canada Southern, 66@66⅛; Central of New Jersey, 80¾@81; Chesapeake and Ohio, 18⅛@19; do. 1st pref., 28¼@29⅛; do. 2d pref., 22@23⅛; Chicago, Burlington and Quincy, 125@127; Chicago and Alton, 99⅛@100; do. pref., 120@125; Chicago and Northwestern, 90¾@90⅞; do. pref., 105¼@105⅛; Chicago, Milwaukee and St. Paul, 75¼@75¾; do. pref., 100@100⅛; Chicago, Rock Island and Pacific, 147¾@148½; Chicago, St. Paul and Minneapolis, 47@47⅛; Columbus, Chicago and Ind. Cent., 20⅛@20¾; Delaware and Hudson Canal, 74@75; Delaware, Lackawanna and Western, 83¾@83⅞; Erie, 42¾@42⅞; do. pref., 69@70; Hannibal and St. Joseph, 33⅛@34; do. pref., 63⅛@64; Illinois Central, 99¼@99⅛; Kansas Pacific, 84@87; Lake Shore and Michigan Southern, 100@100¼; Michigan Central, 89¼@89⅛; Morris and Essex, 102@102¼; Manhattan Railway, 54@54¼; Metropolitan Elevated, 119½@121; New York Elevated, 124⅛@126; N. Y. Central and Hudson River, ——@129⅛; New York and Harlem, 154@159; Northern Pacific, 32¾@32¼; do. pref., 56⅛@57; Ohio and Miss, 28⅞@29; do. pref., 57¼@58; Pacific Mail, 87¼@87¾; Panama, 167@170; Philadelphia and Reading, 71¾@71⅞; Quicksilver, 20@21; do. pref., 61¾@62⅛; St. Louis and San Francisco, 40⅞@41; do. pref., 49¼@50; do. 1st pref., 67@69; Union Pacific, 84⅞@85¼; U. S. Express, 48¼@49; Wells-Fargo Express, 104¾@105¼; Western Union Telegraph, 102⅛@102⅜; Wabash, St. Louis and Pacific, 42¼@42⅛; do. pref., 64¾@65.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chicago, St. Louis and New Orleans R. R., 24⅛; St. Paul and Sioux City R. R., 35; do. pref., 74¼; do. 1st, 96⅛; Ind., Cin. and Laf. R. R, 3¼; Missouri, Kansas and Texas R. R., 31⅛; do. 7s, consol. S. F. ass., 92⅛; do. 2d, 47⅛; Mobile and Ohio R. R. ass., 20⅛; do. 1st, 94¾; do. 1st deben., 61⅞; do. 4th deben., 31; Chesapeake and Ohio 1st pref., 29; do. 2d pref., 22; do. 1st Series B, 62¼; do. cur. int. def., 37; Col., Chi. & Ind. Cent. 1st, Trust. Co. certif., ass., 85¾; do inc., 33; Boston, Hartford and Erie 1st, 54¼; do. guar., 56¼; St. Louis and Iron Mt. 1st pref. inc., 78⅞; do. 2d do., 65; do. Arkansas Br. 1st, 98¼; do. Cairo, Ark. and Texas 1st, 98; Denver and Rio Grande 1st, 95¾; Central of New Jersey 1st consol. ass., 105½; do. Adjm't, 105¼; do. conv. ass., 105⅛; Am. Dock and Imp. 7s, 105¼; Kansas Pacific 6s, Denver Div. ass., with coupon certif., 101¾; Cairo and Fulton 1st, 104½; Oregon Railway and Nav. 1st 103; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 106; do. 1st, Omaha div., 106½; Rome, Watertown and Ogdensburg 1st consol., 58; Laf., Bloom. and Muncie 1st, 92; St. Louis and San Francisco 2d, class A, 87; do. B, 67¾; do. C, 64¼; Ind., Bloom. and Western inc., 50; do. 1st, 69; Chicago, St. Paul and Minn. R. R., 47¾; do. 1st, 101¾; Nashville, Chattanooga and St. Louis R. R., 81; Texas Pacific Income, L. G., 69; do. consol. 88; Toledo, Peoria and Warsaw 2d consol. pur. com. rec., 61⅛; Lehigh and Wilkesbarre consol. ass., 93; Kansas Pacific 1st, Feb. & Aug., 119; do. J. & D., 1896, with coup. certif., 111¼; do. Inc. No. 16, 72; do. 1st, Leavenworth Br. with coup. certif., 97⅛; Minn. and St. Louis 1st, 99⅛; Houston and Gt. Northern 1st, pur. com. rec., 92; Ohio and Mississippi 1st, Springfield div., 67; Galverton, Houston and Henderson 1st, 85; Quincy and Toledo 1st, 97⅛; Chicago, Mil. and St. Paul 6s, S. W. div. 102⅛; Cin., Laf. and Chicago 1st, 93; Chicago and East-

ern Illinois 1st, 93 ; Clev., Col., Cin. and Ind. consol., 107 ; Marietta and Cincinnati 1st pref., 10 ; Boston and New York Air Line pref., 62 ; Lake Erie and Western R. R., 20 ; do. 1st, 94 ; Keokuk and Moines R. R., 16 ; do. pref., 38½ ; Louisville, New Albany and Chicago R. R., 50 ; Cedar Falls and Minn. R. R., 11 ; Am. Dist. Tel., 73½ ; Sutro Tunnel, 4 ; Canton, 60; New Central Coal, 34 ; Maryland Coal, 24 ; Cumberland Coal and Iron, 25¼ ; Standard Mining, 28¼ ; Little Pittsburg, 28½ ; Climax, 3⅜ ; Homestake, 39¼ ; Caribou, 5⅜ ; La Platta, 5⅛ ; Excelsior, 25 ; North Carolina 6s, old, A. & O., 26¾ ; do, 6s, non-fund, 2⅞ ; do. Special Tax, 3d class, 4 ; Missouri 6s, 1888, 109½ ; Tennessee 6s, old, 32.

Philadelphia.—Union and Titusville 7s, 79¾ ; Steubenville and Indiana 6s, F. & A., 104½ ; do. M. & N., 103 ; Warren and Franklin 7s, 96½ ; Pennsylvania Canal 6s, 83 ; Pennsylvania Co., 6s, 104 ; Elmira and Williamsport 5s, 85 ; Philaphia and Reading R. R. scrip, 90⅛ ; do. gen'l mort. 6s, 88 ; Oil Creek 1st mort., 91 ; Lehigh Nav. consol. mort. 7s, 101 ; Railway Car Trust, 5s, 98 ; Am. S. S. Co., 6s, 101 ; Texas Pacific 1st mort. 103½ ; Philadelphia nad Reading Coal and Iron mort. 7s, 90 ; Huntingdon and Broad Top Mt. consol. 7s, 60 ; Philadelphia and Gray's Ferry R. R., 52½ ; Central Transp., 47¼ ; Nesquehoning Valley R. R., 53 ; Philadelphia, Germantown and Norristown R. R., 102¼ ; People's Pass. R. R., 16½ ; St. Paul and Duluth pref , 59 ; Orion Silver Mining Co. of Arizona, 2⅝ ; Argent, 2¼. The latest quotations are: City 6s, 106@108; do. free of tax, 119¾@120 ; do. 4s, new, 100@100⅞ ; Pennsylvania State 6s, 2d series, 101¾@102¼ ; do. 3d series, 108⅞@109¼ ; do. 5s, new loan, 111¾@112¼ , do. 4s, new, 101@102 ; Philadelphia and Reading, 35⅛@35¼ ; do. consol. mort. 7s, coup., 112⅛@112½ ; do. reg. 112½@118⅛ ; do. mort., 6s, 103¼@103¾ ; do. 7s, new conv., 66@68 ; do. 7s, 1893, 114⅞@115¼ ; United New Jersey R. R. and Canal Co., 152½@153 ; Pittsburg, Titusville and Buffalo R. R., 11⅛@11⅝ ; do. 7s, 50@55 ; Camden and Amboy mort. 6s, 1889, 110⅞@@111⅛ ; Pennsylvania R. R., 50⅝@50¾ ; do. 1st mort., 104⅜@104⅞ ; do. gen'l mort., coupon, 116⅜@116⅞ ; do. reg., 116⅜@116⅝ ; do. consol, mort. 6s, reg., 110@112 ; Little Schuylkill R. R. 52⅜@52⅝ ; Morris Canal, 54@64 ; do. pref., 145@150¼ ; Susq. Canal 6s, 44⅞@45¼ ; Schuylkill Nav. 7⅜@7⅝ ; do. pref., 16⅜@16⅞ ; do. 6s, 1882, 81⅞@82½ ; do. 1872, 100⅞@101⅛ ; Elmira and Williamsport pref., 48⅛@— ; do. 7s, 109@— ; do. 5s, 84@86 ; Lehigh Coal and Navigation, 37⅞@38 ; do. 6s, 1884, 105⅜@105⅝ ; do. R. R. loan, 109⅜@109⅝ ; do. Gold Loan, 103⅜@103⅝ ; Northern Pacific 31¾@32¼ ; do. pref., 56@56½ ; North Pennsylvania, 50¾@51 ; do. 6s, 109⅜@109⅝ ; do. 7s, 116@116¾ ; do. Gen'l mort. 7s, reg., 111⅛@112⅝ ; Philadelphia and Erie, 17@17¾ ; do. 6s, 102⅞@103⅛ ; do. 7s, 112@115 ; Minehill, 55⅞@56⅛ ; Catawissa, 15⅞@16¼ ; do. pref., 48⅝@48⅞ ; do. new pref., 46⅜@46⅝ ; do. 7s, 1900, 114⅛@114¾ ; Lehigh Valley 52¼@52½ ; do. 6s, coupon, 116@— ; do. reg., 114⅞@115⅛ ; do. 2d mort. 7s, 123⅜@123⅝ ; do. consol., mort., 109⅞@110 ; Fifth and Sixth streets (horse), 104½@— ; Second and Third, 90@90½ ; Thirteenth and Fifteenth, 69⅞@70⅛ ; Spruce and Pine, 52⅜@53⅝ ; Green and Coates, 89@— ; Chestnut and Walnut, 75@77 ; Hestonville, 26@26¼ ; Germantown, 61@70 ; Union 99⅞@100⅛ ; Lombard and South, 15½@16 ; West Philadelphia 76@77 ; People's, 15@16½ ; Ridge Av., 75@85.

Boston.—Denver and Rio Grande R. R., 40 ; Chicago and West Michigan R. R., 57½ ; Republican Valley R. R., 126 ; Chicago, Clinton, Dubuque and Minnesota R. R., 50 ; Rutland R. R., 7¾ ; do. pref., 25¾ ; do. 5s, 1898, 62 ; Summit Branch, 23 ; Nashua and Rochester R. R., 58½ ; Indianapolis, Cincinnati and Lafayette R. R., pref., 16 ; Louisiana and Missouri River R. R., 17 ; Kansas City, Fort Scott and Gulf R. R., 27½ ; do. pref., 53¼ ; Atchison and Nebraska R. R., 68 ; Cheshire R. R., 48¼ ; Maine Central R. R., 40 ; Little Rock and Ft. Smith R. R., 34½ ; do. 7s, 85⅞ ; New Mexico and Southern Pacific 7s, 104¼ ; Kansas City, St. Joseph and Council Bluffs R. R , 69 ; do. 1st, 108 ; Chicago, Burlington and Quincy 5s, 99½ ; do. new, 98 ; Detroit, Lansing and Northern pref., 102⅜ ; do. 7s, 110 ; Fitchburg R. R., 5s, 103 ; Kansas City, Lawrence and Southern 4s, 81 ; Iowa Falls and Sioux City 7s, 1917, 105½ ; Portsmouth, Gt. Falls and Conway 7s, 75 ; Philadelphia, Wilmington and Baltimore 6s, 110 ; Boston and Maine 7s, 1894, 119 ; Old Colony 7s, 1894, 117 ; Burlington and Missouri L. G. 7s, in Iowa, 1893, 114⅞ ; Connecticut and Passumpsic Rivers 7s, 1893, 108 ; Wisconsin Central 1st series 60 ; do. 2d series, 30 ; do. scrip, 50 ; Boston Water Power, 11⅜ ; Boston Land, 9⅞ ; Brookline Land, 6¼ ; Providence City 5s 1900, W. L. gold, reg., 107 ; Manchester 6s, 1887, W. L., 105½ ; Cambridge 5s, 1882, 104¼ ; Atlantic Mining Co., 12¾ ; Blue Hill, 7⅜ ; Central, 39 ; Duncan Silver, 5⅛ ; Dana, 75c. ; Franklin, 28¼ ; Hungarian, 87½c. ; Mesnard, 8 ; National, 5 ; Osceola, 34½ ; Oxford Nickle, 8½ ; Pewabic, 35 ; Ridge, 7⅛ ; Silver Islet, 21⅛ ; Sullivan, 13.

Baltimore.—Virginia consols coupons, Jan. 1880, 74½ ; Virginia Peelers, 29 ; Virginia 10 40 coupons, Jan. 1880, 78 ; Marietta and Cincinnati 1st conp., Feb., 1878, 91 ; do. 1st Sterling, 100 ; Northern Central 5s, 78¾ ; Baltimore and Ohio scrip, 151 ; do. 2d pref., 104 ; Baltimore 5s, 1916, 108¾ ; do. 5s, 1894, 107½ ; do. 6s, 1886, 107 ; Norfolk Water 8s, 116¾ ; Memphis 6s, new, 34½ ; Lake Chrome, 0 14 ; Ore Knob, Copper, 5⅝. The latest quotations are : Canton 6s, gold, 107½@— ; Union Canal, ind., 110@— ; Pittsburg and Connellsville 7s, 1898, 115@— ; Baltimore and Ohio, 149@155 ; do. 1st pref., 111@112 ; do. 2d pref., 104@104¼ ; do. 6s, 1880, 102@— ; do. 6s, 1885, 106½@— ; Northern Central, 32@32½ ; do. 6s, 1900, 108@— ; do. 6s, 1900, gold, 107@107¼ ; do. 6s, 1904, gold, 100@— ; do. 5s, —@79 ; Marietta and Cincinnati 1st mort. 1892, 104@105 ; do. 2d mort. 7s, 72¼@72½ ; do. 3d mort. 8s, 38⅝@38⅞ ; Central Ohio 1st mort., 107½@— ; Western Maryland 1st, unindorsed, 107@109 ; do. 2d mort. pref., 80@90 ; Orange and Alexandria 2d, 98⅛@99 ; do. 3d, 67½@— ; do. 4th, 36⅞@45 ; Orange, Alex. and Manassas 7s, 73@75 ; Richmond and Danville 1st mort., 100@105 ; Northwestern Va. 3d mort. guar., 106@— ; Virginia consol. 6s, 51¼@51¼ ; do. 2d series, 28⅞@29¼ ; Virginia Consol. coupons, Jan., 1880, 74¾@74⅞ ; Virginia 10-40 bonds, 37@37¼ ; Baltimore City Passenger R. R., 38@38¾ ; Virginia and Tennessee 2d mort., 100¼@— ; do. 3d mort., 112@— ; Atlantic Coal, 1.40@1.60 ; George's Creek Coal, 96@98¼.

Philadelphia, Wilmington and Baltimore Railroad.

We have been favored with a copy of the 42d Annual Report of this Company, being for the fiscal year ending October 31, 1879, which is to be presented to the Annual Meeting of the Stockholders on the 12th inst. From this we learn that the earnings for the year of the Main Stem, Southern Division and Port Deposit Branch, are as follows: Passenger receipts, $1,541,049 95 ; freights receipts, $1,176,081 15 ; express receipts $64,834 64; mail receipts, $49,043 33 ; rents, $18,910 71 ; total $2,849,919 78. The expenditures amounted to $1,567,742 41, and two dividends of four per cent. each were paid during the year, amounting to $925,600, leaving a surplus to credit of the revenue for the year of $245,689 56. The passenger receipts in 1879 were less by 1.90 per cent. than in 1878, and the freight receipts more by 23.55 per cent. than in 1878, the increase being due partly to increased fruit traffic from the Delaware railroad and partly to the general revival of trade. The real estate of the company at Canton, Baltimore, is being rapidly improved, and the exchange of traffic between steamers and cars has been much facilitated by the building of a wharf. Mention is also made of the proposed transfer of the passenger and baggage cars of the Baltimore and Ohio railroad between Canton and Locust Point by means of a large ferryboat, which will be ready for use early next summer. Many improvements have been made along the line of road, such as the substitution of iron bridges for wooden ones, of stone ballast for gravel, of steel rails for iron rails, and the building of additional locomotives and freight cars. Appended to the report is a comparative statement of the fruit traffic of the road for thirteen years ended October 31, 1879, showing that during that time there have been carried 42,407 carloads peaches and 6,606 carloads berries, yielding a total revenue of $2,810,871 04.

Chesapeake and Ohio Railway.

At the annual meeting of the Chesapeake and Ohio Railway Company, held in Richmond, Va., on the 30th ult., 202,000 shares of stock being represented, the following board of directors was elected : C. P. Huntington, A. S. Hatch, A. A. Low, Elias S. Higgins, John Castree, Jesse Hoyt, A. E. Orr, Ezra Wheeler and Edward T. Tournier, all of New York, and William C. Wickham and John Echols of Virginia.

The report of President Huntington is encouraging, and speaks with confidence of the early completion of the western extensions of the road, and also of its extension to such a point on the waters of the Chesapeake as examination shall prove to possess the best water and harbor facilities. Vice President Wickham's report shows that the total earnings for the past fiscal year were $1,891,542 ; the operating expenses, $1,507,333 ; the earnings over the operating expenses, $384,209.

☞ The gross earnings of the Philadelphia and Erie Railroad for the month of November, 1879, were $273,167 98, the expenses $162,718 56, and the net earnings $110,449 42.

Burlington and Missouri River Railroad.

The earnings, expenses, etc., of the Burlington and Missouri River Railroad for the month of October were as follows:

	1878.	1879.
Gross earnings	$307,581	$346,432
Expenses	53,369	53,809
Net earnings	$249,212	$292,623

—showing an increase in earnings of $38,851, with a decrease in expenses of $4,560, making the increase in net earnings $43,411.

From January 1, to October 31, the earnings, expenses, etc., were:

	1878.	1879.
Gross earnings	$1,553,677	$1,793,702
Expenses	503,642	574,433
Net earnings	$1,050,035	$1,219,269

—showing an increase in earnings of $240,025, in expenses of $70,791, and in net earnings of $169,234.

New York, Lake Erie and Western R. R.

The earnings of this road for the years ending September 30, 1878 and 1879, including all branches and leased lines, have been as follows:

	1878.	1879.
From passengers	$3,070,121 02	$3,118 943 75
" freights	9,808.010 32	9 049,269 62
" coal	2,106,479 40	3,184,211 37
" express	366,025 49	321,033 98
" mails	170,778 63	162,569 24
" rents	27,557 96	25,511 57
" miscellaneous	96,005 27	80,483 05
	$15,644,978 09	$15,942,022 58
Expenses, viz:		
Conducting transp.	$4,364 879 32	$4,623,862 92
Motive power	3,025,243 15	3,213,384 27
Maintenance of way	2,064,992 16	2,158,931 46
Maintenance of cars	763,272 90	784,913 30
General expenses	417,976 14	393,607 00
	$10,635,863 67	$11,174,698 95
Allotted to—	1878.	1879.
Passenger transp	$2,376,049 58	$2,377 461 72
Freight transp.	8,259,814 09	8,797,237 23
	$10,635,863 67	$11,174,698 95
Net earnings	$5,009,114 42	$4,767,323 63

There was a decrease in earnings from general freights $758,740 70; from express, $44,991 51; from mails, $8,209 39; from rents, $2,046 39; and from miscellaneous, $15,522 22; while there was an increase from coal of $1,077,731 97; and from passengers of $48,822 73—making the total increase in earnings $297,044 49, or 1.9 per cent The increase in working expenses (of which $1,412 14 is allotted to passenger transportation, and $537,423 14 to freight transportation) amounted to $538,835 28, or 5.07 per cent, making the decrease in net earnings $241,790 79, or 4 8 per cent.

Net earnings from traffic	$4,767,323 63
To which add earnings from other sources, including $24,183 44, net profit growing out of the transactions of the Receiver of the Erie Railway	437,445 97
	$5,204,769 60
From which deduct interest on funded debt, rentals of leased lines, and other charges	3,888,664 75
Leaving a net profit from the operations of the year of	$1,316,104 85

This amount, together with $2,036,109 22, received during the year from the assessments paid on the stock of the Erie Railway Co., has been applied to the improvement of the road and property. The President, in his report, says:

The increase in earnings is not in proportion to the increased business done, owing to the low rates prevalent during the year; neither is the increase in expenses in proportion to such business, owing to the decreased cost of operating per unit of traffic.

The freight carried, as compared with 1878, shows an increase of 28 per cent, whilst the increase in the earnings therefrom was but 2.7 per cent.

The ratio of expenses to earnings increased from 68 per cent in 1878 to 70 per cent in 1879.

The cost per ton per mile for moving freight was but 0.56 of a cent, being less than ever before known in the history of the road.

If the average rates for the transportation of freight for the year 1879 had been equal to those of 1878, the earnings, calculated on coal and merchandise separately, would have been $2,621,583 59 more than was realized.

The rates of 1878 were regarded as extremely low, indeed, lower than any one had reason to suppose would again prevail for any considerable period of time. But during the greater part of 1879 a much less average rate was forced upon us; and, consequently, notwithstanding the fact that we did a largely increased business, our earnings were but slightly augmented.

These remarks apply to the general freight business of the company. But the carrying of coal is so large an item in our transportation that the disorganization in that business, and the extremely low rates at which we had to handle it, operated very unfavorably upon our earnings, and was one the leading factors in producing the results of the year.

There is every reason for believing that the differences which have existed between the coal companies will soon be satisfactorily and finally adjusted, and that, hereafter, that branch of business will be placed upon a more permanent and profitable basis.

It is believed that the arrangements now made for the establishment of rates upon general freight, and for the adjustment of differences which may arise between the various companies, will result in the fixing of prices for transporting freight upon such a basis as will be permanent, and more satisfactory to the railroads as well as to the public.

If these reasonable anticipations are realized, even without an increase of traffic and without any further economies in operating the road, your board feels fully justified in expressing the opinion that the company will be able to meet its fixed charges and other obligations. With the improvements, however, which have been and are being made, fully completed, there is no reason to doubt that for the future we will have a largely increased traffic, and that the road can be operated at a largely reduced percentage of expenses.

CAPITAL STOCK.

The capital stock of this company, fixed by its articles of association, is as follows:

Common stock	$78,000,000
Preferred stock	8,536,900
	$86,536,900

Under the plan of reorganization, forming part of its articles of association, the capital stock of this company was to be issued in exchange, at par, for stock of the Erie Railway Co., provided that the holders of such last-named stock should assent to such plan by paying an assessment upon their shares.

Up to the 30th September, 1879, these assessments had been paid upon the following amounts of stock:

Common stock	$77,107 700
Preferred stock	8,146,700
	$82,254,400

Of this, there has been issued in exchange for stock of the Erie Railway Co.:

Common stock	$24,997,100
Preferred stock	2,151,700
	$27,148,800

And there is held, waiting exchange:

Common stock	$52,110,600
Preferred stock	5,995,000
	$58,105,600

There are still outstanding 3,902 shares of preferred and 8,923 shares of common stock, making a total of 12,825 shares, the holders of which have failed to pay their assessment, or otherwise assent within the terms prescribed.

FUNDED DEBT.

The property of the Erie Railway was purchased by this company, subject to all pre-existing mortgages or liens to that upon which the sale was made, and it has to provide for all such in the same way and to the same extent that it would have to do had they been created by it.

Hence, it became necessary during the year to deal with the second mortgage bonds, which, by the terms thereof, matured and became payable September 1, 1879. These amounted to $2,174,000, and bore interest at the rate of seven per cent per annum. The company proposed to the holders to extend the mortgage for a term of forty years, reducing the rate of interest to five per cent per annum, which proposition has been acceded to by holders to the extent of $2,109,000. We have no reason to doubt that the few outstanding will accept the same arrangement, in which event the reduction in interest will amount to $43,480 per annum. Such holders as do not assent to the proposed extension will be paid the principal of their bonds, and to that extent the lien of this mortgage will be reduced.

At the date of the last report, $460,000 of the first consolidated mortgage bonds were outstanding, the holders thereof not having assented to the plan of reorganization. Of this number, $217,000 have assented during the present year, which involves the issuing for the coupons on these bonds, first consolidated funded coupon bonds, thus increasing the amount of such coupons from $3,615,444 40 to $3,688 001 01, upon which latter amount the entire interest has been charged for the year.

Since our last report the holders of all the second consolidated mortgage bonds, as well as of the convertible bonds, have assented to the plan of reorganization. Of the new second consolidated mortgage bonds of $25,000,000 the amount outstanding has, therefore, increased from $24,180,000 to $24,400,000, and the second consolidated funded coupon bonds have increased from $8,520,651 29 to $8,597,400, on which latter amount the interest has been charged for the year.

The funded debt as now ascertained (upon the supposition that the entire issue of the second mortgage bonds will be extended), is as follows:

First Mort bonds (N. Y. & Erie)	$2,482,000 00
Second Mort. bonds " ..	2,174,000 00
Third Mort. bonds " ..	4,852,000 00
Fourth Mort. bonds " ..	2,937,000 00
Fifth Mort. bonds " ..	709,500 00
Buffalo Branch Mort. bonds (N. Y. & Erie)	182,600 00
Consolidated Mort. bonds (Erie Railway)	16,656,000 00
First consolidated mort. funded coupon bonds (N. Y. L. E. & W. R. R)	3,688,001 10
New second consolidated mort. bonds (N. Y., L. E. & W. R. R.)	24,400,000 00
Second consolidated funded coupon bonds (N. Y., L. E. & W. R. R.)	8,597,400 00
Total, as far as ascertained, to Sept. 30, 1879	$66,678,501 10

The above does not include the income bonds, amounting to $508,008, which have been and are to be issued to parties who have assented to the plan of reorganization by paying six dollars per share on the common, and three dollars per share on the preferred stock of the Erie Railway Co. Neither does it include the prior lien bonds, amounting to $2,500,000, which have not yet been issued, and which we are hopeful it will not be necessary to issue.

ASSESSMENT FUND.

The assessment paid upon the stock, as stated in our last report, amounted to $3,416,678, the entire amount of which, less that retained by the London Trustees for the payment of the expense attending the collection of and accounting for such assessment, and otherwise conducting the reorganization plan, was deposited by the trustees with the Farmers' Loan and Trust Co. subject to the order of this company.

Of this amount this company received during 1878.....	$328 008 96
During 1879.....	2,036 109 22
Total amount received.....	$2,364,118 18

And has applied to the payment of improvements to the road and its equipment, $2,263,218 75 as follows:

On account of third rail previous to September 30, 1878.....	$205,624 70	
In the year ending September 30, 1878..	1,001,804 50	
Second track.....	491,860 28	
Thirty eight locomoti'es	313,500 00	
Two car floats.....	25,880 00	
Engine house and machine shop, Buffalo.	67,071 05	
Engine house, Bergen.	19 698 30	
Grain Elevator, Buffalo	89,870 00	
Ship Basin and Docks, Jersey City.....	17,909 93	
Miscellaneous.....	29,999 99	
		2,263,218 75
Balance on hand, Sept. 30, 1879		$100 899 43

THIRD RAIL.

The laying of the third rail was completed December 24, 1878, by which means we have a standard gauge of 4 feet 8½ inches between Jersey City and Buffalo and the International and Suspension Bridges.

SECOND TRACK.

There have been laid 65 additional miles of second track, thus giving us an unbroken line of double track from Jersey City to Burns, a distance of 839¼ miles. Forty additional miles of second track will be speedily laid, and, with this done, the road will be entirely double tracked from Jersey City to Buffalo, with the exception of seven miles on the Buffalo Division, the grading for which will be completed and the track laid early in the spring.

EQUIPMENT.

The agreement with the Car Trust of New York and others for equipment, provides that the title to the cars vests in the respective companies until the final payment.

The amount which has been paid on this account up to September 30, 1879, is $160,645 85, as appears in the balance sheet accompanying the report of the Auditor.

In addition to the cars which have been heretofore purchased through the agency of the Car Trust, arrangements have been made to purchase 3,000 additional cars, they being greatly needed to accommodate the constantly increasing demands of the traffic of the road.

The necessities of the company for a largely increased equipment were manifest to every one having occasion to examine and consider the question. In the absence of cars of our own we had to rely largely upon those of other companies for the doing of the through business over our road, for the use of which cars we had to pay the customary mileage. To have purchased the number needed would have required a larger amount of cash capital than we were able to command. Hence, the resort to the Car Trust system, by which we were able to extend the time for payment over periods of five years, and in quarterly installments.

The wisdom of owning our equipment and of procuring it through the medium of the Car Trust is amply vindicated by the important fact that although we have had the benefit of these cars for but a comparatively short period, yet the debit balance against us on account of car mileage due to other companies has been already greatly reduced, and this reduction will continue in the ratio in which we further add to the number of our own car equipment.

The saving in this particular item of mileage will go largely toward paying for the cars purchased.

BRANCH LINES.

The lease of the Erie and Genesee Valley Rail road was abandoned by this company, and will not be resumed unless terms more equitable and just can be agreed upon.

The loss arising from the operation of the branch lines was reduced during the year $75,750 66.

The earnings and expenses of these lines are included in the general statement of the earnings and expenses of the main line.

Whilst there is a loss in operating these lines, as shown by the accounts, yet, if considered, as they should be, in connection with the main line, and with the traffic derived from them which the main line could not otherwise control, they are profitable to the company.

NEW ENGLAND CONNECTION.

There has been much more delay in the completion and opening of the Boston, Hoosac Tunnel and Western Road than was anticipated at the date of the last report. That company has been subjected to a long and tedious litigation, every means possible having been resorted to for preventing its securing the necessary rights of way and the necessary crossings of other and competing lines of road.

These legal impediments have all been overcome, however, and the company is now in possession of the entire line. The road will be opened for business during the current year.

This connection will be of great value to us. It supplies a want which this company and its predecessors have always experienced. It gives us access to all New England and will enable us to control a large traffic which heretofore we have had to decline. It will also enable us to bring from New England for distribution on the line of our own and connecting roads large quantities of manufactured fabrics.

In every respect it must add largely to our revenue and business.

TRAFFIC ARRANGEMENTS.

The most beneficial results may be expected from the experience of the past two years. It has been fully demonstrated that no one line can realize any permanent advantage by undertaking to secure to itself, by means of reduced rates and other inducements, traffic not legitimately belonging to it and beyond the proportion properly due to it. Temporary advantages may be gained, but they are always followed by retaliatory measures, which, in the end, prove disastrous not only to the railroad but to the commercial and business interests of the country.

Permanency in prices and regularity in the movement of traffic are as important to the public as to the roads, for upon them depend business arrangements and contracts all over the country.

These facts, and many others bearing upon the subject, have led to serious inquiry as to the best remedy for the evils of competition so long existing, and the result of such consideration is the arrangement which has been made between the trunk lines for a division of traffic, west bound, from all the seaboard cities, and the appointment of a Board of Arbitration to adjust and settle all questions as to such traffic or the rates thereon.

Since this arrangement has gone into effect, rates have assumed a degree of permanency not heretofore known, and since the appointment of the Board of Arbitration the differences and difficulties between the different lines have been harmonized and adjusted before the relations of the roads were seriously jeopardized or disturbed.

The public have been well served, and no complaints, so far as your board is advised, have been made with reference to the traffic covered by the arrangement, nor the rates for carrying the same.

The results of the experience with the westbound business have been so satisfactory that the subject has been taken up by the entire system of western roads, and they are moving rapidly in the direction of inaugurating a similar arrangement for a division of traffic, and the referring to the same Board of Arbitration of all questions of difference which may arise between them.

The length of the road from Jersey City to Dunkirk is 460 miles; from Hornellsville to Buffalo, 91 miles; branches, 377 miles—total length of road and branches, 928 miles.

Between Jersey City and Buffalo there were, at the close of the fiscal year, 362⅛ miles of double track, and 59⅛ miles of single main track—equivalent to 784⅛ miles of single track, of which 727⅛ miles are laid with steel rails, and 57 miles with iron rails. Between Hornellsville and Dunkirk, 77 miles of main track are laid with steel, and 52 miles with iron.

Of the 91 miles between Hornellsville and Buffalo, 44 miles are double track, leaving 47 miles of single track, the grading for 40 miles of which is in progress, and track will be laid as soon as the grading is completed; the remaining 7 miles will be filled in next year. The line has been relocated at two points on this division for the distance of two miles and four miles respectively, whereby the ruling grades will be reduced from 44 to 30 feet to a mile westward, and from 49 to 26 feet to a mile eastward, except each side of Attica, where for a distance of 2⅛ miles westward the ruling grade is 48 feet, and for 3 miles eastward it is 45 feet, and where it will be necessary to use pushers.

Of the 377 miles of branches (all with single track) 8 miles are laid with steel and 369 miles with iron. Since the close of the fiscal year the 12⅛ miles of unfinished second track of the Delaware division has been completed.

The total number of miles in main track and branches is 1,292, of which 812⅛ miles are laid with steel, and 479⅛ miles with iron.

In addition to the 65 miles of second track laid during the year, 23⅛ miles of side tracks were laid, and a third rail added in 385 miles of main track and 111⅛ miles of side track.

The third rail was completed to Jersey City in December, 1878, thus giving a continuous standard gauge of 4 ft. 8½ in. from Jersey City to Buffalo and International and Suspension Bridges.

The total number of miles laid with third rail on the 30th of September, 1879, was on main line: main track, 653.11; side tracks, 158.17; and on branches: main track, 206.20; side track, 71.06—total, 1 083 54, of which 840 miles are steel, and 243.54 miles are iron.

An undivided half of very valuable wharf property on Buffalo Creek has been acquired, and is

jointly owned by this company and the Lehigh Valley Railroad Company; and one half ownership of the Buffalo Creek Railroad has been bought, by the acquisition of which the company has access to its own and other extensive wharf and warehouse property on Buffalo Creek.

During the year 43 consolidation locomotives were added, and 14 condemned and broken up—making the total number added, 29. The total number of locomotives on the road at the close of the year was 504, of which 430 were broad gauge and 74 4 ft. 8½ in. gauge. As many as 80 new locomotives should be constructed to make good those that should be condemned, and at least 20 should be added to the present number.

The number of cars on the road is as follows: 229 first class passenger, 68 second class and emigrant, 3 inspection, 3 pay, 93 baggage, express and mail, 44 milk, 9,105 box freight, 355 box stock, 833 slat stock, 277 oil tank, 591 flat, 1812 gondola, 569 gondola dump, 3,363 8-wheel and 2,382 4-wheel coal, 56 8-wheel and 175 4 wheel caboose, 166 gravel, and 27 derrick and tool.

The number of miles run by trains is as follows: passenger, 3,192,618; freight, 8,467,847; switching, 2,301,504; other, 212,554—total, 14,-174,523, an increase over the previous year of 1,-457,940.

Number of passengers carried, 4,894,527; do. carried one mile, 149,115,718, an increase of 8,-788,969. Tons of freight carried, 3,802,314; tons of coal, 4,410,327—total tons, 8,212,641. Tons of freight and coal carried one mile, 1,569,222,417, an increase of 344,458,699.

Earnings per passenger per mile, 2.091 cents; expenses, 1.594 cents—net earnings, 0.497 cent. Earnings per ton per mile freight, 0 85 cent; do. coal, 0.64 cent—on all freight 0.780 cent; expenses, 0.561 cent—net earnings, 0.219 cent.

CONDENSED BALANCE SHEET, Sept. 30, 1879.

Construction—Main line	$548,381 19
Third rail—General account	228 344 40
Equipment	70,470 09
Real estate	124,926 80
Amounts expended out of the special fund for:	
Third rail	1 207,429 20
Second track	491,860 28
Improvements at Buffalo	67 071 05
Engine-house at Bergen	19,698 80
Equipment	339,380 00
Elevator at Buffalo	89,870 00
Ship basin and docks, Jersey City	17,909 93
Miscellaneous	29,999 99
Construction—Branch lines	86,070 18
Elevator at Buffalo—General account	37,425 17
Ship basin and docks, Jersey City —General account	82,602 86
Weehawken docks—construction	848 81
Amounts paid on account of equipment	160,645 35
Stocks of other companies	174 202 50
Bonds of other companies	226,024 60
Amounts due by agents, other companies and individuals on current accounts	1,841,986 01
Materials and supplies on hand at shops and on road	875,731 14
Cash on hand	165,196 21
Cash in London to pay coupons	10,401 74
Bills receivable	7,500 00
The estate of the Erie Railway Co.	95,737,122 37
	$102,631,098 17

Common stock issued at this date	$24,997,100 00
Preferred " "	2,151,700 00
Funded debt	66,678,501 10
Loans payable	800,000 00
Bills payable	182,763 51
Interest on funded debt (due and accrued)	588,965 70
Rentals of leased lines, etc.	433,399 86
Amounts due to other companies and individuals, on current accounts, consisting of:	
Pay rolls for September payable in October	616,279 47
Audited vouchers for supplies, etc., including September vouchers	1,534,697 29
Traffic balances, etc.	631,186 28
Sundries	31,868 97
Special fund received from Trustees for improvement of the property	2,364,118 18
Profit and loss	1,120,517 81
	$102,631,098 17

President.—H. J. JEWETT.

Directors.—Theron R. Butler, Charles Dana, Thomas Dickson, Harris Durkee, James T. Goodwin, R. Suydam Grant, Solomon S. Guthrie, Hugh J. Jewett, John Taylor Johnston, James R. Keene, Edwin D. Morgan, Cortlandt Parker, John Frederick Pierson, Homer Ramsdell, Henry G. Stebbins, William L. Strong, J. Lowber Welsh.

General Manager.—ROBERT HARRIS.

Auditor.—S. LITTLE.

Boston, Hoosac Tunnel and Western R. R.

The Boston Journal, in noticing the formal opening of this road which took place at North Adams, Mass., on the 22d ult., says:

The project of building a secure and more direct railroad from the Tunnel to the Hudson River has long been looked upon as one likely to be undertaken. It is now but little more than two years since the organization was formed which has resulted in the construction of the road, the opening of which was yesterday celebrated. This road was organized with a capital of $10,000,000, and in November, 1877, awarded the first contract—for the construction of the iron bridge over the Hudson River at Mechanicville, and as at present completed, it extends from Mechanicville, N. Y., to North Adams, Mass., a distance of 45.98 miles. The stations and distances from Mechanicville are as follows:

	Miles.	Miles.
To Reynolds	4.37	4.37
Schaghticoke	4.57	9.94
Valley Falls	1.48	10.42
Johnsonville	2.93	12.35
Buskirk	4.88	18 23
Eagle Bridge	1.91	20.14
Hathaway	2.85	23.00
Hoosick Falls	1.81	24.81
Hoosick	3.31	28.12
Petersburgh Junction	1.90	30.02
Vermont State line (no station)	2.50	32.52
North Pownal	1.80	34.32
Pownal	2.65	36.97
Massachusetts State line	2.06	39.03
Williamstown	2.45	41.48
Blackinton	1.75	43.23
North Adams	2.75	45.98

None but the best of materials have been used, and no expense has been spared in making the new line to the Tunnel a safe one for travel. All the culverts and cattle guards are mainly constructed of marble, quarried at West Rutland, and of the best of iron. The rails are of steel, and were made at the Rensselaer works.

All the bridges, nine in number, are substantial iron structures, and were manufactured by the Phœnix Iron Company, of Phœnixville, Penn. These bridges are located over the Hoosac River in Vermont, one over the Walloomsac, one each at Valley Falls, Johnsonville, Schaghticoke, Tomhannock and two at Mechanicville. One of those at Mechanicville is 2,000 feet long and 70 feet above the bed of the river. It crosses two highways and the Champlain Canal. The structure at Tomhannock is on the site of the terrible accident on the Albany and Vermont road about twenty years ago.

On the 1st day of October, 1879, the Boston, Hoosac Tunnel and Western Railway Company had expended $2,400,000. The equipment of the road consists of 8 powerful locomotives, 10 first-class combination coaches, 500 first-class box cars, 150 stock cars, 100 coal cars, 42 flats, 66 construction cars, 5 cabooses, 1 tool car and 1 derrick car. Two passenger trains will be run daily, and connections made for Boston, Troy and Albany.

Employing the Rensselaer and Saratoga line from Mechanicville to Schenectady, and the Albany and Susquehanna thence to Binghamton, the new road taps the Erie. It has a 20-year contract with the Delaware and Hudson Canal Company, which controls the Albany and Susquehanna and the Rensselaer and Saratoga lines. The new road also has traffic arrangements for four years with the Fitchburg Railroad Company, which in turn controls the Massachusetts State or Tunnel route. Thus Boston has three trunk lines to the West, the Boston and Albany, the Troy and Boston and the Boston, Hoosac Tunnel and Western Railroads.

Philadelphia and Reading Railroad.

The Philadelphia and Reading Railroad Company have given orders for the construction, at the shops in Reading of 1,400 cars for the company's use, to consist of 400 coal cars and 1,000 freight cars. From every indication a very heavy coal traffic is anticipated. Additional rolling mills, forges, furnaces and other industries are getting into operation all along the company's lines, and the full resources of the road are required to meet them. The demand for coal for manufacturing purposes is reported to be largely in excess of that which is wanted for domestic uses at this time, a fact which is highly gratifying and encouraging to the general business community in that section.

☞ The Governing Committee of the New York Stock Exchange have admitted to the list the Columbus, Chicago and Indiana Central 7 per cent income bonds of 1870, $10,000,000. To be placed under the head of "income bonds," and to be a good delivery only after registry by the Gallatin National Bank; also the Iowa City and Western Railway Company first mortgage 7 per cent bonds, $456,000, guaranteed by the Burlington, Cedar Rapids and Northern Railway Company. To be placed on the regular list under the heading of Burlington, Cedar Rapids and Northern Railway bonds; also the Climax Mining Company, situated on Fryer Hill, Lake County, Col., Hon. David A. Wells, President; capital stock, 200,000 shares at $2 per share.

☞ In admitting the stock of the Climax Mining Company to the list of the New York Stock Exchange, the Governing Committee say that they express no opinion in regard to the amount of capitalization or the market price at which it should be quoted. They favored its admission because, first, after careful examination by counsel its title was found to be sound; second, it has

been regularly incorporated, and all the provisions of the laws of the States in which the property is located have been complied with; third, it appears to be a legitimate enterprise, as developments have been carried to such a point as to give reasonable assurance of continuance.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending December 20, as reported by the several carrying companies amounted to 509,855 tons, against 369,466 tons, the corresponding week last year, an increase of 140,389 tons. The total amount of anthracite mined for the year is 25,716,136 tons, against 16,674,902 for the same period last year, an increase of 9,041,234 tons. The quantity of bituminous coal sent to market for the week amounted to 54,256 tons, against 56,833 tons in corresponding week last year, a decrease of 2,577 tons. The total amount of bituminous mined for the year is 3,585,329 tons, against 3,319,423 tons for corresponding period last year, an increase of 215,906 tons. The total tonnage of all kinds of coal for the week is 564,111 tons, against 426,299 tons in corresponding week last year, an increase of 137,812 tons, and the total tonnage for the coal year is 29,260,937 tons, against 19,994,324 tons to same date last year, an increase of 9,266,613 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of December was 158,014 tons, of which 119,137 tons were coal, and 38,077 tons coke. The total tonnage for the year thus far has been 5,877,769 tons, of which 4,594,336 tons were coal and 1,283,433 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending December 20th were 51,094 tons, and for the year to that date 1,645,109 tons—11,285 tons less than in the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad for the week were 43,141 tons, for the year 996,594 tons, an increase of 117,712 tons, as compared with 1878. The shipments to the Chesapeake and Ohio Canal for the week were 4,898 tons, for the year 499,052 tons, a decrease of 110,153 tons compared with last year. The shipments to the Pennsylvania Railroad were for the week 3,055 tons, for the year 149,463 tons, an increase of 3,725 tons as compared with 1878.—*Phila. Ledger, Dec.* 29.

☞ The Cincinnati Price Current says that arrangements have been completed for the construction of a road to be known as the Baltimore, Pittsburg and Chicago Railroad, which will run from Beaver, Pa., on the Pittsburg and Lake Erie Railroad to Chicago Junction on the Baltimore and Ohio Railroad, about 150 miles. This, in connection with the Baltimore and Ohio, will form a direct line from Pittsburg to Chicago. It is said that the Baltimore and Ohio Railroad is the principal promoter of this new line, and will use it in competition with the Pittsburg, Fort Wayne and Chicago to and from Pittsburg.

☞ The gross earnings of the Boston and New York Air Line Railroad for November were $22,220, the operating expenses $8,498, and the net earnings $18,722. The net earnings of the three months ending with November are stated at $45,549.

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☞ A horse railroad corporation was organized at Fall River Mass., on the 24th ult., the directors being Cook Borden, Foster H. Stafford, Franklin P. Osboro, Isaac P. Francis, Samuel V. Biffins, H. K. Braley, George F. Mellen.

OFFICE OF LA PLATA MINING AND SMELTING CO., OF LEADVILLE, COL., No. 58 BROADWAY, ROOMS NOS. 12 AND 13, NEW YORK, Dec. 18, 1879.

DIVIDEND NO. 4.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value $10) on the capital stock, payable on Friday, January 2, prox., at the office of the company. Transfer books will close on Saturday, December 27, and reopen Saturday, January 3, 1880.

Statement of the financial condition of the company:

Cash capital		$100,000 00
November 1, 1879, balance surplus acc't.		32,566 80
December 1, 1879, net earnings for month of November	$26,733 85	
Less cash to construction acc't, new furnaces, ore sheds, etc.	8,648 85	
		18,085 00
		$150,651 80
Dividend of 7½ cents per Share, 200,000 Shares		15,000 00
Leaving cash balance December 1, 1879.		$135,651 80

W. B. ALLEN, Assistant Secretary.

OFFICE OF THE LEADVILLE MINING COMPANY, No. 57 BROADWAY, NEW YORK, Dec. 25, 1879.

DIVIDEND NO. 7.

THE BOARD OF DIRECTORS HAVE THIS day declared Dividend No. 7, of 1¼ Per Cent (15 cents per share) on the capital stock ($2,000,000) of this Company, out of the earnings for the month of December, payable at the office of the Company on and after January 10, 1880. Transfer-books will close January 5, and reopen January 12, 1880.

J. S. LOCKWOOD, Secretary.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO., No. 9 NASSAU-ST., NEW YORK, Dec. 27, 1879.

THE COUPONS OF THE FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY, and the CALIFORNIA AND OREGON RAILROAD COMPANY, due January 1, 1880, will be paid in gold at the office of FISK & HATCH, No. 5 Nassau-st.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM NO. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, Dec. 16, 1879.

A QUARTERLY DIVIDEND OF (2½ Per Cent) two and one-half per cent upon the capital stock of this company will be paid on and after the 2d day of January next, at the Central Trust Company, 15 Nassau-st., New York, to the stockholders of record on the 22d inst. The transfer books will be closed at 3 o'clock p. m. on the 22d inst., and reopened on the morning of the 3d of January next.

JOHN E. BODY, Treasurer.

METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, Dec. 16, 1879.

THE COUPONS OF THE HALF-YEARLY INTEREST on the First Mortgage Bonds of this company will be paid on and after the 2d January next at the Central Trust Company, 15 Nassau-st., New York. JOHN E. BODY, Treasurer.

New York, New England and Western

INVESTMENT CO.

(INCORPORATED.)

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JOHN C. SHORT, President.
GEO. W. DEBEVOISE, Vice President.
WM. P. WATSON, Secretary and Treasurer.

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FORTY-YEAR

7 Per Cent. BONDS

(Convertible) of the

ST. LOUIS, HANNIBAL AND KEOKUK RAILWAY COMPANY,

PRINCIPAL PAYABLE Oct. 1. 1917,

at the agency of the company in the City of New York. Interest payable April 1 and Oct. 1 at the same place.

THESE BONDS are secured by a FIRST MORTGAGE on the ROAD, EQUIPMENT, PROPERTY, and FRANCHISES of the company (limited to $12,000 per mile), and convertible into stock at the option of the holder.

$1,300,000 CASH, equal to more than one-half the total cost of the road, has already been EXPENDED in construction and equipment. A LARGE PORTION of the ROAD is NOW in OPERATION, and the BALANCE WILL BE COMPLETED WITHIN SIX MONTHS.

Copies of the mortgage may be examined and full information had at the office of the undersigned, by whom the above bonds are offered for sale at 90 and accrued interest, the right being reserved to advance the price without notice.

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☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

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GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874. says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869. until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ & CO., AT NO. 31 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, January 9, 1880.

Product of Our Mines for 1879.

We are indebted to Messrs. Wells, Fargo & Co., for their annual statement of the product of the mines of the United States west of the Missouri River, British Columbia and West Coast of Mexico, which, as usual, is carefully compiled by the Superintendent of their San Francisco office, Mr. John J. Valentine. This is regarded as authority upon mining matters, and as Messrs. Wells, Fargo & Co. have become the New York transfer agents of a large number of mines the past year, they have made this year's report unusually complete. From this we learn that after all the talk of reduced product of our mines for 1879, there is only a deficit of $5,805,000. The falling off has been confined to the Pacific Coast mines, and especially to those of Nevada which have no doubt been worked more for development and less for dividends the past year, than usual, owing to the condition of the San Francisco mining stock market, in view of the new constitution which went into force in California on the 1st of January.

This deficit was $13,184,000 in Nevada, the product being $8,831,000 in 1879, against $21,295,000 in 1878, while Colorado shows over $8,000,000 increase, owing to the rich discoveries in Leadville. Dakota shows an increase of nearly $1,000,000; Utah a falling off of nearly $600,000, and California of $713,000. The Eureka district yielded nearly $6.000,000 against nearly $7,000,000 for 1878. The yield is divided into $32,539,000 gold, $38,623,000 silver and $4,185,000 lead. Some reports place the Leadville district at $1,000,000 more, Considering the management of all mines in San Francisco have been interested through the mining stock market to keep the production of the Pacific mines as low as possible, we see no cause to regard our mining industries as on the decline. Rather we should look for a decided increase in the product for 1880 under the circumstances, and also for much higher prices for stocks on such increased products together with the general enhancement of all values which has already reached everything but mining stocks and would have long ago affected them but for the assiduously circulated reports that the great Comstock mines had run out. Hence there will no doubt be seen in 1880 a bull year in mining stocks that will counterbalance the terribly bear year of 1879. That California with her new constitution may get less advantage than usual from such a boom will not prevent the effect being felt East. Indeed the East can but profit by it.

When it is considered that the two bonanza mines, Consolidated Virginia and California have yielded far more ($108,702,500) than all the other mines of the country put together, it is not strange that some uninformed people should fear they are run out. We have it on the authority both of miners and contractors who have worked in those mines, and lately from there, that the deeper they go the richer the ore and the wider the vein, which in Consolidated Virginia is in the form of a wedge of which the point only has been taken out. With the Sutro Tunnel connection all made and ventilation for cooling the lower and richer levels, it would not be at all surprising to see these mines resume their old dividends.

Railroading Reduced to a Science.

We are indebted for the following facts to a railroad official whose connections with the New York Central and Hudson River Railroad are such as to give him an intimate knowledge of the practical management of that property. From these it will be seen that railroading is fast being reduced to a practical science by Mr. Vanderbilt, as well as by Col. Scott, who was the first railroad president in this country, we believe, to employ scientific experts in the practical management of railroads. The series of experiments by which the results below enumerated were obtained and said facts demonstrated, were commenced under Commodore Vanderbilt, when he laid the two extra tracks, making the first four track road in the world, the basis of these experiments.

Under the old two track system the New York Central with its heavy traffic had the maximum switching expenses, which is well understood among railroad men to be the greatest pertaining to the maintenance of a double track road. With four tracks this expense is reduced to the minimum, as well as that for maintaining the track and road bed. This is upon the recognized principle in railroading, that the most economically maintained and operated road is a single track road running only one train from one end of the road to the other and back without switching or switches. Every additional train running in opposite directions requires an additional switch, with additional expense for attendance and maintenance. Hence, the New York Central, with its 20 passenger and 30 freight

trains daily, is run much cheaper on what is practically four single track roads, than formerly on its double tracks. There is now no switching or delay by switching and passing of trains from one end of the four tracks to the other, except to local freight trains which gather up and distribute all local freight between the larger stations without hindrance to the through trains which are run with the same engine from Buffalo to Albany or New York at the case may be, without stopping, except for fuel and water. Under the present system, adopted in 1875 or 1876, an engine is kept fired and running until it needs repairs, and not cooled off as formerly while the engineer slept. Now three sets of engineers and firemen are assigned to one engine for each 24 hours, or eight hours each. A locomotive is sent to the shops only once for repairs, it being found cheaper to sell and build new, than repair the second time. In this way the rolling stock of the road is idle (except for want of business) only when under repairs, and is never delayed by waiting for other trains to meet and pass, with the men who run them. It has been demonstrated also, that upon this road even, with its straight tracks, 15 miles per hour for a freight train is the most profitable speed, as above that the increase in wear and tear is greater than the saving in time.

As to the cost of attending and maintaining its tracks, the expense with four as compared with two tracks is as 1 to 8; that is, one move to 8 miles of track now against one man to 1 mile of track formerly. Thus, with man than double the capacity it is able to maintain and attend four tracks for one quarter the former cost of two tracks. This expense was formerly $750,000 per year or $250,000 more than the present interest on the cost of the two extra tracks. The results upon the traffic of the New York Central for the first nine months after the opening of these extra tracks were that it hauled 75,000 more loaded freight cars and 750,000 tons more of freight than for the same time the preceding year, notwithstanding it included the period of the fierce railroad war of 1876 when their was a scarcity of freight for the trunk lines. It was also then asserted by the officers of the company that the road earned its 8 per cent dividends which were daily ascertained and set aside, to the dividend fund, notwithstanding what were then called "ruinously low rates of freight." From the foregoing it will be seen what a few years of scientific and practical experiment produced in economy of railroad management and also what may yet be done in the same direction.

☞ **The gross earnings of the Central Railroad of Georgia for the fiscal year ending August 31, 1879, were $2,824,546 62, the expenses $1,616,301 11, and the net earnings $1,208,245 51—showing an increase over the previous year in gross earnings of $102,922 57, in expenses of $17,936 73, and in net earnings of $84,934 84.**

Montreal's New Railroad to the Northwest.

The recent decision of the Government of the Dominion to subsidize a railroad from Lake Nepissing to Sault St. Marie, taken in connection with the several connecting roads that are likely to reach Lake Nepissing as soon as the Sault is reached by the proposed connection from both the Northern and Canadian Pacific Railroads along the south shore of Lake Superior, promises to have an important bearing upon the prosperity of this city and the several lines of railroad that connect us with the St. Lawrence River.

The action of the Canadian Government will undoubtedly result in the construction of a railroad over the most difficult and unsettled part of the proposed new line from Montreal to the "Great Northwest," or from Lake Nepissing to the outlet of Lake Superior. While Montreal can be depended upon to extend her present railroads to Lake Nepissing from the East, the demand for an outlet from the rapidly growing Northwest, with its newly constructed railroad systems, is calling for an additional and independent connection, which will result in the building of a railroad that will connect the roads of the Northwest with the Sault St. Marie.

When we consider that the great wheat fields of Minnesota, Dakota, Montana and Manitoba, and the future large populations of those regions, will be brought five or six hundred miles nearer Montreal and Boston than by the present circuitous route by way of Chicago, we can begin to realize the benefit we are likely to secure upon the completion of the new and independent route from the Northwest, which, under the spur of the prevailing mania for building new roads, will doubtless soon be undertaken and finished. With this connection completed there would undoubtedly be a large increase in the through traffic over our northern connections to Montreal and Ogdensburg. At present these connections are working at a disadvantage in competition with the other trunk lines to the West, owing to their increased distance. But with Montreal's new route to the Northwest in operation, the advantage, so far as that region is concerned, would be with the northern roads.

During the season of navigation from Montreal we could not, perhaps, expect to compete with that port in the export trade. But with the St. Lawrence closed up by ice for half the year, there would be no good reason why our winter commerce should not receive an important stimulus via our northern railroads.

It is now some twenty-five years since we had here in Boston a grand celebration upon the opening of the railroad through to Canada. At this celebration were present the President of the United States, the Governor General of Canada, and other distinguished officials. It can hardly be said now that the brilliant promises of that time, as regards our trade with Canada and the West, have been fulfilled. But with the recent additions to the single connection with Canada that we thus made so much of, in a festive way, it would seem as if our merchants and capitalists would be advancing, not only their own interests, but those of Boston generally, if they took hold and aided the capitalists and business men of Canada and the Northwest in the construction of the new outlets from the Northwest to Montreal and a connection with our own northern railroads. The investment would certainly result as advantageously to the best interest of this section of the country as will a large large share of the capital now so freely invested in the wilds of the Western regions. —[Boston Journal.

Calumet and Hecla Mining Co.

At a special meeting of the Calumet and Hecla Mining Company of Michigan, held in Boston on the 30th ult., 74,991 shares, out of a total of 80,000 shares, being represented, it was voted to increase the stock of the company to $2,500,000, represented by 100,000 shares, an increase of 20,000 shares. The 20,000 shares representing the increase of the capital stock it was voted should be issued to stockholders of record at the close of the business year, December 31, 1879, in proportion to the number of shares held by each stockholder at that date; no certificates of fractions of a share to be issued, and the proportion of dividend belonging to such fractions to be paid only to stockholders in whose names such fractions stand upon the books of the company Dec. 31, 1879, the fraction of shares not converted into whole shares on or before February 16 next to be advertised and sold at auction in accordance with the laws of Michigan.

It was voted that certificates of new stock be ready for delivery on the 16th day of February; that certificates of old stock be sent to the Treasurer to be stamped as required by the law of Michigan, and that no dividend be paid stockholders until the old certificates held by them have been so stamped. The old certificates of stock can be sent to the office of the company to be stamped on and after Jan. 2, 1880.

At a subsequent meeting of the directors it was voted that a dividend of $5 per share be declared, payable on 100,000 shares, on the 16th of February, at the office of the company.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of the Main Stem, Southern Division and Port Deposit Branch for the years ending October 31, 1878 and 1879, were as follows:

	1878.	1879.
From passengers ...	$1,570,930 54	$1,541,049 95
" freight..... }	1,023,678 85	1,176,081 15
" express..... }		64,834 64
" mail	46,671 08	49,043 33
" rents	19,165 38	18,910 71
	$2,660,445 85	$2,849,919 78
Add gain from Delaware Railroad....	....	2,169 36
Total..	$2,660,445 85	$2,852,089 14
Operating expenses:		
Repairs of road	$155,653 02	$166,500 79
" bridges....	30,611 34	19,187 15
" locomotives	75,332 04	88,304 92
" cars.....	77,910 46	161,983 95
" stations, etc	78,886 68	79 421 18
Passenger department.	347,374 84	336,617 57
Freight department...	309,808 18	315,063 37
Susquehanna Bridge..	9,535 46	9,186 73
Fuel for locomotives..	103,144 25	105,940 76
Oil, tallow, waste, etc.	23,130 76	19,952 18
Insurance	5,711 58	1,721 95
Salaries	64 422 08	62,837 02
Tools	9,252 26	10,767 39
Switch, watchmen, etc	56,228 49	61,721 00
Real estate—rents, repairs, etc	8,271 87	9,468 57
Law	10,411 72	10,810 36
Casualties, gratuities & damages.....	15,266 26	10,760 01
Office, stationery, etc.	1,059 17	638 69
Removing ice & snow.	1,150 49	2,301 24
Taxes—State and local	94,945 55	94,557 58
	$1,565,343 10	$1,567,742 41

Receipts less operating expenses and taxes	$1,095,102 75	$1,284,346 78
Interest, ground rents, etc., paid and accrued	$205,167 29	
Less am't accrued Nov. 1, 1878	$7,886 20	
Less dividends and interest received	84,173 92	
	92,060 12	
		113,107 17
Receipts less operating expenses, taxes and interest		$1,171,239 56
Dividends were paid: No. 63 4 per cent, Jan. 1879	$462,710 00	
Dividends were paid, No. 64, 4 per cent, July, 1879	462,819 00	
		925,600 00
Leaving a surplus to credit of Revenue Account for the year of		$245,639 56
Transferred to Renewal Fund		150,000 00
		$95,639 56
Balance to credit of Revenue Account, October 31, 1879, was	$662,099 35	
That account was charged during the year as follows, viz:		
For worthless accounts	$1,528 75	
For estimated depreciation of International Exhibition stock	2,520 00	
For estimated depreciation of our account with Wilmington S. Boat Line	15,000 00	
	19,048 75	
		643 050 60
Leaving amount to credit of Revenue Account, October 31, 1879.		$738,690 16
Add balance to credit of Renewal Fund		147,376 64
Total surplus		$886,066 80

The earnings, operating expenses, taxes and interest, as compared with those of 1878, show as follows, viz:

Passenger receipts in 1879 were less by 1.90 per cent than in 1878.

Freight receipts in 1879 were more by 23.55 per cent than in 1878.

Gross receipts in 1879 were more by 7.12 per cent than in 1878.

Net earnings in 1879 were more by 18.86 per cent than in 1878.

Operating expenses in 1879 were more by 0.19 per cent than in 1878.

Taxes in 1879 were less by 0.41 per cent than in 1878.

Interest paid (less interest received) in 1879, was less by 3.11 per cent than in 1878. The report says:

The decrease in passenger receipts, as compared with those of 1878, occurred during the first nine months of the year, and the receipts of the last quarter were much in excess of those of the same quarter in 1878.

The increase in freight receipts was partly due to increased fruit traffic from the Delaware Railroad, and partly to the general revival of trade. Much of our through traffic yielded very low rates.

In view of the probable outlay required for additions and improvements in 1880, not fairly chargeable to operating expenses, your directors have set aside from the net earnings of the past year, and placed to the credit of the renewal fund, the sum of $150,000.

The iron draw needed to complete the change of the Susquehanna Bridge from wood to iron has been contracted for, and will be placed in position probably during this month, or in February.

The work of substituting stone ballast for the gravel hitherto used, to which allusion was made in the annual report for 1878, has gone on steadily, and on the 31st October, 1879, there were twenty-five miles of your road laid in stone ballast. As hitherto, the cost of this improvement has been charged to renewal fund.

The net earnings of the Delaware Railroad were slightly in excess of the rental; and, as shown above, this excess was added to the receipts of this company, in conformity with the award of referees set forth in our annual report for 1878.

The usual annual deposit of $16,000 was placed in the care of the Trustees of the Sinking Fund, provided to pay the bonds which fall due in the year 1900.

The improvement of the real estate of the company at Canton, Baltimore, is going on. A wharf has been built by this company for the accommodation of the passenger and freight steamers of the Baltimore Steam Packet Company, and our tracks extended to and upon it. By this arrangement the exchange of traffic between steamers and cars has been much facilitated.

In view of the inconvenience and loss of time suffered in transferring passenger cars through Baltimore by horsepower en route to and from the Baltimore and Ohio Railroad Station, in Baltimore, an agreement has been made with that company, under which the transfer is to be made by water between Canton and Locust Point, by means of a ferry-boat large enough to take a full train of passenger cars, or twenty-seven freight cars. This boat, to be owned jointly by the two railroad companies, is on the stocks, and will be ready for use early next summer. When ready, this boat will not only transfer the passenger cars across Baltimore harbor, but also the freight cars, which have for some years past been transferred over the same route by means of tugs and barges.

A ferry wharf on the company's land at Canton has been contracted for, and it will probably be completed before the ferry-boat is ready.

The well-known policy of the officers of this company in respect to the maintenance of the value of your property has been fully carried out during the past year. The substitution of iron bridges for wooden ones, of stone ballast for gravel, of new locomotives of large size for old ones of less weight and power, of steel rails for iron rails, and other general improvement of the property has gone steadily on, and a large number of freight cars have been added to the equipment besides. The cost of such work has either been charged to operating expenses, or to net earnings of previous years, represented by the renewal fund.

The company have 76 locomotives. The car equipment consists of 113 passenger, 4 parlor, 16 smoking and baggage, 17 baggage, 8 baggage and mail, 18 express, 4 milk, 1 pay, 734 house, 79 stock, 324 platform, 50 lime, 14 dump, 47 lumber, and 15 tool, construction, etc., cars.

The number of miles run by engines over the Philadelphia, Wilmington and Baltimore Railroad, including service on Port Deposit Branch, was 1,640,649. Miles run on Delaware Division, between Wilmington and Delmar, 402,432.

CONDENSED BALANCE SHEET, Oct. 31, 1879.

Road		$18,052,891 74
Real estate		876,214 70
Wood lands in Richmond Co., Va.		16,758 24
Stocks:		
Junction R. R. Co	$86,561 68	
Queen Anne and Kent R. R. Co.	60,000 00	
Delaware R. R. Co.	488,651 62	
		635,213 30
Other stock and securities		985,244 97
Agents' balances	$138 78	
Trustees of Sinking Fund for bonds, 1900	64,000 00	
Sundry accounts, less due by this Co.	25,747 14	
Materials	187,751 01	
Fuel	18,729 74	
Cash	226,678 58	
Advances to connecting roads	55 136 62	
		2,198 640 14
		$15,646,504 82
Capital stock, 231,455 shares		$11,572,750 00
Mortgage loan (convertible) due 1st July, 1884		258,500 00
Bonds—		
Due 1st April, 1887	$1,000,000 00	
Due 1st Oct., 1892	700,000 00	
Due 1st April, 1900	800,000 00	
		2,500,000 00
Ground rents		76,666 66
Mortgage—Paschall property		58,250 00
Bills payable—issued for purchase of Baltimore property		100,000 00
Ten year notes—issued for Queen Anne and Kent R. R. Co.'s stock		60,000 00
		$14,621,166 66
Dividends and interest	$4,297 22	
Other roads and lines, less due to this Co.	85,470 70	
Interest — balance accrued on all liabilities to Oct. 31, 1879.	5,368 95	
Delaware R. R. lease, interest accrued for four months ending Oct. 31, 1879.	44,134 49	
		139 271 86
Renewed fund, Oct. 31, 1879.		147,376 64
Balance to credit of revenue, Oct. 31, 1879.		738,690 16
		$15,646,504 82

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Samuel M. Felton, William Sellers, Isaac Hinckley, Joseph Bringhurst, Samuel Harlan, Jr., Charles Warner, Enoch Pratt, Thomas Whitridge, Samuel M. Shoemaker, Jacob Tome, Nathaniel Thayer, William Minot, Charles P. Bowditch, Robert H. Stevenson, Richard Olney.

Secretary and Treasurer.—ALFRED HORNER.

Assistant Treasurer.—ROBERT CRAVEN.

New York, Lake Erie and Western R. R.

The following is a comparative statement of earnings and working expenses of the New York, Lake Erie and Western Railroad for the month of September, 1878 and 1879.

	1878.	1879.
Gross earnings	$1,838,271 57	$1,492,495 23
Working expenses	857,577 17	930,395 44
Net earnings	$480,694 40	$562,099 79

—showing an increase in net earnings for the month of $81,405 39. The net earnings of the financial year, compared with those of last year, show a decrease of $241,790 72.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,600,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Sept.'79 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and Gulf guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'79 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,860	M. & N	Nov.'79 4
" " pref. 00	4,569,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 79 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar.100	60,000	J. & D.	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence.100	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June '79 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Dec. '79 2½
Camden and Atlantic.....50	377,400	quarterly	Jan. '77 2
" " pref. 50	838,311	quarterly	Nov.'79 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June'79 3
Catawissa*.....50	1,159,800	October.	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'79 1
" " pref.100	769,600	F. & A	Aug.'79 3½
Central of Georgia.....100	7,800,000	J.& D.	June'79 2½
Central of New Jersey.100	18,563,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	A. & O.	Oct '77 4g
Chemung*.....100	380,000	quarterly	Oct. '79 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'79 3
" " pref...100	2,425,400	M. & S.	Sept.'79 3½
Chicago,Burl. & Quincy.100	20,923,300	M. & S.	Dec. '79 2
Chi., Clin., Dub.& Minn.....100	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi , Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '79 2½
" " pref.....100	12,279,483	A. & O.	Oct. '79 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,608	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific..100	20,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '78 4
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '76 3
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Dec. '79 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Sept.'79 2
Colum. & Hocking Val.100	2,500,000	F. & A	Aug.'79 4
Concord.....50	1,600,000	M. & N.	Nov. '79 5
Concord and Porta.*.....100	850,000	J. & D.	Dec. '79 3½
Conn. & Passum.p Riv...1 0	2,175,700	F. & A.	Aug '79 1½
Connecticut River.....10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Oct. '79 2½
" 1st pref..50	241,900	A. & O.	Oct. '79 4
" 2d pref...50	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk..50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	July '79 2
Delaware*.....50	1,230,950	J. & J.	July '79 3
Del. & Bound Brook*...100	1,500,000	quarterly	Aug.'79 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & N. pref.100	2,503,300	F. & A.	Aug.'79 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '80 3
East Mahanoy *.....50	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '79 3
Easton (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,800	J. & D.	Dec. '79 2½
Ee. River.....	2 75 ,000	— & —	Oct. '79 $1
Elmira, Jef. & Canand*. 00	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 2½
" " pref. 50	500,000	J. & J.	July '79 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'79 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....50	4,200,000	J. and D	Dec. '78 3
Great Western, (Ca.)...100	9,237,404	A. and O.	Apl. '78 0
Han. June., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '79 3½
Housatonic, pref.....100	1,180,000	quarterly	Jan. '80 2
Illinois Central.....100	22,000,000	M. & S	Sept. '79 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,630,000	quarterly	Nov. '79 1
Ja. So. & Mo. Northern.100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Aug.'79 1½
Joliet and Chicago*.....100	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West.100	2,250,000	.....	July '79 3
Kentucky Central 1 0	4,500,000	J. & D.	June '78 1
" pref.100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So...100	49,466,800	F. & A	Feb. '80 4
" (guar.)100	533,500	F. & A.	Feb. '80 5
Lawrence*.....50	450,000	quarterly	Oct. '79 2
Lehigh Valley 50	27,228,850	quarterly	Jan. '80 1
Little Miami*.....50	1,871,450	quarterly	Sept. 79 2
Little Schuylkill*.....50	2,666,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex...50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 5½
Lowell and Lawrence.....100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati.... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 1s
Massawippi*.....100	400,000	F. & A	Aug. '78 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738.204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'79 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '79 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Aug.'79 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '79 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'79 3
Nashua and Rochester..100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur..100	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis.100	6,575,296	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'79 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N.Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '79 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	....	annually	Apl. '79 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.100	77,101,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov.'79 2
Nlag. Bridge & Canand*100	1,000,000	J. & J.	July '79 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'79 1½
Northern Central..... 50	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '78 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug.'79 1½
Panama.....100	7,000,000	quarterly	Nov.'79 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,570,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'79 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '80 1½
" Special Imp.100	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Dec. '79 2½
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Petersb.....100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.*..110	655,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred. 100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '79 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'79 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,800	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'79 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl.'79 3½
Warwick Valley.....100	225,000	J. & J.	July '79 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City 25	1,000,000	quarterly	Jan '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	July '79 3
Boston & Chelsea pref...100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 3½
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 5½
Cambridge.....100	875,000	J.A. J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl.100	500,000	— & —	.....
Continental (Phila.)..... 50	180,000	J. & J.	July '79 3
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	J. & J.	Oct. '79 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	100,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Nov.'79 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N.Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '79 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.).....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 2
American Coal.....25	1,500,000	M. & S.	Sept.'77 2½
American Express.....100	18,000,000	J. & J.	Jan '79 2
Amoskeag Manuf. Co....100	8.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining. 100,000 S.		F.M.A.N	Feb '80 $5
Central Mining Co.....100	... .	Annual.	Feb '78 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan.'7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	305,200	quarterly	Jan. '79 2
National Tube Works...100	1,000,000	quarterly	Jan. 80 3
Pacific Mail Steamsh.p.100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'79 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Nov.'79 2
Quicksilver, common ...100	5,700,000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	F. & A.	Feb. '79 $1
Quincy R. R. Bridge.....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Nov.'79 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,868
1879	315,985	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,995	129.554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,507
1879	117,362	97,277	111,924	100,133	116,950	110,179	107,990	122,827	154,795	171,524	147,785	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,653	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,593	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,020,758	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,' 47	4,671,519
1879	341,075	312,311	344,375	339,118	410,446	442,763	529,414	573,863	643,455	654,286	597,143	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,904,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1 179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	.....
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877	229,368	252,945	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,650	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	.....	.....
1879	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	.....	.....
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	.....	.....
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,998	403,307	448,514	391,421	260,450	3,729,606
1879	199,742	246,245	340,920	356,482	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,163	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,7?6	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,289,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127.079	1,172,961	1,258.990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,495	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166.628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,049
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	462,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	231,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
St. Louis, Kans. C. & North'n:													
1876	246,099	282,879	271,230	236,237	236,082	229,338	218,479	255,836	232,990	328.124	282,511	264,059	3,143,866
1877	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,333	258,685	3,150,477
1878	264,289	234,661	299,825	248,522	258,132	205,733	237.829	309,103	321,362	347,172	312,592	279,905	3,317,816
1879	256,519	265,828	320,188	255,484	229,770	180,746	192,285	.....	.....	132,372	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	119,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	.....	.....
Union Pacific:													
1876	664,507	697,138	873,351	1,054,188	1,201,955	1 154,315	978,781	1,363,176	1,305,986	1,265,509	1,236,487	990,986	12,886,859
1877	618, 64	851,101	1,027,512	1,088,280	1,109,063	1,101.099	1,033,592	1,012,437	1 159,333	1 329,171	1,022,354	973,252	12,744,816
1878	637 340	719,962	835,409	1,075,058	1,098,389	1,154,232	1,014,958	1,123,827	1,302,507	1,442,661	1.084,324	1,002,004	12,873,659
Wabash:													
1877	315,526	332,510	326,639	389,829	357,499	353,847	300,027	531,222	462,901	472,966	407,373	375,897	4,585,91
1878	386,919	294,635	388,039	411,265	393,191	322,801	382,035	579,119	544,660	517,613	452,740	360,547	5,024,10
1879	312,677	328,010	333,061	351,793	333,324	300,430	417,453	522,719	607,835	663,923	470,272	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Jan. 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$18,415,000	6	Jan. & July.	1880	102¼
.. .. coupon	3,685,000	6	" "	1880	102¼
Oregon War Bonds of March 2, 1861... coupon	821,300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	130,554,500	6	Jan. & July	1881	104½
.. .. coupon	51,970,850	6	" "	1881	107½
Loan of March 3, 1863..... registered	54,835,650	6	Jan. & July.	1881	104½
.. .. coupon	16,803,850	6	" "	1881	107½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s) .....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	286,987,750	5	F. M. A. & N.	1881	103¾
.. ..coupon	221,452,600	5	" "	1881	103¾
.. ..registered	187,981,900	4½	M. J. S. & D.	1891	106¼
.. ..coupon	82,018,100	4½	" "	1891	106¼
.. ..registered	492,645,450	4	J. A. J. & O.	1907	103¾
.. ..coupon	245,845,100	4	" "	1907	103¾
Refunding certificates of Feb. 28, 1879.....	2,355,400	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	14,691,925	...	.....	.....	....
Debt bearing no interest.....	393,711,679	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	122
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	55
.. Substitution (B) bonds; R. R. do.....	598,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	58
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	40½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871.....	1,934,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	253,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	....
California—($3,394,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,850):					
.. War Loan bonds (20-yr), con. & reg....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	87
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'88	99
.. W. & A. R. R. Renewal bonds, 1865.....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1890	112
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873).....	300,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1886	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1857) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,299,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18.9.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	44½
.. * Loan to N. O. & P. R. R ('78) $2,000,000	.....	...	.....	...	...
.. * Levee (Act, 1855 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	560,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1893	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	....
.. Bounty Loan bonds, 1864.....	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325,675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1865) bonds.....	3,328,750	6	Jan. & July.	1883	106
.. State Loans (1870 to 1874).....	916,391	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110½
.. War Loan, (1869) stg.....	8,385,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	501,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875).....	4,350,000	6	" "	'95-'97	....
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	107
.. Han. & St. Jo. R. R. Loans (& renewals,	3,000,000	6	" "	'87-'96	106
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($5,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	116½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	114½
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	....
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	9½
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	4
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan.....	814,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded Interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1859	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	181,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)....	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,264	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	30
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	30
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	28
.. Old bonds (3rds fundable), coupon.....		6	" "	Plens.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,333	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	7½
.. *Interest unpaid to Sept. 20, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	107
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,800	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	108½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	115
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	36½
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	113
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	112½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	129
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	....
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	....
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,879	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1893	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., a. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	....
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,278,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	103½
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	55½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	51½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	119
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	111
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	115½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	88½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	101½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	89½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.		88-'95	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105
1st Mort. (W to Minn. Line)	1,334,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	113½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush., N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	105½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	84
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	109
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	106½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	104
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	100½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	102½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	101½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stark., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	64
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (") coupon....	918,000	6	" "	"	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	..
Chesture:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	118½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	110½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	113½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118
Bonds of 1975, Sinking Fund...	415,000	5	June & Dec.	"	1895	99
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	119
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	939,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,073,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	...
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,100,000	2,200,000	8	Jan & July.	N.Y & Bost.	1901	75

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar. C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	117
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	112
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	113
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	107½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	111½
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	113
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	103
Chicago and Northwestern:						
Preferred sinking fund (193 m.)..	972,200	7	Feb. & Aug.	New York.	1885	106½
General 1st Mortgage (193 m.) ..	3,440,100	7	" "	" "	1885	110
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	120½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	113½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.& C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	93
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	81½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	100
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	101
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	107
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	602,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103¼
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	111
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	85
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	46
Income convertible.....	3,847 000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'92-'96	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	108
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	110¼
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	100,500	8	" "	"	1903	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	185,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	97
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Bel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	6	Jan. & July.	New York.	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	110¾
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	376,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	108¾
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	104½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	136,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,275,000	4½*	" "	Boston.	1906	84½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100½
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	121¼
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	104
3d Mortgage.....	4,852,000	7	" "	" "	1883	107
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	102½
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	114
1st Consol Mortgage gold...	16,686,000	7*	March & Sept.	NY & London.	1920	116
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	87½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & L.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	....
Construction Loan.....	280,400	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1898	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	96½
2d Mortgage	100 000	8	" "	"	1885	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	6*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,508	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	00
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.& W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	105½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108
1st Mort. (Q. & Palm. R. R. 15 m.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1862	300 000	6	April & Oct	Brot. & Best	1889	....
Equipment Bonds	150 ,000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	108
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	103½
1st Mort. (Waco & N W. Div.)	940,000		" "	" "	1903	106½
Income and Indemnity bonds	1,359,500		May & Nov	" "	...	90
Consolidated Mortgage	2,864,000		April & Oct.	" "	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	112
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	102½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	70
1st Mortgage Extension gold	5,500,000	7*	Jan. & July	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'88	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (O., L. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,980,000	7	April & Oct.	New York.	1917	105½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1.2
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MO):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	800,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 180 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept.	" "	1890	107
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	111¼
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	102
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N.Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	55
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	7,925,000	7	J. A. J. & O.	" "	1900	118½
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	119
2d Consol. Mort. for $25,000,000.	9,266,000	7	June & Dec.	" "	1903	114½
Bonds of 1882 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	....
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	115
1st Mortgage (")reg... }		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	124½
General Mort. for $40,000,000. }	13,382,000	6*	June & Dec.	"	1923	110
General Mort., registered ... }		6*	" "	"	1922	110½
Lewisb. Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	88½
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	800,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	106
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	c.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	83,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch).....	1,000,000	7	Mar. & Sept.	" "	1907	102½
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,600	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1905	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1837	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,795,500	7	April & Oct.	Boston.	1912	106½
$1,100,000 Loan, tax free.....	756 800	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1896	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	96
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	97½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	104½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	72½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	42
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jan. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	6-10	Various.	" "	92-'93	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	103
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	91½
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,700,000	6*	Jan. & July.	New York.	1908	100½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	109½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,170,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	118
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	106½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1858	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.		1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.		1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	95
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	55½
Third Additional Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 9 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	126
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	112½
Convertible bonds	384,000	7	Jan. & July.	" "	1900	....
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	99½
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	112½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	108½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	105½
Newark & New York (C. of N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $3.000 000	1,300,000	7*	May & Nov.	New York	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	301,000	6	April & Oct.	New York.	1885	104
2d Mortgage	593,200	7	June and Dec.		1902	....
N.O., Jack. & Gt. N. (N.O.St.L.&C.):						
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F.	1,794,000	7	.....	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	123½
1st Mort., reg'd }		7	" "	" "	1903	123½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	126
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	111
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	110
New York and Oswego Midland:						
1st Mortgage gold, tax free	5,000,000	7*	Jan. & July.	New York	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'76-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	5,000,000	7	Jan. & July.	New York.	1895	112½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	109½
2d Mortgage	1,500,000	7	May & Nov.		1896	117
General Mortgage	2,035,000	7	Jan. & July.		1903	111½
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109½
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	104½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	99
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	"	Baltimore.	1926	75½
Second General Mort. coupon	1,000,000	6	"	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	111
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	111
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	109½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	69
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1891	105

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	94
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	8	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	117¼
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	112¼
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108¼
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1890	....
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101¾
General Mortgage	12,999,760	6	J. A. J. & O.	Philadelphia.	1910	114
General Mortgage, registered.		6	" "	"	1910	116¼
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	111
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	118
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101¼
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	91
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84¼
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	103
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	113
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	102¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,408	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	113
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	113
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102¼
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	98
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	89
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	61
Funding Income	300,000	7	" "	" "	1896	28

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103¼
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106¼
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,300	7	April & Oct.	Philadelphia.	1900	68
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	110¼
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	126
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	122¼
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	....
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	149,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	..
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102¼
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	97¼
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	113¼
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	123
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1883	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	176,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W.& R.) Skg Fund	799,990	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1901	...
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	60¼
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	85
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	64

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	113
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101¼
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	90
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115¼
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	97½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	99½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	97½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St .Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	113
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St .Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	87½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	67
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	6	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A &G):						
Sectional Mort	816,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,677,320	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	" "	1880	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	101
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	96
3d preferred bonds	452,800	6	" "	" "	'84-'90	88
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	103
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	115
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,800,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	103½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	89
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	74
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	108½
1st Mort. (Quincy and Toledo)	800,000	7	May & Nov.	" "	1890	94½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106
2d Mort. (Toledo and Wabash)	1,009,000	7	May and Nov.		1878	100½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1875	100½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	100
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	97½
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Bay and Nd.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	109
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113¼
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	13,905,000	8	March & Sept.	New York.	1894	115
Omaha Bridge Bonds Sterling	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,220,000	6g	Jan. & July.	New York.	1899	84¼
Union & Titusville (P., T. & Buff.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	75
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	109
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	105½
Convertible bonds, tax free	200,000	7	" "	"	1879	112
Convertible bonds	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee (A.M.& O.):						
1st Mortgage	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage	968,000	8	March & Sept.	" "	1900	116
Registered Certificates	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin (P., T. & B.):						
1st Mortgage, assumed	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	95
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	76
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	100
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98½
3d Mort. " ")	600,000	8	May and Nov.	"	1873	70
4th Mort. " ")	700,000	8	March & Sept.	"	1880	34
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan	211,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lon [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,00[illegible]	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]						
General Mortg[illegible] free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116½
Western North Carolina:						
1st Mortgage	855,000	8	Jan. and July.	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M.& W. Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	" "	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	" "	"	1900	115
Sterling Bonds, Sinking Fund	981,234	6g	March & Sept.	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	106
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	106
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	108½
2d Mortgage preferred	600,000	6	" "	"	1895	72½
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	115
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,735,000	6g	Jan. and July.	New York.	1899	104
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	103
General Mortgage	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	110
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1899	114½
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	38½
Wilmington and Reading:						
1st Mortgage	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.		1902	10
Wilmington and Weldon:						
Sterling Bonds	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.	1,650,000	7	May and Nov.	" "	1907	....
Extension mortgage bonds	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	4,618,800	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	" "	Various.	'81-'87	77
Plain Bonds	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds	400,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	98
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg.)	3,500,000	7	Jan. and July.	New York.	1884	105
1st Mort. (3d series, Jan. 1, 1871 reg.)	5,000,000	7	" "	" "	1891	105
Coupon bonds of 1874	3,000,000	7	Apr. and Oct.	" "	1894	109
Registered bonds of 1874	2,090,000	7	" "	" "	1894	105½
Lehigh Coal and Navigation:						
Loan of 1877, Debentures	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	107
1st Mortgage, registered	5,831,963	6	J. A. J. & O.	"	1884	105½
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	111
Mortgage (equip.) Loan, gold	4,658,500	6g	June & Dec.	"	1897	104
Consolidated Mortgage	1,116,000	7	" "	"	1911	101½
Greenwood Mortgage Loan	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	100½
Preferred Stock Dividend Scrip	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	80
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	100
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	83
Improvement bonds	280,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	70
Coupon Bonds	1,200,000	6	Jan. and July.		1896	42
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	40
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage	3,000,000	6	May and Nov.	Philadelphia	1888	....
West Branch & Susqus. (Penn.):						
1st Mortgage	450,000	6	Jan. and July	Philadelphia	1874	[illegible]
2d Mortgage	208,000	6	" "	"	1911	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	196.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Feb. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	691,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)...New York.	7,374,745	1,693,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	102½
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland † (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	.....	.....	.....	.....	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,529	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	166,718	449,279	125,548	—	100	75†
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	140
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,691	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	37,220,393	6,925,537	—	512.0	4,356,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf † .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	.....	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†.. Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	.....	.....	.....	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,000,000	3,484,000	288,359	.....	149.5	732,031	195,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	.....	.....	.....	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,282	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	103
Sept. 30, 1878	31.0	—	37.3	—	.....	.....	.....	—	Washington Branch † .....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	.....	.....	.....	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Sept. 30, 1878	262.6	—	33.9	—	.....	.....	.....	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,538	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	.....	.....	.....	—	Belleville & So. Illinois (St. L., A. & T. H.). Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,670	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	45	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,324	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	6	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	148½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,782	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,047,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	638,438	550,164	970,548	286,519	—	100	79½
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	....
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	307,873	2	500	87½
Sept. 30, 1878	115.5	11.0	107.5	—	77	183	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,044	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	119
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	368,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	126½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,338	.....	191,265	87,324	2	100	97½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,569	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	.....	.....	.....	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	.....	.....	.....	—	Buff., N. Y. & Erie. (N. Y., L. E. & W.). N. Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia...Penn.	5,498,035	1,081,819	8,000	280,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	460,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,722	101,021	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	182.6	183.1	30.0	22.0	37	24	5	1,081	Buri., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,811	—	100	56
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	140½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,965	df. 9,122	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... ... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,889	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	.....	.....	.....	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	58.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	....
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	21,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,848	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	70
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,639	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	.....	.....	.....	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	.....	.....	.....	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	11
Dec. 31, 1878	271.6	2.6	13.9	—	.....	.....	.....	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	.....	.....	.....	7,620,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	103
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	712.6	952,986	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	695,952	175,517	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,659	.....	314.6	4,324,938	4,501,718	3,226,822	5,889,526	2,302,770	—	100	81
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181,219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,586	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	76
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,800	94,249,650	7,209,255	12,339,278	1,941.0	5,628,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	....
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	88,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.3	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975,421	103,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	20½
Dec. 31, 1878	53.6	—	14.6	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,835	1pf	100	50½
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,261	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	.....	677.8	2,709,406	781,991	1,967,306	4,691,219	2,156,385	7	100	108
Dec. 31, 1878	486.6	1,117	455.8	109.6	841	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,685	3,327,845	27,956,816	27,068,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	143½
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,400	.....	280,384	.....	221.6	313,592	87,572	235,333	539,595	260,947	—	100	53
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,668	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,656	323,054	3,714,154	220,611	115,718	152.2	663,439	111,058	498,127	784,556	229,510	—	100	....
May 31, 1879	52.4	—	27.6	—	.....	.....	.....	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,768	545,537	10	100	138
Dec. 31, 1878	831.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2 848,298	1,480,429	27,983,744	32,088,500	791,893	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	78
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,583,000	3,241,068	4,342,772	1,816.5	11,115,859	3,328,427	4,265,937	18,420,606	6,816,812	7pf	100	91½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,653,530	*	2,524,005	163,016	20,980,000	9,992,000	11,097	6,267,454	1,125.0	7,546,000	1,500,000	2,286,270	9,409,333	4,329,961	10	100	151
Dec. 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N. O. Ky., T., M. & La.	25,911,501	*	.....	.....	8,662,650	17,247,851	120,695	.....	571.6	1,318,819	227,184	436,158	2,819,019	818,723	—	100	24½

Sept 30,	1878	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis	Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749		739,336	787,943	—	50	48½
Dec. 31,	1878	170.9	76.6	28.2	—	26	13	6	497	Chicago & West Michigan	Ohio.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944			245.6	387, 56	205,294	197,637	488,784	80,908	—	100	57½
Mar. 31,	1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,527,078	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794		59.9	567,951	950,520	759,369	907,211	141,193	—	100	....
Mar. 31,	1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.& D.).O.& Ind.		2,486,088	229,072	60,080			2,500,000	1,180,358			98.4	388,764	152,052	210,283	341,676	78,167	—	—	....
June 30,	1878	54.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*			1,929,200	1,898,000	300,000			75.3	328,970			408,188	127,599	—	100	....
Mar. 31,	1879	36.9	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&D.).	Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	83,175	1 6,3 1	188,448	33,458	—	50	....
June 30,	1878	130.1	45.3	15.9	—	35	26	12	856	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189			190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	36½
June 30,	1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)	O.	3,751,000	—			1,100,000	2,651,000	1,342,282			86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31,	1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*			1,450,000	2,000,000	26,000			109.5	230,022			195,710	52,263	—	100	....
Dec. 31,	1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,225		391.2	4,598,561	695,955	1,314,674	3,528,714	707,899	—	100	81
Jun. 30,	1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.).	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,385		123.4	188,619	53,007	524,032	403,400	309,459	7	100	....
Dec. 31,	1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)	O.	4,625,871	*	208,148	37,678	1,768,798	2,969,000	669,275			156.5	410,716	228,693	259, 23	382,698	64,971	—	100	....
Dec. 31,	1878	1238	76.0	65.5	—	97	48	22	3,021	Clev. and Pittsb. (Pa.Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	281,817	733,214		225.8	1,885,556	584,237	1,434,207	2,474,654	1,168,580	7	50	103½
Dec. 31,	1878	116.0	74.2	13.0	—	19	15	5	188	Colorado Central	Col. & Wy.	4,430,300	*			3,971,300	2,459,000				192.2			[11 m	onths.	669,448	280,558	—	100	....
Dec. 31,	1878	520.5	60.8	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C. (Pa. Co.).	O. Ind & I.	28,851,097	*	58,000		13,969,823	24,859,724	79,556			580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	20½
Dec. 31,	1878	75.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley	Ohio.	3,301,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631		105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30,	1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.&C.).	Ohio.	2,000,000	—			1,000,000	1,000,000	23,250							230,797	65,942	—	50	....
Dec. 31,	1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo		2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496		117.7	416,530	145,283	345,605	517,871	222,259	—	50	....
Mar. 31,	1879	35.0	7.0	78.0	—	38	44	16	946	Concord	New Hampshire	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226		141.7	617,254	509,503	673,471	733,004	318,847	10	50	162
Jun. 30,	1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	57½
Sept. 30,	1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,638	241,859	178,675	226,486	2,100,000	206,400	164,862	578,887		79.8	377,739	946,900	332,900	504,670	199,034	8	100	188
Dec. 31,	1878	53.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim	NY.&P.	2,400,000	*			1,900,000	500,000				64.0	181,905	58,582	507,185	404,665	113,364	6	50	....
Dec. 31,	1878	82.2	—	19.1	—	21	25	6	276	Cumberland Valley	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878		135.0	321,495	325,551	316,696	512,121	199,560	10	50	....
Dec. 31,	1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973,940	164,740	15,254	26,711	600,000	500,000	—	80,645		33.8	97,380	222,212	51,819	157,958	41,279	—	100	....
June 30,	1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*			3,520,000	1,710,000	196,827			166.6	187,487	81,582	67,043	222,627	17,735	—	100	....
Mar. 31,	1878	140.7	—	25.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.)	Ohio.	6,100,655	791,209		12,903	3,612,778	2,728,800	531,733	164,921		142.7	683,845	209,674	422,303	545,238	271,432	3½	50	....
July 31,	1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,308	*			457,817	413,500	152,701			69.7				94,015	29,108	—	50	....
Dec. 31,	1878	83.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P.W.& B.)	Delaware.	2,367,508	—		73,198	1,450,323	760,000	160,400	69,983		94.8	268,938			365,580	109,674	6	25	....
Dec. 31,	1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,534	*			1,514,000	1,500,000	279,621			30.8				270,570	119,022	—	100	100
Dec. 31,	1878	115.0	92.5	223.7	—	150	32	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125		207.5	2,458,754	474,16	3,193,531	3,699,601	2,320,481	—	50	84½
Dec. 31,	1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*			4,000,000	2,271,000		224,350		108.0				147,022	38,098	—	100	....
Dec. 31,	1878	250.6	78.9	120	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,938	47,552	182,828	773,822	342,676	—	100	48
June 30,	1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge	Ia.	2,400,000	*			4,000,000	2,178,000				87.2	111,664	48,646	66,945	182,812	52,477	—	100	....
Oct. 31,	1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw.	Mich.										191.6			[9½ mos.	828,657	265,893	—	100	....
Dec. 31,	1878	156.3	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	156,540		197.3	785,106	872,722	364,737	970,084	372,199	—	100	90
Dec. 31,	1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)	Iowa.	5,882,000	—	31,453		5,000,000	882,000		31,453						925,228	323,830	5½	100	66
June 30,	1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721		272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	.. ..
Sept. 30,	1878	41.4	7.6	16.2	—	75	136	35	1,251	Eastern	Massachusetts.	7,000,000	905,000	1,691,481	249,876	4,997,600	13,589,022	1,488,349			—	1,557,775	4,197,991	697,987	2,422,394	841,2 8	—	100	25½
Dec. 31,	1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	78,562		93.8	197,696	64,795	208,595	206,555	67,842	2	100	....
Dec. 31,	1878	81.0	3.5	56.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	—		84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30,	1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶	Maine.						3,223,800		74,934		133.0	250,406	154,015	141,533	356,858	126,507	—	100	....
Aug. 31,	1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	122,371	1,120,416	1,017,000	41,006	1,167,303		109.0	335,938	143,603	332,700	564,809	160,538	4½	50	80
Apr. 30,	1879	55.3	—	6.1	—	7	4	2	390	Evansville, Terre Haute & Chi.	Ind.& Ill.	1,649,600	*	17,068	5,815	456,661	1,100,000	113,822			69.3				242,896	94,236	—	100	...
Sept. 30,	1878	50.0	45.3	45.4	—	70	77	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,435		189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	122
Dec. 31,	1878	253.3	26.7	68.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich.	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826			280.0	1,095,422	540,556	408,053	1,056,017	438,203	—	100	11
Dec. 31,	1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag	Mich.& Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564			100.0	247,733	96,932	136,029	245,051	95,071	—	100	....
Dec. 31,	1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin	Ind.	3,745,000	*			1,000,000	2,745,000				104.2				257,108	81,096	—	100	....
Dec. 31,	1878	26.0	—	2.2	—	2	1	1	26	Frankfort and Kokomo	Indiana.	485,000	*	315,000		600,000	200,000				26.0				38,397	19,196	—	100	25½
Dec. 31,	1878	51.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C.&P.)	Neb.	1,300,000	—			600,000	600,000				51.1	55,218	19,772	45,352	138,159	46,053	—	100	....
Dec. 31,	1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶	Tex.	9,474,077	809,723	2,239,241	481,660	6,450,000	5,686,927	494,500	373,574		215.0	488,151	60,193	157,938	1,325,846	792,014	—	100	....
Dec. 31,	1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶	Tex.	3,495,335	*	15,805	81,488	1,000,000	1,500,000	275,596	817,032		50.0	134,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30,	1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)	N. Y.	1,481,297	*			850,000	600,000	192,249			75.6	388,036	95,811	501,852	264,996	df.16,139	—	100	....
Mar. 31,	1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,961	611,323		275.0	858,787			997,719	338,393	6	100	....
Dec. 31,	1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)	Mich. & Ind	11,095,085	*	65,504	246,737	2,800,000	8,800,000	2,164,707	—		423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec. 31,	1878	856.0	158.2	213.5	—	434	274	84	3,173	Grand Trunk ¶	Canada.	152,044,870	*	2,311,630		118,498,280	35,812,710	45,510	—		1,390.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....
Jan. 31,	1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶	Canada.	33,424,480	7,877,010	2,851,045		38,106,855	18,221,095				1,089.3	8,616,829	1,206,382	1,854,663	4,216,335	1,297,055	—	100	....
Sept. 30,	1878	213.9	—	12.0	—	16	11	3	800	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135		8,000,000	3,979,000	1,777,941			213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31,	1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)	3 Car.	3,623,905	*	374,200	193,895	1,515,166	2,178,768	989,222			164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31,	1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶	Tex.	1,919,727	*			500,000					66.8	242,592	4,340	202,584	112,388	29,706	—	100	....
Jun. 30,	1878	126.9	—	12.5	52.0	8	12	4	92	Hamilton and Northwestern	Canada.										146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec. 31,	1878	206.4	86.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶	Missouri.	13,492,427	—			14,251,724	8,700,000				292.3	1,354,767	257,916	543,472	2,045,460	780,355	—	100	35½
Sept. 30,	1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.		—								58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept. 30,	1878	74.0	—	3.0	—	19	21	10	436	Housatonic	Connecticut.	2,581,006	*	225,836	78,762	2,000,000	550,500	161,348	154,256		126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30,	1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central	Texas.	21,370,021	1,831,342	6,864,922	353,302	7,722,900	14,901,995	2,773,600	5,521,092		521.7	1,499,283	242,559	457,840	3,031,361	1,326,905	—	100	58½
Dec. 31,	1878	45.9	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929		61.3	172,915	43,618	394,788	238,389	114,145	—	50	17½
Dec. 31,	1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	—	2,013,892		1,255.5	4,247,028	1,725,286	2,067,832	7,111,184	3,631,559	6	100	101½
Dec. 31,	1878	175.7	—	8.8	—	12	14	2	813	Illinois Midland	Illinois.	6,175,000	—			2,000,000	4,175,000	1,154,299			175.7	278,504	79,952	128,132	256,895	20,661	—	100	...
Nov. 30,	1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	7,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119			333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	35
Jun. 30,	1878	158.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette	O. & Ind.	16,864,416	*	67,274	789,260	7,024,450	8,958,300	1,728,200			194.6	896,503	549,587	457,135	1,309,087	494,388	—	50	4½
Dec. 31,	1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.)	Ind.	4,238,911	*	50,801	346,200	600,000	3,500,000	2,245,360	—		266.6	1,585,274	243,093	533,619	1,347,246	313,903	—	100	....
Dec. 31,	1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)	Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602	—		116.6	300,467	101,892	156,628	282,558	5,349	—	100	....
Dec. 31,	1878	417.0	102.3	36.0	—	40	35	8	750	International & Great Northern ¶	Tex.	16,943,628	1,479,304	1,274,746	133,207	5,500,000	12,307,000	3,825,806	—		519.3	822,430	117,055	224,113	1,636,585	571,983	—	100	....
Dec 31,	1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.)	Ia	7,577,500	—			4,625,000	2,952,500				183.7				476,266	166,693	—	100	50
Mar. 31,	1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n	Ia. & Mo.	6,200,000	—			3,200,000	5,000,000				—					769,600	5	100	....
Dec. 31,	1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw.* (M C.)	Mich.	6,312,933	—			1,966,800	3,648,000	698,133			236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec 31,	1878	111.0	118.8	34.3	—	44	33	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)	Ind.	6,508,718	*	182,640	86,155	2,000,000	5,000,000	82,738			224.8	1,046,156	667,981	1,536,380	1,150,015	422,988	7	100	....
Apl. 30,	1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,008,000	*			504,000	504,000				84.0								
Dec. 31,	1878	638.6	34.0	63.8	—	91	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,359,541	*	3,807,620	3,989,461	9,689,960	28,433,100	4,747,484	—		672.6	1,505,813	198,178	667,786	3,610,224	1,198,662	—	50	93½
Dec. 31,	1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*			36,000	348,000				43.0		72,704	39,315	84,578	33,867	—	100	....
Dec. 31,	1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*			6,750,000	4,000,000				155.9	777,592	142,236	455,265	833,825	115,567	—	100	29
Dec. 31,	1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n	Kan.	1,500,000	*			5,000,000	5,000,000				208.5	320,322			343,343	92,989	—	100	60
Dec. 31,	1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl	Mo.& Ia.	9,250,128	1,231,878	116,232	458,279	2,789,414	7,485,197	668,465	53,451		258.5	1,168,361	229,622	674,194	1,533,651	448,059	—	100	40½
Dec. 31,	1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A., T.& S. Fe.)	Kan.	3,199,800	—	174,200	190,729	2,250,000	1,084,000	37,205	226,624		—				768,515	208,387	—	100	112½
Apl. 30,	1879	99 0	49.6	16.5	—	19	17	7	351	Kentucky Central	Ky.	6,045,060	*		138,956	5,000,000	1,045,000	23,523	115,782		198.5	379,111			553,389	208,750	4	100	....
June 30,	1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines (C., R. I. & P.)	Ia.	6,479,427	*	26,187	624,406	3,924,600	2,436,300	459,130	—		162.2	402,461	157,078	202,985	566,763	148,433	—	100	16
June 30,	1878	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,726	—	1,456	49,894	1,000,000	1,520,000	6,385	—		80 3	155,603	67,012	91,553	177,545	55,485	—	100	....
Apr. 30,	1878	118.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington	Ind.										118.2	246,858	78,087	237,684	246,864	67,019	—	100	....
Dec. 31	1878	100.0	10.0	6.0	60.0	6	5	3	81	Lake Erie and Louisville	Ohio.	1,699,997	*	4,732	7,289	1,500,000	—	202,018	—		110.0	195,599	107,743	77,588	153,161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Latest Ruling.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	440.4	484.3	671.6	—	496	178	86	10282	68,866,354	14,378,709	5,510,852	3,429,067	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,082	6,098,445	13,979,766	5,959,501	—	100	99½
Dec. 31, 1878	Lehigh and Lackawanna (C. of N.J.).Pa.	25.0	—	2.0	—					775,100				375,100	600,000			25.0		12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	Lehigh and Susquehanna (C. of N. J.).Pa.	105.0	49.7	86.8	—					13,802,956		16,035,233	1,178,753	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	Lehigh Valley.....Pa.	161.0	192.2	346.6	—	235	72	36	49	14,647,081	8,282,317	22,784,411	2,350,676	27,228,855	24,891,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,582,738	3,075,811	4	50	104½
Dec. 31, 1878	Little Miami .....Ohio.	165.7	—	4.1	—	10	6	2	224	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,224,691	384,621	8	50	....
Sept. 30, 1878	*Little Rock and Ft. Smith* ¶ ..... Ark.	94.9	63.0	63.0	—	66	152	15	381	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,305	47,284	228,648	116,857	—	100	36½
Dec. 31, 1878	Long Island ¶ .....N.Y.	101.5	—	9.4	—					6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,58 ,314	497,895	—	50	....
Jun. 30, 1878	Louisiana and Mo. Riv. (C. & A.)....Mo.	174.7	—	28 2	—	31	24	16	443	3,248,000	*	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	Louisville, Cincinnati and Lexington.Ky.	185.0	280.6	98.3	—	180	75	37	3,239	5,772,640	*	94,988	144,132	1,870,774	3,375,500	664,239	111,447	213.5	613,520	327,384	314,282	231 290	138,370	—	100	17
Dec. 31, 1878	Louisville & Nashville .....Ky. & Tenn.	288.8	—	26.0	—	23	12	8	489	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	85½
Dec. 31, 1878	Louisville, N. Albany & Chicago....Ind.	38.0	5.0	9.2	—					3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	55
Jun. 30, 1878	Mahoning Coal (A. & Gt. W.) .....Ohio.	187.3	87.9	153 5	—	65	33	11	1,378	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	Marietta and Cincinnati (B. & O.)...Ohio.	98.2	1.5	5.5	—	9	8	2	127	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	Marietta, Pittsburg and Cleveland...Ohio.	63.1	25.4	20.4	—	36	5	4	1,700	3,530,000	*	200,000	3,844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	....
Jun. 30, 1878	*Marquette Hough. & Ontonagon*.....Mich.	272.0	20.0	29.0	—	37	29	13	626	7,804,961	1,050,376	28,667	132,436	4,565 627	4,742 200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	....
Dec. 31, 1878	Memphis & Charleston.....T., M. & Ala.	133.0	—	3.0	—	15	6	4	212	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	Memphis and Little Rock.....Arkansas.	115.0	—	4.7	—	9	6	2	71	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	Memphis, Paducah & North'n...T. & Ky.	284.0	—	87.9	—	219	114	35	5,049	(No report since reorganization.)¶								115.0	156,463	.....	.....	203,671	61,062	—	100	....
Sept. 30, 1878	Michigan Central.....Mich.	256.4	6.0	6.2	7.0	12	5	6	212	28,437,938	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	89½
Jun. 30, 1878	Milwaukee L. Shore and Western...Wis.	108.5	15.0	7.5	—	4	3	2	56	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	Minneapolis and St. Louis....Minnesota.	60.0	—	2.5	200.0	4	—	—	100	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	Minnesota Midland (3 ft.).... Minnesota.	24.4	—	1.7	—					2,529,000	*	.....	.....	2,000,000	360,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	Minnesota Valley (C. & N. W.)... Minn.	100.0	—	8.4	—	11	12	3	144	136,330	—	.....	28,669	15,000	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	Mississippi and Tennessee...Miss. & Tenn.	85.0	—	5.0	210.0	5	2	2		2,956,654	*	.....	168,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	Missouri, Iowa and Nebraska...Mo. & Ia.	576.0	209.8	96.0	—	88	34	25	1,477	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	Missouri, Kansas and Texas...M.K.& Tex.	283.5	13.0	84.0	—	110	52	30	2,499	40,988,876	*	.....	.....	21,466,210	18,632,000	6,804,721	.....	785.8	2,950,176	265.473	490,060	2,981,682	348,483	—	100	37½
May 31, 1879	Missouri Pacific.....Missouri.	84.0	—	4.2	—	4	5	3	69	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,445	1,660,087	—	100	15
Dec. 31, 1878	Mobile and Girard.....Alabama.	178.8	—	11.7	—	28	17	10	894	2,010,311	*	17,000	8,510	1,278,941	1,138,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	Mobile and Montgomery .....Alabama.	472.0	56.6	48.3	—	80	24	14	1,010	8,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	80.0	—	4.0	—	7	6	3	78	18,126,865	*	2,487,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	2,098,500	379,351	—	100	24½
Dec. 31, 1878	Montgomery and Eufaula .....Alabama.	84.6	36.0	205.6	—	111	101	37	3,469	3,142,999	*	49,967	77,278	1,149,354	1,810.000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	Morris and Essex .....New Jersey.	14.5	—	23.8	—	21	28	9	275	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	10½
Mar. 31, 1879	Nashua and Lowell.....N.H.& Mass.	48.8	—	4.0	—					948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,029	869,726	271,417	497,456	158,403	2	100	110
Jun. 30, 1878	Nashua & Rochester (W. & N.).....N. H.	321.0	132.5	45.1	—	47	28	16	1,030	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,275	5	100	58½
Jun. 30, 1878	Nashv., Chattanooga & St.L...T.Ala. & Ky.	122.3	—	13.5	—					14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	100	83½
Sept. 30, 1878	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	56.5	—	10.1	—	13	13	7	293	3,747,557	—	.....	781,532	1,642,557	2,106,000	359,024	39 ,308	122.3	356.841	77,756	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	Naugatuck .....Connecticut.	22.6	—	1.3	—	3	2	2	36	1,928,845	234,087	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	Nevada County Narrow Gauge..... Cal.	44.0	—	4.0	—	12	2	7	164	581,164	*	7,427	756	242,200	250.000	37,600	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	Newark, Somerset & Straitsville ..Ohio.	162.0	28.0	5.0	—	10	5	5	115	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	New Brunswick (3½).....New Br.	74.0	46.0	14.5	—	11	12	3	45	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	New Brunswick and Canada.....N. Br.	14.9	—	5.5	—					2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	Newcastle& Beaver Val.(Penn. Co.)...Pa.	83.9	15.1	25.7	—	20	18	8	458	834,083	—	55,358	52,472	605,000	.....	881	336.032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	New Haven and Northamp.Conn. & Mass.	100.0	—	16.5	—	22	15	9	266	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	New London Northern (C.V.).....Conn.	141.0	—	10.0	—	34	—	—	36	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,880	470,455	129,609	5	100	....
Dec. 31, 1878	New Orleans and Mobile..La.. Miss. & Ala.	112.0	37.0	16.0	—					6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	New York and Canada (D. & H.). N. Y.	441.7	298.4	1,389	—	595	470	213	15964	8,168,688	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	New York Central & Hudson River.N.Y.	24.5	—	1.2	26.8	—	—	—	—	82,183 689	17,730,406	29,967,488	.....	89,428,300	39,801,233	832,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,969,040	8	100	133½
Sept. 30, 1878	New York City and Northern.....N. Y.	126.9	—	60.7	—					1.775,000	—	.....	.....	1,275,500	500,000	.....	.....								100	....
Sept. 30, 1878	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	5.5	—	5.5	—	—	951	—	—	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in Lessees returns.						8		
Sept. 30, 1878	N. Y., Lake Erie & Western..N. Y. &Pa.	460.0	96.5	1.179	—	475	311	96	—	118.049,931	*	44,851.219	.....	85,254,400	66,818,204	.....	.....	5.5	.....	.....	.....	743,964	427,326	3	100	160
Sept. 20, 1878	N. Y. & Manhattan Beach (3 ft.)...N. Y.	14.8	—	10.5	—	11	76	2	22	558.111	169,107	704,118	.....	500,000	829,000	45.000	82,829	928.1	10.720,231	4,896,327	6,150,468	15,644,978	5,009,114	—	100	42½
Sept. 30, 1878	N. York & N. England..M., R. I. & Conn.	85.7	53.2	39.1	100.0	36	65	13	319	20,622,534	*	865.382	53,881	20,000,000	400,000	934,078	201,721	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	N. Y., N. H. & Hartford. N.Y. C.& Mass.	123.0	17.5	179.1	—	98	199	59	1,280	12,889,584	2,184,455	1,373,773	1,537,029	15,500,000	.....	475.465	1,940,370	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	52
Sept. 30, 1878	N. Y., Providence & Boston..Conn.& R.I.	50.0	12.5	57.7	—	24	31	12	252	2.645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	166½
Sept. 30, 1878	Niagara Br. & Canan. (N.Y.C&H.R.).N.Y.	98.5	5.5	—	—	—	—	—	—	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	....
Sept. 30, 1878	North Carolina (R. & D.) .....N.C.	223.5	—	14.5	—					4,923,778	—	.....	.....	4,000,000	291,500	.....	.....	....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	Northeastern¶.....S. C.	92.0	—	8.1	—	13	13	5	142	2,148,131	*	466,223	59.020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,765	494,022	159,659	6	100	....
Mar. 31, 1879	Northern .....New Hampshire.	69.5	13.4	16.5	—	25	14	10	532	3,088,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Dec. 31, 1878	Northern Central .....Md. & Pa.	187.0	13.0	192.9	—	152	64	42	5,296	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	66
Aug. 31, 1878	Northern Pacific...Minn .Dak.,Wash.&c.	449.0	136.5	26.0	130.0	48	22	24	1,296	19,588,650	1,115,378	130,694 587	120,347	100,000,000	.....	5,349,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	84
Oct. 31, 1878	North Pennsylvania (P. & R.).....Pa.	55.6	32.6	79.5	—	58	63	32	1,148	5,834,418	1,748,208	4,619,607	251,639	4,284,.50	6,000.000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	103
Sept. 30, 1878	Norwich & Worcester..... Ct.&Mass.	59.4	7.0	13.9	—	21	15	7	573	3,205.435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	408,094	666,883	269,778	10	100	127
Sept. 30, 1878	Ogdensburg & L. Champlain.....N.Y.	118.0	4.0	14.0	—	34	15	6	960	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	842,670	144,325	—	100	27½
Dec. 31, 1878	Ohio and Mississippi.....O., Ind. & Ill.	340.5	274.5	103.0	—	124	58	31	2,510	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	864,547	—	100	30½
Sept. 30, 1878	Old Colony.....Mass. & R. I.	249.4	52.4	76.3	—	72	158	27	1,311	10,282,291	1,191,319	1,832.238	320,976	6,783,800	5,564.500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	110½
Dec. 31, 1878	Omaha and Republican Val.....Neb.	74.2	—	2.4	—	2	2	1	53	1,113,000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	Oswego and Syracuse.....N.Y.	35 0	—	15.6	—	14	13	6	285	1,762,540	*	.....	.....	1,320,400	461,500	8.801	.....	35.0	206.070	136,118	291,874	279,562	74,552	9	100	....
Jan. 31, 1878	Paducah and Elizabethtown.....Ky.	156.6	—	9.3	—	17	6	4	492	4.277,634	*	.....	.....	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	Panama.....New Grenada.	47.6	—	12.2	—	18	24	4	415	12,000,000	*	56,606	22,674	7,000,000	3,877.308	.....	.....	47.6	.....	24,921	152,478	2,114,869	1,569,615	12	100	170
June 30, 1878	Pekin, Linc. and Decatur..... Ill	67.4	—	7	—	—	—	128	—	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

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Railroads in Mexico.

The United States Consul at Manzanilla, Mexico, reports to the Government at Washington that the Federal Government at Mexico has authorized the state government of Colima to construct a broad gauge railroad from the port of Manzanilla to the city of Colima, a distance of ninety miles. The Federal Government will pay a subsidy of $12,875 per mile, guaranteed by 8 per cent on the import duties. The Government will pay the subsidy as soon as each mile is completed. The timber for the sleepers and other uses may be cut free of charge, and all the articles imported for the road will be free of duty. No bonds will be required of the contracting party. The route is nearly level, and was surveyed by General Rosecrans. The subsidy will pay at least 75 per cent of the cost of the road, which may be extended to the city of Mexico, and can be made to connect the Atlantic and Pacific oceans. The state of Colima will assign the franchise to an American company.

Statement of the Public Debt of the United States, January 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$552,450 00
6 per cent. bonds, 1881 (Oregon,) 1861	821,300 00	24,639 00
6 per cent. 1881 bonds, 1861..	182,525,350 00	5,475,760 50
6 per cent. 1881 bonds, 1863..	71,628,900 00	2,149,167 00
5 per cent. funded loan of 1881	508,440,350 00	4,237,002 92
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	738,490,500 00	7,384,905 50
Refunding Certificates.....	2,355,400 00	23,554 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest.....	$1,786,686,850 00	$20,994,978 92
Interest due and unpaid		2,691,718 97

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,350 00	46 17
6 per cent. 5-20 bonds, called June, 1864	71,050 00	75 83
6 per cent. 5-20 bonds, called 1865	124,150 00	59,103 20
5 per cent. 10-40 bonds, called, 1864.....	6,448,050 00	340,766 02
6 per cent. Consol. bonds, called, 1865.....	790,100 00	4,903 43
6 per cent. Consol. bonds, called, 1867.....	4,541,150 00	343,916 36
6 per cent. Consol. bonds, called, 1868	1,614,800 00	114,657 16
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,375 00	2,380 85
5 per cent. 2 year notes, 1863.	37,000 00	1,962 99
6 per cent. compound interest notes, 1863-64.....	249,520 00	50,674 63
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,250 00	5,590 52
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$14,691,925 26	$997,658 83

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,350 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency, 1862-3-4	15,674,303 78	
Coin certificates, 1863.....	12,337,100 00	
Silver certificates, 1878.....	5,712,910 00	
Unclaimed interest.....		7,597 03
Aggregate of debt bearing no interest.....	$393,711,679 78	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$273,400,550 00	
Bonds at 5 per cent.....	5 8,440,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,490,550 00	
Refunding certificates.....	2,355,400 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,786,686,850 00	$23,686,697 89
Debt on which interest has ceased since maturity.....	14,691,925 26	997,658 83
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,366 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency.....	15,674,303 78	
Coin and Silver Certificates.	21,050,010 00	
	$393,711,679 78	
Unclaimed interest.....		7,597 03
	$2,195,090,455 04	$24,691,953 75
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,219,782,408 79	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,691,718 97
Debt on which interest has ceased.....	14,691,925 26
Interest thereon.....	997,658 83
Gold and silver certificates.....	21,050,010 00
U S Notes held for redemption of certificates of deposit.....	10,245,000 00
Cash balance available Jan. 1, 1880.....	158,307,590 86
	$207,983,903 92
Debt, less amount in Treasury, Jan. 1, 1880.	$2,011,798,504 87
Debt, less amount in Treasury, on the 1st ult.	2,016,049,722 83
Decrease of debt during the month.....	$4,251,217 96
Decrease of debt since June 30, 1879.....	$15,408,751 50

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $43,712,450 58; interest repaid by transportation of mails, &c., $13,520,474 19; balance of interest paid by United States, $30,191,976 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Finances of Michigan.

From the report of the Treasurer of the State of Michigan, recently issued, we learn that the receipts into the Treasury during the year ending September 30, 1879, (including $400,340 35 on hand at the commencement of the year,) amounted to $2,626,153 12, and the cash payments to $2,019,855 59—leaving a balance on hand September 30, 1879, of $606,267 53. The demands against the State treasury then due and those maturing on or before January 1, 1880, amounted to $362,241 16.

The following amounts are held in trust for the purposes named:

Sinking fund.....	$604,020 18
Canal fund.....	49,561 54
Primary school interest fund.....	93,015 58
Sundry deposits.....	3,136 08
	$749,733 38

These amounts combined make the total demands against the treasury $1,081,974 54; while the balance in the treasury to pay these demands is $606,267 53. This state of affairs is brought about, the treasurer says, by the fact that legislatures have heretofore made appropriations without levying a sufficient tax to meet them.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 6.

	W. 31.	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.
Allegheny Val. 7 3-10s..	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	106	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	111	....	....
Camden and Atlantic..	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	47	....	....	49	....	....
New preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook...	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Hunt. & B. Top Mt ...	....	....	....	....	9	....
Preferred	....	....	13¼	13¼	13¼	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	38½	....	37¾	38	38	37¾
6s, 1884.....	....	....	....	....	....	....
Gold Loan..... ..	103¼	....	....	....	103¼	103¼
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	52¼	....	52¼	52¼	52¼	52
1st mort. 6s, coupon..	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	....	....	....	....	....	124¼
Consol. mort. 6s, reg..	....	....	....	....	....	110¼
Little Schuylkill... ...	....	....	....	....	....	51
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	....	....	51¼	51¼	51¼	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup....	....	....	....	....	....	....
Gen'l Mort. 7s, reg....	....	....	....	....	....	....
Northern Central. ...	33	....	33¼	33¼	33	....
6s.....	....	....	....	....	....	....
Northern Pacific	32¼	....	32¼	32¼	32¼	32¼
Preferred	57	....	57¼	57¼	57	57
Pennsylvania R. R. ..	51	....	50¾	50¾	50¼	50¼
1st mortgage.....	104¼	....	101¼x	1 1¼	101¼	101¼
Gen'l mortgage.....	114¼	....	....	....	....	114x
Gen'l mort. reg.....	....	....	....	117	116¼	....
Consol. mort. 6s, reg....	....	....	....	....	....	....
Penn. & N. Y. Canal 7s....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	109¼x	....	....	....
do. 5s, new.....	....	....	....	....	....	....
Phila. and Reading.....	35¼	....	36	36¼	35¼	35¼
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	113	113	....	....
Consol. mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie	17¼	....	17¼	17¾	17¼	17¾
1st mortgage, 6s.....	103	....	....	....	....	....
2d mortgage, 7s....	113	....	....	....	....	....
Pittsb., Cin. & St L. 7s ...	....	....	....	....	....	....
Pittsb., Titusv. & Buff..	11¼	....	11¼	11¼	11¼	11¼
7s.....	....	....	....	....	52¼	55
Schuylkill Navigation... ...	....	....	....	....	....	....
Preferred.....	16¼	....	....	16¼	....	16¼
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	82	82	82	....	....
United Co. of N. Jersey	152	....	153	153	152¼	152¼
Hestonville, (Horse)..	26¾	....	26¾	27	26¾	....
Chestnut & Wal. (do.)....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
13th and 15th sts (do.).....	....	....	....	....	....	70

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 6.

	W. 31.	Th 1.	F. 2.	Sat. 3.	M. 5.	Tu 6.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	107¼	....	108¼	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati....	....	....	....	....	....	....
1st mortgage, 7s..... ...	....	....	104¼	104¼	104	105
2d mortgage, 7s..... ..	72	....	72¼	73¼	73	73¾
3d mortgage, 8s.....	38¼	....	....	40	40	40¼
Northern Central ($50)	33	....	33¼	33¾	....	....
2d mortgage, 6s 1885....	....	....	....	....	....	107
3d mortgage, 6s, 1900....	....	....	....	....	....	....
6s, 1900, Gold.....	107¼	....	....	104¼x	....	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st..	100	....	100¼	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s	72¼	....	....	....	75	75¼
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	51¼	....	49¾x	51¼	50	50¾
Consol. Coupons	....	75	74¾	74¾	74¾	75
10-40 bonds.....	37¼	....	....	37¾	37¾	37¾
Deferred Certificates.	6	....	....	....	....	6
Western Maryland ...	9	....	....	9¼	....	9¼
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do. ..115	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
3d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 7.

	Th.1.	F.2	Sat.3.	M.5.	Tu.6.	W.7.
Adams Express	....	....	107½	107	107	107½
Albany and Susq.	....	100	102½	....	102½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	....	....	....	....	....	....
Atlantic & Pacific Tel	....	56	....	57½	57	57½
Burl., C.R. & Nor.	....	42½	....	40½	41	40½
1st mortgage 5s	....	....	....	....	56	56
Canada Southern	....	88½	88½	88½	....	89
1st mortgage guar.	....	70½	69½	69	69	69½
Central of N. Jersey	....	88½	59½	89½	89½	89½
1st mortgage 1890	....	81½	81½	80½	81½	81½
7s, consolidated	....	....	....	117	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific 6s, gold	....	....	108½x	108½	108½	108½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	100x	....	100	100½
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	....	19½	20	20	....	19½
Chicago and Alton	....	100	100½	102	103½	107
Preferred	....	120	120	....	117	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	....	137½	140	141	....	144½
7s Consol, 1903	....	118½	....	118½	....	119
8s, 1883	....	....	....	....	....	....
Chic., Mil. and St. Paul	....	76½	76½	75½	76½	77½
Preferred	....	101½	102	101½	101½	102½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	112	111	....	111½	....
1st M. (La Crosse div.)	....	....	112x	....	112	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	107½x	....	107½	....
1st M. (C. & M. div.)	....	....	113x	113	....	....
Consolidated S. F.	....	108x	108½	108	....	108
Chic. & Northwestern	....	91½	91½	90½	91½	91½
Preferred	....	106½	106½	106	105½	106½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	106½	....	....	106½
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	116	116	115½	....
Chic., Rock Isl. & Pac	....	149½	149	149½	150	151
6s, 1917	....	....	....	....	....	113½x
Clev., Col., C. and Ind	....	79½	....	....	....	80
1st mortgage	....	....	117	....	....	....
Clev. & Pittsburg guar	107	107	106½	107	106½	107½
7s, Consolidated	....	....	118	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	....	20½	20½	21½	20½	21½
1st mortgage	....	85	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	....	75½	76½	74½	74½	74½
Reg. 7s, 1891	....	....	106	106½	105½	105
Reg 7s, 1884	....	106½	....	....	105	105
7s, 1894	....	109	....	....	....	....
Del., Lack. & Western	....	84½	85	84½	84½	85½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	121½	....	....	....
2d mortgage	....	....	....	....	104	....
3d mortgage	....	....	....	....	106½	107
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	115½	116½	116	116½	116½
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	99½	100	100	100	100½
Hannibal & St. Joseph	....	34½	35	34½	34½	35½
Preferred	....	64½	64½	....	....	65½
8s, Convertible	....	....	108	108	108	....
Houston & Tex. Cent.	....	51	....	55½	54½	58
1st Mortgage	....	....	....	....	....	....
Illinois Central	....	99½	100	99½	100	101
Kansas Pacific	....	87	87	....	87	88
Lake Shore & Mich So.	....	100½	100½	98½	99½	99½
Consol. 7s	....	119x	....	....	....	....
Consol. 7s, reg.	....	....	....	....	118½x	....
2d Consolidated	....	....	....	....	115	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	....	87½	88	86½	86½	86½
7s, Consolidated	....	....	....	....	....	114
Manhattan	....	55	56½	52½	51½	50½
Metropolitan Elevated	....	120	120	115	115	116
1st Mortgage	....	102	102½	102	101½	100½
Michigan Central	....	90½	89½	88½	89½	89½
7s, 1902	....	....	118½	118½	118½	118½
8s 1882, S.F.	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	....	101½	102½	102	102	102½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	112½	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	107	107	....	107½	....
N.Y. Cent. & Hud. Riv	....	129½	130½	129½	130½	131½
6s, Sinking fund, 1883	....	....	....	104½	....	104½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	128½
1st mortgage reg.	....	....	....	....	128½	....
N. Y. Elevated	....	....	125	123	121	....
1st Mortgage	....	....	111½	111	111	111
N. York and Harlem	....	158	....	....	160	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	126	....	....	126
1st mortgage, reg.	....	....	126	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
N.Y., Lake Erie & W.	43½	43½	42½	42½	43	
Preferred	70	69½	68½	68½	....	
2d Consolidated	88	87½	87½	87½	87½	
New 2d 5s fund	82½	82½	81½	82½	82½	
N.Y., N. Haven & Hart	155	....	155	156½	....	
North Missouri 1st M.	112½x	....	112½	112½	112½	
Northern Pacific	33	33½	32½	32½	32½	
Preferred	57½	57½	57½	57	57	
Ohio and Mississippi	29½	29½	29	29½	29½	
Preferred	58	58½	....	59½	....	
2d mortgage	....	....	....	110	109½	
Consolidated 7s	....	....	....	....	111	
Consol. Sinking fund	110x	110½	....	111	....	
Pacific Mail S. S. Co.	38	37½	36½	37½	37	
Pacific R. R. of Mo.	....	....	....	....	....	
1st mortgage	....	106½	106½	106½	....	
2d mortgage	....	....	....	108½x	....	
Panama	168	170	....	170	....	
Philadelphia & Reading	72½	72½	71½	71½	71½	
Pitts., Ft. W. & Chi. gtd	112	....	....	112	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	122½	....	....	
3d mortgage	....	....	....	....	....	
Pullman Palace Car	....	....	....	....	108	
Quicksilver Mining Co	....	21	....	....	20½	
Preferred	62	62	....	....	....	
St. Louis & San Fran.	41	41	40	41½	43½	
Preferred	50	50½	50	51½	55	
1st Preferred	68½	69	....	69½	73½	
St. L., Alton and T. H.	....	18	19½	20½	21	
Preferred	41½	42½	44	44½	45½	
1st mortgage	....	....	....	....	....	
2d mort. preferred	....	....	101½	101	....	
Income bonds	....	....	....	....	90	
St. L., Iron Mt. & S. As.	51½	52½	51	52½	52½	
1st mortgage	....	....	115½	....	....	
2d mortgage	97½	97½	....	97½	....	
Tol., P. & War. 1st E.D.	....	....	....	....	....	
1st mort., West. Div.	....	....	....	....	....	
Union Pacific	86	85½	85	85½	85½	
1st mortgage	108½x	108½	108½	108½	108½	
Land Grant 7s	112½	112½	113½	....	....	
Sinking Fund 8s	115	115	115	115	115	
United States Express	....	....	45½	48½	49½	
Wabash	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	100	....	....	....	100½	
7s, Consolidated	97	97	97	97	97½	
St. Louis Division	105½	105½	....	....	106	
Wabash, St. L. & Pac.	43½	43½	42½	43½	43½	
Preferred	65½	66	65½	66	66½	
New Mort. 7s	91	91½	92½	93½	94	
Wells-Fargo Express	105	105	105	....	101x	
Western Pacific bonds	....	103½x	104	....	....	
Western Union Tel	103	103½	100½	100½	100½	
7s, S. F. conv., 1900	....	....	....	....	....	

Boston Stock Exchange.

Closing Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Atch., Top. and San. Fe	124½	127	131½	132	140	
1st mortgage	....	113	112½	113	113	
2d mortgage	....	119½	125	125	129	
Land Grant 7s	....	....	112	....	112½	
Boston and Albany	138	139	140	140½	140½	
7s, reg.	....	....	....	....	....	
Boston and Lowell	85	85	....	87	87½	
Boston and Maine	119	119	119	....	....	
Boston and Providence	126½	..	126½	....	....	
Boston, Hart. & Erie 7s	55	55½	55½	55½	55½	
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	
Burl. & Mo. R. in Neb.	137	139	137½	140	140½	
6s, exempt	....	108	....	....	....	
Chi., Burl. and Quincy	137½	141	141½	140½	141½	
7s	115	....	....	....	....	
Cin., Sand. and Clev.	18½	18½	18½	18½	18½	
Concord ($50)	....	....	....	....	....	
Connecticut River	....	....	138	....	....	
Eastern	23½	25	24½	25½	....	
New 4½ Bonds	83	83½	84	84	84½	
Fitchburg	123	122½	123	123	123	
Kan. C., Top. & West.	....	....	....	....	....	
Michigan Central	....	91	....	....	....	
N. Y. & New England	51½	51½	52	52	52	
7s	110	110	109½	....	110	
Northern, N. H.	....	....	84	....	....	
Norwich & Worcester	....	....	127	....	....	
Ogden. & Lake Champ.	26½	26½	27	27	27½	
Preferred	....	....	66	68	70	
Old Colony	107	109½	110½	110½	110½	
7s	....	....	....	....	....	
Ph., Wil. & Balt. ($50)	....	....	....	....	68½	
Portl'd, Saco & Ports.	....	....	104	....	....	
Pueblo & Ark. Val.	78	80½	87½	87½	94	
7s	....	....	....	108	....	
Pullman Palace Car	....	107½	107½	107½	107½	
Union Pacific	85½	86½	86	....	....	
6s	108½	109	108½	....	....	
Land Grant 7s	....	....	....	....	....	
Sinking Fund 8s	111½	111½	112	....	....	
Vermont and Canada	....	....	....	....	....	
Vermont and Mass.	....	117	117	....	....	
Worcester and Nashua	55½	....	56½	55½	55½	
Cambridge (Horse)	....	....	....	119	....	
Metropolitan (")	60	60½	60½	61	....	
Middlesex (")	....	....	....	....	....	
Cal. & Hecla Mining Co.	....	225x	225	220	225	
Quincy	27½	27½	28½	28½	28½	

New York Stock Exchange.

Closing Prices for the week ending Jan. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	103½	103½	103½	....	103½	
U. S. 4s, 1907, coup.	105	103½	103	....	103½	
U. S. 4½s, 1891, reg.	....	....	....	106½	106½	
U. S. 4½s, 1891, coup.	106½	....	106½	....	....	
U. S. 5s, 1881, reg.	....	102½	....	....	....	
U. S. 5s, 1881, coup.	103½	103½	103½	103½	103½	
U. S. 6s, 1881, reg.	104½	104½	....	....	....	
U. S. 6s, 1881, coup.	104½	....	....	....	104½	
U. S. 6s, 1880, reg.	....	102½	102½	102½	....	
U. S. 6s, 1880, coup	....	....	....	....	....	
Dt. of Col. 3-65s, reg.	....	....	....	....	....	
Dt. of Col. 3-65s, coup.	86½	87	....	....	87	
U.S. 6s, Pac. R.R. Issue	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— Dec. 19.	Dec. 12
Atlantic & Gt. W. 1st mort., Certs.	50 — 52	51 — 53
Do. 2d mort., Certs.	21 — 23	23 — 25
Do. 3d mort., Certs.	9 — 10	10 — 11
Baltimore and Ohio (sterling)	111 —113	111 —113
Central of New Jersey $100 shares	80 — 83	83 — 88
Do. Cons. Mort. Oct. '79 coupon	105 — 107	107 —108
Do. Adjustment bonds	106 —108	106 —108
Do. Income bonds	89 — 92	89 — 92
Det., Gd. Haven & Mil. Equip. bds.	106 —108	106 —108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	92 — 94	93 — 95
Erie shares $100 Recon. Ass. $6 pd.	44 — 46	45 — 47
Do Pref. Shares, R. T. Ass. $3 pd	70 — 80	70 — 80
Do. 1st Con. M. ex-Certs. 6 Cou.	118 —120	118 —120
Illinois Central $100 shares	101 —103	102 —104
Illinois & St. Louis Bdge 1 mort. stg.	114 —117	108 —110
do do. 2 mort. stg	80 — 85	75 — 80
Lehigh Valley Consol. mortgage	108 —108	106 —108
N. Y. Cent. & Hud. Riv. Mt. bonds	125 —127	128 —130
Do. $100 shares	133 —136	130 —135
Do. Mort. bonds (stg.)	119 —120	119 —120
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	117 —119	117 —119
Do. do. 2d do.	83 — 85	84 — 86
Do. 2d Consol. Mort. bonds	89 — 91	90 — 92
Pennsylvania, $50 shares	51½— 52½	51½— 52½
Do. Con. Sink. Fund Mort.	111 —112	111 —112
Philadelphia and Reading $50 shs.	34½— 35½	36½— 37½
Pittsbg, Ft. W. & Chic. Equip bds.	109 —111	109 —111
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 8, 1880.

The past week has been one of disappointment in both the stock and produce markets to those who had hoped for or anticipated a "boom" after the first of January. The causes are not so apparent upon the surface, because the great factor in the expected upward movement—easy money—has been at work since the first few days' disbursements. Certainly it has been no lack of money, nor has it been high rates for the same that prevented the "boom," for 6 per cent has been the street, as well as legal, rate since January 1st, with occasional commissions of 1 16@1-64 against 7 per cent. prior thereto and occasionally a commission. Beside these heavy disbursements, the extraordinary and late flow of money westward, has set eastward at last and thus increased the supply of money here for a bull speculation. Evidently then there are some ulterior or speculative causes for this halt in the upward movement begun in stocks and in most speculative articles before the 1st inst., in anticipation of a large advance thereafter. We judge from all we learn that these causes are chiefly speculative, and that stocks do not go up because the large operators for some reason are not ready. On January 2nd, the market advanced generally on outside buying in part for investment of January dividends, but largely in anticipation of a rise. On the 3d the market opened buoyant, but before noon the reports reached the street that Gould and Sage, assisted by Vanderbilt, were locking up money. Therefore stocks fell off most of this year's advance but

soon rallied on no apparent stringency in money. The belief then gained that these great operators were either short of high priced stocks, or not ready for a January advance, and since then the speculation has halted, awaiting these magnates' movements and pleasure. Dealings have consequently been very light and prices about stationary. What the designs of these masters of the street may be, it is impossible to say. This is about all that can be said of stocks, the most active of which have been Iron Mountain, which was marked by the knowing ones of the Street for 60 on increased earnings, especially on iron tonnage, but its merchandise traffic shows much greater gains. Erie was booked for a rise, on what, no one knew, and Pacific Mail do., on the Canal construction traffic prospects. Wabash was also another card for 50, and Lake Shore for considerably more than par, while most of the Gould, Vanderbilt and Granger stocks were given out for an advance. Mobile and Ohio, Marietta and Cincinnati were also going up largely on increased business, and possibly some new and advantageous connections. All these "points" have proved, thus far, delusive, but may be good yet, as there is no doubt merit in some of them, although their friends advise waiting till the market is more settled before buying.

The Syndicate are said to have accepted their option of another 100,000 shares of New York Central and Hudson River stock from Vanderbilt at 120, which was included in their first agreement for 250,000 shares, which do not yet appear, in foreign Exchanges or elsewhere, to have been disposed of. What the Syndicate want of another 100,000 shares when they have still 150,000 on hand, unsold, is past finding out, and the true "inwardness" of this strange transaction remains as much in the fog as ever. As to talk of new lines and combinations the only thing of importance has been a rumor that Gould would build a line parallel to the Lake Shore from Toledo to Buffalo, unless the latter comes to his terms on traffic. But how is this, if the sale above alluded to was a bona fide transaction to let the Wabash people into the control of Central and its lines, among which Lake Shore was the chief objective point, to give the Wabash an outlet to Buffalo?

Government and railroad bonds have been in active demand for investment at generally strong er prices. The Government has asked again for proposals to sell $5,000,000 of the 1880 and 1881 bonds, and over $7,000,000 were offered of which the amount called for were within the specified limit of 102⅔@104¼ for 6s respectively, and 103⅜ for 5s of 1881. Foreign Exchange has been quiet and without material change until near the close, when it was ½ higher.

The course of the Philadelphia stock market the past year is conveniently compiled for reference by Messrs. John H. Davis & Co., whose well known house, Glendinning, Davis & Co., is in that city. Messrs. Amerman & Burwell, 16 Broad street, inform us that their latest installment of $500,000 7 per cent. first mortgage bonds of the St. Louis, Hannibal and Keokuk Railroad are being taken more freely by investors since January 1st. The road is said to be gaining more than its interest now. The amount of specie in the country is placed at $125,000,000 more than a year ago, of which, as stated in our last, about $85,000,000 was imported and the balance taken from our mines, whose total product however is much larger, as shown in editorial columns. The bills before Congress and the Legislature of this State, and those yet to be presented, have no doubt some effect on the stock market to account for its dullness. Congress has postponed action on the Inter State Commerce bill until the leading railroad interests can be heard. There is also in preparation a complete recodification of the railroad laws of this State, which will soon be presented to the Legislature for adoption, and probably by the Railroad Investigating Committee itself, as embodying the remedies it thinks needful to correct the abuses it has found to exist. The last bank statement showed a rising average reserve.

Imports of specie were almost nominal at about $500,000, while exports fell off nearly one-half to about $4,000,000 in consequence of the continued speculation in export staples. In the past few days, however, the grain combination has broken up, partially, under the unloading of several members thereof, who have now turned around and gone "short" of the market, it is said, while the balance of the clique let the market take its course apparently willing a "short" interest should be created. Meanwhile shippers are spectators.

Provisions have remained in the "Slough of Despond" from which, not even Keene seemed willing or interested to raise them, although he is said to have taken in all his January lard as well as grain, and paid for it with the money sent from here last week—$5,000,000—noted in our last. This was necessitated by the action of the large packers in Chicago, who with large grain dealers control the Chicago banks, which refused Keene his usual accommodation, in order to help the packers break the market for hogs by letting down the product which Keene is supposed to hold up.

Cotton has also been less active and more "mixed" with less defined lines of speculation.

Mining stocks have recovered sharply, since the 1st of January, in San Francisco, bearing out the theory advanced in our last, that the season of depression has given place with New Year to a bull market. Hence the Pacific stocks here have all been on the advance, while our Eastern mines have been stronger in sympathy. The dividend mines appear again in our monthly dividend column as usual, so far as yet announced.

The iron market has continued excited and advancing for pig and rails, both of foreign and home production, and it is difficult to buy either in this or to contract ahead at any price, as the manufacturers are filling all their old contracts at a loss on present rates of some $10 per ton. Freight engagements were made for some 9,000 tons of rails from Cardiff, Wales, for Portland, Oregon, but it is not known whether for the Northern Pacific or Oregon roads. The demand now is largely from new roads and for extension of old lines, more than from old roads for repairs. The advance for the week has been $2@2.50 per ton. The Pennsylvania Railroad is said to have extended to the American Union Telegraph Company—Gould's line—the same privileges as to the Western Union along its lines, and this has been used to depress Western Union Telegraph.

The closing quotations on Thursday were: Adams Express, 107@108; American Express, 57¼@58; Atlantic and Pacific Telegraph, 39⅜@40; Canada Southern, 69@69½; Central of New Jersey, 81⅛@81¼; Chesapeake and Ohio, 19½@20; do. 1st pref., 31¼@32; do. 2d pref., 22@24½; Chicago, Burlington and Quincy, 141¼@143; Chicago and Alton, 107@108; do. pref., 118@—; Chicago and Northwestern, 91⅜@91½; do. pref., 107@107½; Chicago, Milwaukee and St. Paul, 77⅞@78; do. pref., 102@102¼; Chicago, Rock Island and Pacific, 152@152½; Cleveland, Columbus, Cincinnati and Ind., 81@82; Columbus, Chicago and Ind. Cent., 20¾@21; Delaware, Lackawanna and Western, 84¾@84⅞; Erie, 42¾@42⅞; do. pref., 69@69½; Hannibal and St. Joseph, 35¾@36; do. pref., 65½@66; Illinois Central, 101⅛@101½; Kansas Pacific, 92@93½; Lake Shore and Michigan Southern, 99¾@99⅞; Michigan Central, 89½@89¾; Morris and Essex, 103¼@104; Manhattan Railway, 51@52; Metropolitan Elevated, 119½@121; New York Elevated, 118@120; N. Y. Central and Hudson River, 133¼@133¾; New York and Harlem, 158@162; Northern Pacific, 32¾@33; do. pref., 57@57⅛; Ohio and Miss. 30⅛@30⅜; do. pref., 58½@59; Pacific Mail, 37⅝@37⅞; Panama, 170@175; Philadelphia and Reading, 71@71⅛; Quicksilver, 20@20¾; St. Louis and San Francisco, 43½@44; do. pref., 54@54⅜; do. 1st pref., 73@73½; Union Pacific, 85¾@86; U. S. Express, 48@48½; Wells-Fargo Express, 101@101½; Western Union Telegraph, 100⅜@100⅞; Wabash, St. Louis and Pacific, 43½@43¾; do. pref., 67@67¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Missouri, Kansas and Texas R. R., 36½; do. 7s, consol. S. F. ass., 91½; do. 2d, 54½; Cleveland and Toledo new bonds, 113; Mobile and Ohio R. R. ass., 24½; do. 1st, 97½; do. 1st deben., 68½; do. 2d deben, 45½; do. 3d deben., 38⅞; do. 4th deben., 35; St. Louis and San Francisco 2d, class B, 68; do. C, 66; Col., Chi. & Ind. Cent. inc., 32½; Lake Erie and Western R. R., 27; do. 1st, 94¾; do. inc., 61⅝; Memphis and Charleston 1st, 100; do. 2d, 91½; St. Louis and Iron Mt. 1st pref. inc., 83½; do. 2d pref. inc., 71¼; do. Arkansas Br. 1st, 99½; do. Cairo, Ark. and Texas 1st, 97½; Chesapeake and Ohio cur. int. def., 38; do. 1st pref., 30; do. 1st, Series B, 64; Chicago, St. Paul and Minn. R. R., 48¼; do. 1st, 103; Nashville, Chattanooga and St. Louis R. R., 81; Lehigh and Wilkesbarre consol. ass., 93½; Morris and Essex const. bonds, 99½; Central of New Jersey 1st consol. ass., 105; do. Adjm't, 105¾; do. conv. ass., 105; Inc., 84; Ind., Bloom. and Western 1st pref., 114; do. 1st mort., 70; do. inc., 54; Laf., Bloom. and Muncie 1st, 92; do. 1st, 63; Texas Pacific Income, L. G., 74½; South Pacific 1st. 101; St. Paul and Sioux City R. R., 39; do. pref., 76; do. 1st, 98; Kansas Pacific Inc. No. 16, 72¾; do. 6s, J. & D., 1896, with coup. certif., 111⅛; Boston, Hartford and Erie 1st, 55¾; do. guar., 51⅛; St.

Louis, Kansas City and Northern, Omaha div., 1st, 107; Louisville and Nashville 2d, 103; Erie and Pittsburg 7s, consol., 105¾; Oregon Railway and Nav. 1st. 90¼; Rome, Watertown and Ogdensburg 1st consol., 60; Toledo, Peoria and Warsaw 1st, pur. com. rec., 123; Kansas Pacific 7s, Leavenworth Branch, with coupon certif., 100; do. Denver Div. 6s, ass., do., 102; Cairo and Fulton 1st, 101¾; Denver and Rio Grande 1st, 97⅛; St. Paul, Minn. and Man. 1st, 106½; East Tenn., Va. and Ga. 1st, 104½; Clev., Col., Cin. and Ind. consol., 107; Ohio and Mississippi 1st, Springfield div., 69; Am. Dock and Imp. 7s, ass., 105; Albany and Susq. 1st consol., 109⅛; St. Louis, Kansas City and Northern R. E. 7s, 1895, 106; Nashville and Decatur 1st, 107; Del. and Hudson 1st, Penn. div., 110½; Illinois and Southern Iowa 1st, 100; Buffalo, N. Y. and Erie 1st, 1916, 115½; Keokuk and Des Moines 1st, 94; Marietta and Cincinnati 1st pref., 14; do. 2d pref., 10½; Chicago, St. Louis and New Orleans R. R., 26½; Ind., Cin. and Laf. R. R, 4⅞; Boston and New York Air Line pref., 55; Louisville, New Albany and Chicago R. R.; 55; Standard Mining Co., 28⅞; Homestake, 38; Little Pittsburg, 30; Climax, 3⅝; Caribou, 5; Central Arizona, 21½; Excelsior, 25⅛; New Central Coal, 33½; Cumberland Coal, 40, Consol. Coal, 34; Sutro Tunnel, 4; Am. Dist. Tel., 71½; Canton, 60; Missouri 6s, funded, 110; do. 6s, 1887, 106; Louisiana 7s, consol., 44¾; Arkansas 7s, L. R., P. B. and N. O. R. R., 6; Tennessee 6s, old, 33; Alabama Class A, 55.

Philadelphia.—Northern Central 5s, 75⅛; Oil Creek 1st mort., 94; Pennsylvania Canal 6s, 80; Philaphia and Reading gen'l mort. 6s, 87½; do. inc. 7s, 89; do. scrip, 88; Pittsburg, Titusville and Buffalo inc. 7s, 28; Delaware R. R. 6s, 107; Philadelphia and Reading Coal and Iron mort. 7s, 90; Huntingdon and Broad Top Mt. consol. mort. 7s, 60; Texas Pacific 1st mort. 103⅛; do. consol. mort. 6s, 89; Union and Titusville 7s, 75; Steubenville and Indiana 6s, F. & A., 104⅝; Shamokin Valley and Pottsville 7s, 104⅝; Lehigh Nav. consol. mort. 7s, 101⅛; Stony Creek 7s, 105; Warren and Franklin 7s, 96; Schuylkill Nav. 7s, B. L., 79; Am. S. S. Co., 30; do. 6s, 101¼; St. Paul and Duluth R. R., 30; Nesquehoning Valley R. R., 53½; People's Pass. R. R., 17½; Central Transp., 46; West Philadelphia R. R., 80; East Pennsylvania R. R., 43; Philadelphia, Germantown and Norristown R. R., 102; Orion Silver Mining Co. of Arizona, 2¾; Argent, 2; Cincinnati 7.30s, J. & J., 117½; Pittsburg Av. 7s, A. & O., 106½. The latest quotations are: City 6s, 106@108; do. free of tax, 119½@120; do. 4s, new, 100¾@101¼; Pennsylvania State 6s, 2d series, 101¾@102¼; do. 3d series, 109⅜@109⅝; do. 5s, new loan, 111¾@112¼, do. 4s, new, 103@104; Philadelphia and Reading, 35⅝@35¾; do. consol. mort. 7s, coup., 112¾@113¼; do. reg. 112⅛@113; do. mort., 6s, 103¼@103¾; do. 7s, new conv., 100@—; do. 7s, 1893, 114⅞@115½; United New Jersey R. R. and Canal Co., 152½@152¾; Pittsburg, Titusville and Buffalo R. R., 12⅜@12½; do. 7s, 59¾@60¼; Camden and Amboy mort. 6s, 1889, 110⅞@@111⅛; Pennsylvania R. R., 51@51⅛; do. 1st mort., 101⅝@101⅞; do. gen'l mort., coupon, 113½@114¼; do. reg., 116⅛@117⅛; do. consol, mort. 6s, reg., 110⅛@112; Little Schuylkill R. R. 50⅞@51⅛; Morris Canal, 54@64; do. pref., 145@150¼; Susq. Canal 6s, 44⅞@45⅛; Schuylkill Nav. 8@—; do. pref., 16⅝@16⅝; do. 6s, 1882, 82@83; do. 1872, 100⅛@103; Elmira and Williamsport pref., 48⅛@—; do. 7s, 109@—; do. 5s, 84@86; Lehigh Coal and Navigation, 37¾@38; do. 6s, 1884, 105⅜@105⅝; do. R. R. loan, 110⅜@110⅝; do. Gold Loan, 103¼@104; Northern Pacific 32½@32¾; do. pref., 56¾@57¼; North Pennsylvania, 51⅜@51⅝; do. 6s, 109½@109⅝; do. 7s, 116@116⅜; do. Gen'l mort. 7s, reg., 112@112⅝; Philadelphia and Erie, 17¾@18; do. 6s, 103@103⅛; do. 7s, 109⅝@110; Minehill, 56@56⅛; Catawissa, 15⅞@16½; do. pref., 48⅜@48⅝; do. new pref., 47@47½; do. 7s, 1900, 114⅛@114⅜; Lehigh Valley 52¼@52¾; do. 6s, coupon, 115@—; do. reg., 114⅞@115⅛; do. 2d mort. 7s, 123½@125; do. consol., mort., 110@110½; Fifth and Sixth streets (horse), 108@—; Second and Third, 80@90½; Thirteenth and Fifteenth, 70@75; Spruce and Pine, 52½@55; Green and Coates, 90@—; Chestnut and Walnut, 72@74; Hestonville, 26⅜@26⅝; Germantown, 65@70; Union 100¼@103; Lombard and South, 10@20; West Philadelphia 79@83; People's, 17½@18; Ridge Av., 75@85.

Baltimore.—Canton Co. 6s, 105¾; Union R. R., Canton ind., 107½; South Side (Va.) 3d mort., 88; Parkersburg Branch, 7; Baltimore and Ohio scrip, 152½; do. 2d pref., 104¾; Virginia Peelers, 29; do. coupons, 7½; do. 10.40 coupons, 79⅛; do. Black scrip, 6; Baltimore City 6s, 1886, new, 107; do. 6s, 1900, 115; do. 6s, 1890, 113; do. 6s, 1893, 114; do. 6s, 1902, 116; do. 5s, 1916, 109½; do 5s, 1894, 108½; do. 5s, 1885, 103¾; Cincinnati 7.30s, J. & J., 117½; Lake Chrome, 0.17; Ore Knob, Copper, 4⅝; George's Creek Coal, 97; Atlantic Coal, 1.50; Silver Valley, 1.10. The latest quotations are: Canton 6s, gold, 105¾@—; Union R. R., Canton, ind., 107½@—; Baltimore and Ohio, 152¾@155; do. 2d pref., 104¾@—; do. 6s, 1880, 100@—; do. 6s, 1885, 108@108¼; Northern Central, 32½@—; do. 6s, 1900, 109½@—; do. 6s, 1900, gold, 104½@—; do. 6s, 1904, gold, 99@100; Marietta and Cincinnati 1st mort. 1892, 106¾@108; do. 2d mort. 7s, 74¼@74½; do. 3d mort. 8s, 41⅞@42¼; Central Ohio 1st mort., 108@—; Western Maryland 1st, unindorsed, 102⅛@—; do. 2d mort. pref., 88@95; Orange and Alexandria 3d, 74; Orange, Alex. and Manassas 7s, 76@76½; Virginia consol. 6s, 52@52¼; do. 2d series, 28½@30; Virginia Consol. coupons, 76¼@76½; Virginia 10-40 bonds, 37@38; George's Creek Coal, 97@97.

Boston.—Wisconsin Valley R. R., 28; do. pref., 50; do. 6s, 97½; Republican Valley R. R., 137; do. 7s, 102; Little Rock and Ft. Smith R. R., 86¾; do. 1st, 88⅝; New Mexico and Southern Pacific 7s, 105¼; Kansas City, Topeka and Western 7s, 112½; Kansas City, St. Joseph and Council Bluffs R. R, 70½; do. 7s, 107; do. inc., 6s, 84½; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 102¼; Kansas City, Lawrence and Southern R. R., 60; Atchison and Nebraska R. R., 75¾; Chicago and West Michigan R. R., 60½; Summit Branch, 28; Kansas City, Fort Scott and Gulf R. R., 29; do. pref., 55; do. 7s, 104; Wichita and Southwestern R. R., 72; Kalamazoo, Allegan and Grand Rapids 8s, 110; Denver and Rio Grande R. R., 48; Cheshire R. R., 50½; Chicago, Clinton, Dubuque and Minnesota R. R., 53; Manchester and Lawrence R. R., 142; Rutland R. R., 8; do. pref., 27½; do. 1st mort., 94; Florence, El Dorado and Walnut Valley 7s, 100½; Maine Central R. R., 40; Fitchburg R. R., 5s, 103; Cin., Sand. and Clev. 7s, 81½; Detroit, Lansing and Northern 7s, 110½; Indianapolis, Cincinnati and Lafayette R. R., 1½; Chicago, Burlington and Quincy 5s, 99; Southern Kansas and Western R. R., 100; Cedar Rapids and Iowa Land Co., 104¼; Boston Water Power Co., 11; Boston Land, 9¾; Brookline Land, 6; East Boston Co., 18; Atlantic Mining Co., 15; Blue Hill, 8½; Calumet and Hecla fractions, 59; Central, 38½; Copper Falls, 6; Duncan Silver, 4½; Dana, 85c.; Franklin, 81; Mesnard, 3⅛; Minnesota, 3¼; Humboldt, 1½; Hungarian, 87½c.; National, 5¾; Osceola, 35½; Oxford Nickle, 9; Pewabic, 41¾; Ridge, 7; Star, 2; Silver Islet, 20¾; Sullivan, 13½; Winthrop, 1; Washington, 85c.

Credit Valley Railway.

The Credit Valley Railway, which is now practically completed, will when furnished with rolling stock, be a new competitor with the Great Western, Grand Trunk and Toronto, Grey and Bruce Railways for the traffic between Toronto and such points as Ingersoll, Orangeville and Elora, the present termini of this road and its branches. The main line of the road from Toronto to Ingersoll, is 96 miles in length; the Orangeville branch 35 miles long from Streetsville; and the Elora branch, which is a continuation of this branch from Church's Falls, is 27 miles long; making a total completed of 158 miles. The cost per mile, exclusive of rolling stock, is $20,000. The report of the Government Engineer says that the work is superior to that of most of the railways recently constructed. Its steepest grades (53 feet to the mile) are sloping eastward, which is the direction the heaviest traffic takes. The largest bridge is at Galt, over the Grand River. This structure consists of five spans, 150 feet each, and is about 80 feet above the water. This is said to be the largest iron bridge in the Province, and it reflects much credit upon its builders, the Toronto Bridge Company.

The Iron Trade of 1879.

Extracts from the forthcoming annual review of the Bulletin of the American Iron and Steel Association, given in another column, show the most gratifying, and to a great extent, most unexpected recovery in the great iron industries of the country ever known. The results exceed the estimates of the same authority a year ago—the hom eproduction exceeding anything in the history of the trade. The importation of iron ore has also been five times greater than ever before, while that of pig iron, steel rails and old rails has been upon a very large scale, representing the excess of demand over home supplies. These facts have been largely foreshadowed in our columns from week to week.

☞ The managers of the Sunday Creek Valley and Ohio Central Railroads, which have just been consolidated, have decided to put the Sunday Creek Valley branch between the coal fields and Columbus in operation at once with a full equipment.

New York and Brooklyn Bridge.

At the monthly meeting of the Trustees of the New York Bridge Company held on the 5th inst., the Executive Committee reported that the amount required to complete the bridge is as follows:

Estimated cost of the bridge, Feb. 1 1879		$13,708,026 60
Expended at that date		10,103,553 54
Amount required Feb. 1, 1879		$3,604,473 06
Expended since that date up to Dec. 1	$1,006,262 04	
Cash on hand and receivable from two cities at this date.	596,676 04	
		1,602,938 08
Remaining to be provided for,		$2,001,534 98
Add for rise in land, materials, and labor 10 per cent since Feb. 1, 1879		$200,153 49
Add for contingencies		48,311 53
Grand total to be provided for		$2,250,000 00

This is subject to a reduction of an estimated credit to the bridge for gores and pieces of land left in purchases, amounting to $125,000.

In this connection, the committee submitted the draft of a bill for presentation to the Legislature, calling for an appropriation from New York of $750,000 and from Brooklyn of $1,500,000, for completing and opening the bridge to public travel. The bill directs the Controllers of the two cities to borrow this money and to pay the interest upon it until the completion of the bridge and its opening. It also relieves the trustees from paying, after Jan. 1, 1880, the interest on the bonds issued by the two cities under the provisions of Chapter 300 of the Laws of 1875, and places this responsibility upon the cities themselves. The second section of the bill authorizes the trustees to dispose at public sale such gores or pieces of land which they have acquired, but now consider unnecessary. On motion of J. S. T. Stranahan, the bill was approved unanimously.

The financial condition of the bridge up to December 31, 1879, was reported as follows: Cash receipts, $11,332,257 26; cash expenditures, $11,216,431 93; cash balance in bank, $115,825 33. The cash liabilities amount to $76,839 55.

An important report was submitted by Trustee Isaac Newton, who was requested to test seven of the suspenders of the bridge in the machine in the United States Arsenal, at Watertown, Mass. The tested suspenders were chosen at random from those made for the bridge. The object of these tests was to ascertain the efficiency of the mode of securing the suspenders to the parts by which they are attached, respectively, to the main cables and to the suspended superstructures. These suspenders are attached to a wrought iron fixture at one of their ends and to a casting at the other end, by being inserted into conical sockets 8¾ inches in diameter at the base of the cone. At the other end the diameter is just sufficient to allow the suspender to be passed through. The suspenders are secured in these sockets by spreading the wires which compose the rope, and then driving in the voids tapering pins of wrought iron; the projecting wires are turned over, and the cavities filled with lead.

The tests seem to show that turning over the wires and filling the cavities with lead do not add to the strength of the fastening. The length of the tested suspenders ranged from 18 feet 9½ inches to 24 feet 3 inches. The strain to which they were subjected varied from 141,000 pounds to 184,000 pounds. In none of the tests was the full strength of the suspender ropes themselves brought out, and in no case did the suspender pull out of its socket. The maximum stress that can be brought on any suspender from the weight of the structure alone or the dead load, as it is termed, is 8,200 pounds, and from the movable, or rolling load, 13,125 pounds, making a total of 21,325 pounds. The mean breaking strain of the seven suspenders which were tried were a trifle over 168,000 pounds, or over seven times the strain which they will ever be required to stand. If the lowest breaking strain of the seven tests—141,000 pounds—be taken, the factor of safety will be about seven. Mr. Newton's report was received and ordered on file.

Finances of the State of New York.

EXTRACTS FROM THE MESSAGE OF THE GOVERNOR

The finances of the State are reported to be in a satisfactory condition. The operations of the last fiscal year and the general condition of the State treasury, on the 30th of September, 1879, are shown by the following statement:

Aggregate balances in the Treasury of all the funds Oct. 1, 1878		$4,293,883 54
Aggregate receipts during the fiscal year ending Sept. 30, 1879.		12,852,944 88
		$17,146,828 42
Deduct payments during the year.		12,628,472 01
Balance in the Treasury, Sept. 30, 1879		$4,518,356 41
The amount of receipts into the Treasury on account of the General Fund revenue, during the year ending Sept. 30, 1879	$7,101,964 40	
The payments	7,191,533 60	
Apparent deficiency, Sept. 30, 1879		$89 569 20

SUPPLEMENTARY STATEMENT.

Balance due from County Treasurers, Sept. 30, 1879, on State tax of 1878		$147,984 66
Add amount paid on account of 1879, appropriations included in tax levy of last year, payable in State Treasury in April and May, 1880		835,352 18
		$983,336 84
Deduct apparent deficiency of the revenue, September 30, 1879, as shown in preceding statement	$89 569 20	
Also balances of 1878, appropriations unpaid and in force Sept. 30, 1879	274,725 59	
Also balance of 1879, appropriation for New Capitol, not included in tax levy	217,763 56	
		582,058 35
Actual surplus Sept. 30, 1879		$401,278 49

DEBT.

On the 30th Sept., 1878, the total funded debt was $9,154,054 87, classified as follows:

General fund	$122,694 87
Canal	9,020,360 00
Bounty	11,000 00
	$9,154,054 87

On the 30th of Sept. 1879, the total funded debt was $9,122,054 87, classified as follows:

General fund	$122,694 87
Canal	8,988,360 00
Bounty	11,000 00
	$9,122,054 87

The General Fund State debt is all paid, and the item of $122,694 87, included above, represents the amount required to yield, at the rate of 6 per cent the sum necessary to pay the Indian annuities. The balance of $11,000 Bounty Debt for which funds are provided, had not been presented for redemption at the close of the fiscal year. A balance of $1,451,628 48 in the Canal Sinking Fund, leaves the amount of that debt unprovided for, September 30, 1879, at $7,536,731 52.

The State debt on the 30th Sept. 1878, after deducting unapplied balance of the Sinking Funds, amounted to		$8,130,726 69
On the 30th Sept. 1879 (including $122,694 87), to		7,659,426 39
Showing net contributions to the Sinking Fund of		$471,300 30
The actual reduction of the debt during the same period by cancellation being		$32,000 00

TAXATION.

For the fiscal year 1879, the tax levy was at the rate of 2.863 mills, which is expected to produce the sum of $7,690,416 34, while that of the previous year, being at the rate of 2.9 mills, produced the sum of $7,941,297 94.

CANALS.

The aggregate receipts of the canals from tolls and all miscellaneous sources for the fiscal year ending Sept. 30, 1879, were $921,252 81, being less than the preceding year by $67,898 54. The total expenses for ordinary repairs, superintendence and collection of tolls were $751,774 82, or $12,025 85 more than the year previous. The surplus revenues were $169,477 99, showing a decrease, as compared with the preceding year, of $79,424 39.

The constitutional requirements in regard to the canal debt for the year are as follows:

For interest on canal debt	$540,822 00
For sinking fund for the extinguishment of the debt	450,000 00
Total	$990,822 00
Surplus revenues applied	169,477 99
Deficiency to be provided for by taxation	$821,344 01
Expenses for extraordinary repairs & damages paid from taxes the past year were	139,478 43
Total amount contributed by the tax payers on account of the canals for the year	$960,822 44

RAILROAD TRANSPORTATION.

For several years there has been an increasing interest in the subject of railroad transportation. The relations of railroads to the public are of vast importance and demand careful examination by the Legislature. In its inter State aspect the subject can only be treated by Congress. But the internal interests of the people of this State, comprising one-tenth of the population of the Union, must depend upon local legislation. Responding to popular sentiment, the last Assembly appointed a special committee to investigate the management of the railroads, with instructions to report to the next Legislature. The members of the committee have devoted themselves assiduously to this duty, and will, in due time, present their conclusions for your consideration.

The question of railroad transportation affects directly or indirectly every industrial and commercial interest; and the public have the right to demand that freight tariffs shall be uniform for

like service, without discrimination as between citizens or communities, and that they shall also have all reasonable publicity. This should be secured by just and practical regulations.

EMIGRATION.

The whole number of passengers from foreign ports landed in New York from January 1 to December 1, 1879, was 167,665, of whom 39 560 were citizens, or persons who had previously been in the United States, and 128,105 were aliens. The number of steerage passengers landed at Castle Garden was 127,271, being an increase of 50,726 over the preceding year, and largely in excess of any year since 1873. It is expected that emigration next season will show a corresponding increase.

Of the appropriation of $170,000 made by the Legislature for the maintenance of the State Emigrant institutions for the year beginning May 1, 1879, there have been expended $103,295.14, leaving $66,708.87 for the remaining five months of the year.

BANKS.

On the 1st of October last, 73 banks of discount and deposit were doing business under the laws of the State, with an aggregate capital of $19,353,-200.

The number of saving banks reporting July 1, 1879, was 131, of which twelve were closing and not receiving new deposits.

The total assets were	$341,368,686
Due depositors	304,692,339
Surplus	36,326,929
Number of depositors	827,852

The increase in the several items for the last preceding six months was:

Assets	$7,131,375
Deposits	5,617,700
Surplus	1,773,667
Number of depositors	17,835

The improvement thus shown in the condition of the savings banks is encouraging, as contrasted with the frequent disasters of the past few years.

There were on July 1, eight trust companies with an aggregate capital of	$6,851,875
Assets	66,240,568
Liabilities, exclusive of capital	53,855,629
Surplus	5,533,063
Four mortgage and guaranty companies with an aggregate capital of	4,525 500
Surplus	1,024,551

INSURANCE.

There are doing business in this State 178 fire insurance companies classified as follows: New York, 89; other States, 68; foreign, 21; having, in total assets, $139,093,601; liabilities, including capital stock, $98 558.223; net surplus $40,535,-377.

While these companies present this financial showing, there is much cause for solicitude in the fact that the losses and expenditures during the last six months exceed the gross earnings by $4,361,188; also that the previous surplus has been diminished by $3,051,051; and of the eighty three New York companies only ten have kept up their surplus. Such facts strongly indicate that the companies are either insuring at too low rates, or they are conducting business in an expensive and hazardous manner.

There are at present fifteen life insurance companies organized and doing business under the laws of this State, with aggregate assets of $206,-552,630; liabilities, $174,793,438; surplus to policy-holders, $31,759,292; and nineteen other State companies with assets of $197,526,513; liabilities, $164,792,287; surplus, $32,734,226. Seventeen marine insurance companies are also in operation (eight of which are organized under the laws of New York), with assets amounting to $21,000,000, and a net surplus of $2,700,000.

The laws of 1853 require foreign fire and life insurance companies to deposit securities in the Insurance Department of the State; but as no such requirement is made of marine companies, the question arises for the Legislature to determine whether or not there is substantial reason for any exception in their case.

PILOTAGE.

The laws relating to pilotage in the harbor of New York cause much complaint from those engaged in commerce. It is represented that the legal charge for piloting a large steamship in and out of the port is larger than the wages of the captain for the round European trip. If this be true, a remedy is surely needed. The growing competition of other seaports for our vast foreign trade renders it imperative that the commerce of New York shall be relieved of all unnecessary burdens. The future prosperity of the State is largely dependent upon the continuance of our commercial supremacy, and no private interest should be permitted to interfere with that great object.

LOCAL INDEBTEDNESS.

Serious embarrassment exists in different sections of the State on account of the large amount of town indebtedness incurred for the most part in aid of railroad enterprises. In some instances towns are being depopulated in consequence of the high rate of taxation rendered necessary to pay the interest on their bonds. The value of property is also depreciating; and looking forward to the maturity of the debt, the prospect becomes still more discouraging. The only remedy seems to be in refunding the indebtedness, so as to reduce the rate of interest. This, however, requires an improved credit; and it is very desirable that some measure be devised, if possible, to enable the towns to accomplish this object.

Brooklyn Elevated Railroad.

Work on the Brooklyn Elevated Railroad is steadily advancing at various points along the route from Fulton Ferry to East New York. Except for about a half mile, from Main street to North Elliott place in Park avenue, and in Grand avenue, near Park avenue, the foundations are all laid to Broadway and Ralph avenue. The iron superstructure has been erected at all points where the route crosses the one laid out for the Kings County Elevated Railway. Most of the columns are up in Water street, near Fulton Ferry, and workmen are employed in putting up girders at Water and Main streets. At Lexington and Nostrand avenues five spans have been put up. At several other points beginnings have been made. In appearance the structure is a combination of two of the styles to be seen in this city. The columns are open, with lattice braces, as are those in the structure in Third avenue, while the longitudinal girders are placed upon the cross girders inside of the line of columns, like those in the road in Second avenue.

☞ The gross earnings of the Ogdensburg and Lake Champlain Railroad for eight months to December 1, 1879, were $369,520 87, the expenses $260,855 18, and the net earnings $108.665 69. Gross earnings for eight months to December 1, 1878, $380,626 53; expense for same period $283,-518 71; net earnings $97,107 82. The above shows a loss in gross earnings this year of $11.-105 66 and a reduction in expenses of $22,663 53. The reduction of expenses is in consequence of a smaller quantity of rails having been put in the track this year than last.

☞ The gross earnings of the Texas and Pacific Railway company for seven months ending December 31, 1879, were $1,622,170 76, the expenses $732,598 89, and the net earnings $889,-571 87—showing an increase in gross earnings over 1878 of $227,630 86, with a decrease in expenses of $108,669 96, making the increase in net earnings $336,300 82. The percentage of expenses to gross earnings was in 1879 45.16; in 1878, 60.32.

☞ A contract for the construction of the Texas and Pacific Railway from Fort Worth to El Paso, a distance of 750 miles, was signed on the 30th ult. The price paid is understood to be $20,000 a mile in first mortgage bonds of the company.

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THE PARTNERSHIP HERETOFORE existing under the name of PERKINS, LIVINGSTON & CO., expires THIS DAY by limitation, either Mr. PERKINS, Mr. LIVINGSTON, or Mr. CHOATE will sign in liquidation.

Dec. 31, 1879. CHARLES L. PERKINS, EDWARD LIVINGSTON, SAM'L A. STRANG, CHARLES P. CHOATE.

The business will be continued by the undersigned under the name of PERKINS & CHOATE.

CHARLES L. PERKINS, CHARLES P. CHOATE.

The undersigned will transact a general banking and railway commission business under his own name, at No. 30 Pine-st. SAM'L A. STRANG.

THE FIRM OF PERKINS, LIVINGSTON & CO. having been dissolved by limitation, I will continue to carry on the same kind of business on my own account, in connection with a general Banking and Railway Commission business. Offices, Nos. 6 and 7, No. 30 Pine-st.

SAM'L A. STRANG.

OFFICE OF THE ONTARIO SILVER MINING CO., 31 BROAD ST., NEW YORK, Jan. 5, 1880.

DIVIDEND NO. 51.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for December, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

NEW YORK, January 2, 1880.

THE STANDARD CONSOLIDATED MINING COMPANY, have this day declared their regular monthly dividend of

FIFTY CENTS PER SHARE,

payable January 12th, at the Agency of the Nevada Bank, No. 62 Wall-st., New York.

Transfer-books close on the 5th inst., and re-open on the 12th inst.

M. R. COOK, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM NO. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.

	1878.	1879.
Manufactures of wool...	$455,048	$869,921
" cotton...	968,313	1,176,038
" silk.....	968 833	1,297,807
" flax.....	529,509	797,847
Miscellaneous dry goods.	317,778	483,887
Total.....	$3,236,481	$4,625,500

WITHDRAWN FROM WAREHOUSE.

	1878.	1879.
Manufactures of wool....	$207,412	$378,961
" cotton ..	177,816	396,281
" silk .....,	132 259	185,004
" flax	225,988	298,012
Miscellaneous dry goods.	86,376	129,709
Total	$829,851	$1,287,967
Add entered for consump	3,236,481	4,625,500
Thrown upon market....	$4,066,332	$5,913,467

ENTERED FOR WAREHOUSING.

	1878.	1879.
Manufactures of wool ..	$342,699	$275,712
" cotton...	249,475	365,180
" silk.....	271,282	290,775
" flax.....	272.649	316,398
Miscellaneous dry goods	87,122	145,897
Total,.....	$1,224,227	$1,393,962
Add entered for consump	3,236,481	4,625,500
Total entered at the port,	$5,460,481	$6,019,462

The following will show the relative proportion of the different classes of fabric:

	1878.	1879.
Manufactures of wool...	$17,956,938	$20,773,785
" cotton ..	15,491,523	18,813,862
" silk.....	22,046,631	29,129,588
" flax.....	12,152,893	14,706,100
Miscellaneous dry goods	7,215,212	8,126,265
Total	$74,863,197	$91,549,000

The imports of foreign dry goods at New York for each month of the years 1878 and 1879, were as follows:

	1878.	1879.
January	$7,012,106	$5,987,719
February	11,438,421	12,589,363
March	7,075,648	8,613,592
April.....	5 205,458	6,037,243
May,.....	3,320,953	4,487,202
June	3,766,637	4,846,955
July.....	5,347,370	7,985,348
August	10,047,274	11,817,521
September.	6,647,749	9,781,789
October	5,326,421	6,876,726
November.....	5,214,452	6,506,680
December	4,460,708	6,019,462
Total.....	$74,863,197	$91,549,600

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1878.	1879.
January	$5,043,826	$4,761,995
February	8,769,220	10,065,148
March	5,497,994	6,757,608
April.....	3,989,263	4,709,395
May	2,575,160	3,682,940
June	2.265,126	3,798,184
July	4,116 399	6,439,796
August	7,817,692	9,624,358
September	5,344,866	7,918,048
October	4,275,513	5,393,154
November	3,881,679	5,078,136
December	3,236,481	4,625,500
Total	$57,218,219	$72,854,262

The value of foreign dry goods withdrawn from warehouse at the port of New York, is as follows:

	1878.	1879.
January	$1,918,467	$1,344,191
February	2,710,417	2,363,842
March	2,022 838	1,827,933
April.....	1,401,152	1,436,984
May	901,324	974,020
June	860,427	995,527
July	873,671	1,045,034
August.....	2,544,635	2,103,652
September	1,959,628	1,990,491
October	1,173,628	1,335,601
November	1,153,829	1,423,491
December	829,851	1,287,967
Total	$18,349,367	$18,128,233

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1878.	1879.
January	$1,968,280	$1,225,724
February	2,669,201	2,524,215
March	1,577,654	1,855,984
April	1,216,195	1,327,848
May	745 793	804,262
June	1,101,511	1,048,771
July	1,230.971	1,545,552
August	2,229,582	2,193,163
September	1,302,883	1,863,741
October	1,050,908	1,483,572
November	1.332,773	1 428,544
December.	1,224,227	1,393,962
Total.....	$17,649,978	$18,695,338

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Value.	Year.	Value.
1849.....	$44,435,571	1865.....	$91,965,138
1850.....	60,106,375	1866	126,222,855
1851.....	62,846,731	1867	86,263,643
1852.....	64,654,144	1868	80,905,834
1853.....	93,704,211	1869	94,725,417
1854.....	80,842,936	1870	109,498,523
1855.....	64,974,062	1871	132,480,777
1856.....	93,362 893	1872	136,831,612
1857.....	90,534 129	1873	114,160,465
1858.....	60,154,509	1874	106,520,458
1859.....	113,152,624	1875	99,816,025
1860.....	103,927,100	1876	80,716,163
1861.....	46,636,689	1877	77,756,778
1862.....	56,121,227	1878	74,863,107
1863.....	67,274.547	1879	91,549,600
1864.....	71,589,752		

American Iron Trade for 1879.

The Bulletin of the American Iron and Steel Association will, in its forthcoming number, contain a review of the iron trade for the year 1879. It says:

The year which has just closed was a most remarkable year in the history of the iron trade of this country. When complete statistics are received it will be found that we made more pig-iron, more bar-iron, more nails and more steel than in any previous year. The advance in prices during the year was also without precedent. To speak more specifically, the percentage of increase in prices in all lines, except perhaps in crucible steel was greater in 1879 than in any preceding year, if allowance be made for the premium on gold during the war, the advance in 1879 being on a gold basis of values. The importations of pig-iron, old rails and new iron and steel rails during the year were unexpectedly large, recalling our experience before the panic of 1873, while our importations of iron-ore were not only exceptional in their magnitude, but phenomenal, amounting to about five times as many tons as were ever before imported in one year. But the most remarkable fact in connection with the history of the American iron trade for 1879, remains to be stated. Notwithstanding all the activity that has been mentioned, the demand for pig iron, iron and steel rails, and iron ore was not met, and many orders have been carried over to the New Year which consumers sought in vain to have filled in 1879. The business embraced in the orders which were necessarily deferred to the New Year amounts to a very large percentage of the actual consumption of the old year.

Such a sudden and powerful stimulus to the demand for iron and steel and ore, following a period of great depression, was not expected by any of our manufacturers, and to the excitement caused by the suddenness of this demand the rapid advance in prices is mainly due. In the following table we give the prices at Philadelphia and in Pennsylvania of various iron and steel products on the 1st of January, 1879, and the 1st of January, 1880, with the percentage of increase in the intervening year. The prices are fair average quotations:

	Jan. 1. 1879.	Jan. 1. 1880.	Percentage of Increase.
No. 1 Anthracite foundry pig-iron in Philadelphia	$17 00	$35 00	106
Best refined bar-iron in Philadelphia	42 56	71 68	68
Bessemer steel rails at the works in Pennsylvania	42 00	70 00	67
Best iron rails in Philadelphia	34 00	57 00	68
Cut nails by the keg in Philadelphia	2 10	4 25	102
Old iron rails in Philadelphia	19 00	36 00	89
No. 1 wrought scrap in Philadelphia	20 00	34 00	70

The estimates of the production in 1879 show a total of 1,650,000 tons, against 1,156,631 tons in 1878, viz:

	1878. Gross tons.	1879. Gross tons.
Pig iron and old iron:		
Production of pig iron	2,301,215	2,800,000
Importation of pig iron	66,503	275,000
Importation of old rails and other old iron	5,558	175,000
Total	2,373,276	3,250,000
Rails:		
Production of iron rails	288,294	450,000
Production of steel rails	499,817	650,000
Importation of iron and steel rails	9	60,000
Total	788,120	1,160,000
Iron ores:		
Lake Superior production	1,125,231	1,350,000
Importation	31,400	300,000
Total	1,156,631	1,650,000

The year 1879 was also remarkable for the new impulse which it gave to the building of railroads. About 4,000 miles were built during the year, against 2,747 miles in 1878, 2,177 miles in 1877, 2,657 miles in 1876, 1,758 miles in 1875. The mileage of 1879 was equal to that of 1873, which was 4,069 miles. The greatest mileage in any one year was in 1871, when 7,608 miles were built. The increased demand for rails for new roads in 1879 was one of the leading causes of the revival in the American iron trade, but a more potent cause was the sudden demand last spring by existing roads for rails, cars and locomotives, to meet the requirements of increased transportation of agricultural products and to compensate for the wear and tear of the hard times. The railway officials not only missed their opportunity to buy rails at low prices, but they precipitated by the suddenness and magnitude of their demands last summer and excited condi-

tion of the market which still continues, and which all thoughtful business men deprecate.

The business of building iron ships did not improve in 1879, owing partly to the lack of encouragement by the general government and partly to the high prices for iron and other materials. The New York elevated railways, which gave to the iron trade of the country a much needed lift in 1878, were still further extended in 1879. The manufacture of steel-wire fencing was greatly extended during the year, about 20,000 tons of steel being consumed in this new industry. There was a large demand during the year for iron pipes and tanks for the Bradford and other oil regions.

The large importation during 1879 of pig iron, old iron, iron and steel rails, and iron ores will attract attention and are worthy of the most serious consideration. One incident of these importations should not be overlooked—they occurred mainly in the last six months of the year, and are therefore all the more suggestive. They should teach our manufacturers that the English policy of piling up iron in bad times to be prepared for good times is a safe policy to follow.

More furnaces and mills will be running in 1880 than in 1879, and, as a consequence, our iron and steel production in the new year will be greater than in the old year. After the 1st of April it will be fully equal to the demand in all lines. Whether prices will remain as high as they are, or go still higher, no man can find out, nor whether we will build more railroads in 1880 than in 1879. It seems certain that our importations of iron ore in 1880 will be larger than in 1879, large contracts having already been made. Probably 500,000 tons will be important in 1880.

☞ The surplus earnings of the Louisville and Nashville Railroad Company, after paying the charges—interest and sinking fund included—for the six months ending December 31, 1879, amounted to $434,780 out of which a dividend of three per cent has been declared, payable in February, 1880, and the remainder, about $165,000, has been carried to the reserve fund.

☞ The suit of the St. Louis, Alton and Terre Haute Railroad Company against Samuel J. Tilden, Chas. Butler, Russell Sage and Robt. Bayard, the former purchasing committee of the company, has been discontinued, Russell Sage and Robert Bayard having paid to the company $100,000 each, and Samuel J. Tilden $200,000 for himself and Charles Butler.

☞ It is reported that the Grand Trunk Railway Co. have acquired, or are about acquiring, the International Railway, with a view of completing their road and forming a connection with the New Brunswick Railway, thus making an air line to the Maritime Provinces and offering serious competition to the Intercolonial Railway.

☞ The Ontario Silver Mining Company has declared its fifty-first dividend, for the month of December, payable at the office of Wells-Fargo & Co. January 15. The product of the company for December was $154,286 91.

☞ The Standard Consolidated Mining Company has declared its regular monthly dividend of fifty cents per share, payable January 12, at the agency of the Nevada Bank, No. 62 Wall st., New York.

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The Coal Trade.

We have only partial returns of the coal shipments during the week ending December 27. So far as reported the week's shipments were 270,199 tons of anthracite and 58 924 tons of bituminous, bringing up the total tonnage for the year to 25,986,335 tons of anthracite and 3,594,253 tons of bituminous, a total tonnage for the year, so far as reported, of 29 580,588 tons of both kinds of coal, compared with 19,994,324 tons to the same date last year, an increase of 9,586,264 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of December was 157,730 tons, of which 121,164 tons were coal, and 36,566 tons coke. The total tonnage for the year thus far has been 6,035,499 tons, of which 4,715,500 tons were coal and 1,319,999 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the nine days ended December 31 were 57,894 tons. Total shipments for the year 1,702,993 tons, an increase of 52,361 tons over the previous year. Shipments on Baltimore and Ohio Railroad for nine days, 50,874 tons, for the year 1,047,468 tons, an increase of 151,905 tons, over the previous year. Canal shipments for nine days, 684 tons; for the year, 499,736 tons, 109,469 tons less than last year. Pennsylvania Railroad shipments for nine days, 6,325 tons; for the year, 155,789 tons, an increase of 9,925 tons over the previous year.—*Phila. Ledger, Jan.* 5.

☞ The Worcester Spy says the directors of the Boston, Barre and Gardner Railroad Co gave up their lease of the Monadnock Railroad Saturda , and the directors of the Cheshire Railroad immediately leased the road at a rental of $12,000 per annum for the first five years, and $18,000 per annum for the next five. The new lease will take effect at once. The terms of the Boston, Barre and Gardner lease were $15,000 per annum until April 1, 1880, and then $18,000 per annum for the remainder of the lease, which was made to continue for 99 years.

☞ The Cairo and Vincennes railroad was sold at Springfield, Ill., on the 5th inst., in pursuance of a decree of the United States Court. It was purchased by Joseph W. Drexel and C. E. Tracy, of New York, trustees for the bondholders, for the sum of $2,000,000, the purchasers assuming the liabilities for receiver's certificates and claims allowed upon intervening petitions for labor and supplies furnished.

☞ The New York, New Haven and Hartford Railroad Co. is refitting its freight cars with a self-acting coupler, by which cars can be uncoupled from on the top by means of a connecting rod or from the side by a lever, without the necessity of a train hand stepping between the cars.

☞ The earnings of the Central Pacific Rail road Company for the month of December, 1879, were $1,311,000; December, 1878, $1,432,917. For the year 1879, $17,098,730; for the year 1878, $17,607,451.

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February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869. until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, January 16, 1880.

The True Cause of Vanderbilt's Sale.

On the first announcement of the sale by Mr. Vanderbilt of 250,000 shares of New York Central stock to the Gould Syndicate, we asked, in our issue of November 28th, in these words, "in what corner has Gould caught Vanderbilt that he could thus compel him to part with almost half his holdings of New York Central, by which he controls all his other lines?" "It is fair to assume that this was not a matter of choice with Vanderbilt, in parting with the absolute ownership of a controlling interest in the New York Central." In a subsequent issue, December 5th, we said as follows: "To us there appears to be but one answer consistent with the facts—if the Central's dividends are to be kept at 8 per cent." "Our belief is that they cannot long be so kept, and that hence Vanderbilt got out of half his stock in a way that he can quietly drop the other half, if the Syndicate can make a market for this." We make these quotations that our readers may be able to judge of the correctness of what follows.

We are now in possession of an answer to the question asked, as above, on November 28th, coming from parties inside the arrangement. Upon the completion by Gould of the consolidation of his Western lines, or of the St. Louis, Wabash and Pacific combination, he went directly to Vanderbilt and demanded the sale which was finally made, upon the terms finally agreed to and the admission of his representatives into the New York Central directory, as his price for the Wabash business. He gave Mr. Vanderbilt so many days to decide. During this period the negotiations were conducted, as finally became public, but were broken off by Vanderbilt who kicked against Gould's terms. Mr. Gould then notified him that unless he signed the agreement by the time specified, he would conclude an arrangement, then pending, with the Baltimore and Ohio, and send all the Wabash and Union Pacific business over that line. The result was what the world knows. From this it will be seen who virtually controls New York Central, and can in the future dictate terms to Vanderbilt by the simple withdrawal of the Wabash business. The why and wherefore would remain the same as in the transaction just described, namely, the Central's inability to keep up its 8 per cent dividends, as stated December 5th, without the Wabash business which Gould controls. The taking by the Syndicate last week of the balance of the 250,000 shares therefore has no new significance, as it was a foregone conclusion under the impelling motive of the original agreement. Hence it will be seen that with this stock the Syndicate can manipulate the market for Central shares and through it make a handsome commission which is their share of the spoils in this great transaction, while Gould can at the next election compel Mr. Vanderbilt to put in his men even to the President, or by withdrawing the Wabash business render the Central unable longer to keep up its 8 per cent dividends.

In this light it will be seen of how much value the Syndicate's alleged "investigation" of the condition of the road, had to do with the taking of the optional 100,000 shares last week; and also throw some light on the probable purpose for which this secret "investigation" was made. If it was really to find the true condition of the road, why did they not make it before they took the first 150,000 shares? If they found its condition so satisfactory, why should they keep it secret, when they are about to place these 250,000 shares on the markets of this country and Great Britain. We would advise our London readers to demand the results of this "committee's investigation" over their signatures before buying their stock.

Oregon Railway and Steam Navigation Company's New Road.

We are indebted to the officers of the above company for the following information. The engagement of freight by six ships for 7,500 tons of rails, from Cardiff, Wales, to Portland, Oregon, recently noted in these columns, prove to have been for the Oregon Railway and Navigation Company of Oregon, for the construction of a new road on the line of the Columbia River from Celilo, 150 miles, to a point above Wallula, for the purpose of assisting the boats which are not able to accommodate the increased traffic—owing to the rapid development of the wheat regions of Oregon and Wash. Ter., and to occasional interruption of river navigation by reason of low water. Five thousand tons of these rails, which are new light 35 lb. steel, were bought on a refusal taken early in the Fall at £5 15s., while the balance of 2,700 tons cost £7 10s. This whole shipment will be completed within the next two months. Within two years this line is also to

be extended from Celilo to Portland, 120 miles, for which arrangements are now being made. There are also contemplated feeders to be built beyond Wallula into the wheat regions, in the future, for which, as yet, no definite plans are made.

The rolling stock and equipment of the line is all contracted for here in the East, and the work under construction as well as an additional steamer for this company, which is to take out the rolling stock and equipment as soon as both are completed. This steamer is the Columbia, 2,800 tons, and is being built by Messrs. John Roach & Son, to be a first-class iron screw vessel. The Baldwin Locomotive Works are building five of the locomotives and the Rogers Locomotive Works are building three more. Out of twelve passenger coaches, and three hundred freight cars of all descriptions, the Harlan & Hollingsworth Co. have the contract for the larger number. The Taylor Iron Works and the Ames Co. are also said to be interested in these contracts.

Chicago and Iowa Railroad.

The time for which the Chicago and Iowa Railroad Company was placed in the hands of a receiver, to see if it was (as Mr. Supervisor Reising, of Aurora, claimed) able to earn enough money to pay the accrued and the accruing interest upon its bonded debt, and keep itself in running order, expired on the 31st of December. Mr. Receiver Holcomb has executed the trust reposed in him with consummate ability, and presented to Judge Drummond, under whose appointment he acted, a most pleasing report.

He found the road in bad condition. Track mostly iron, ties bad, and rolling stock in poor repair; in fact, we remember an old engineer said, "It was hard to keep the engines on those two streaks of rust." By dint of good management Mr. Holcomb has, during his administration, had the track completely steel railed, the ties perfected, and the road bed so completely ballasted and graveled, that it is now quite as good as that of the C., B. & Q. R. R. The rolling stock, too, is in excellent and very serviceable condition, and the employes loyal to the company.

An abstract of Mr. Holcomb's report, as given in the court on Monday, is as follows:

He has $211,504 34 on hand; that the amount necessary to pay the accrued interest is $148,500, which leaves a balance of $63,004 34. He had operated the road for twenty-nine consecutive months, the net earnings being $781,913 27, equal to $26,962 63 per month, or $328,950 32 per annum. The annual interest is $140,000, leaving the net earnings per annum, over and above the interest charge, $183,550 42. The taxes due amount to $7,000, while there is in litigation $25,000—tax on the capital stock.

The company also presented a petition to the court, setting forth prior orders by the court, and Mr. Holcomb's compliance therewith, and asking that the road be returned to the hands of its officers.

Judge Drummond said the report was of much importance and should be carefully examined; he therefore referred it to Master in Chancery Bishop, and until he makes report the road will continue in the hands of Receiver Holcomb. The Judge also recommended that the company reorganize itself for business, and be able when the report is accepted to show legally elected officers and have a treasurer under sufficient bonds.

The Directors, (who are F. E. Hinckley, Joseph Reising, Geo. E. Kretsinger, P. B. Shumway, J. K. Barry, D. B. Waterman and A. Lewis), held a meeting in Mr. Hinckley's office. Mr. Lewis, who is also Secretary of the company, offered his resignation as Director, and Hon. R. G. Montony, of this city was chosen to fill the position vacated. Last spring Mr. Hinckley had been elected President. A vote was taken for Treasurer, and Mr. Joseph Reising, of this city, was chosen by four votes against two cast for Mr. W. H. Holcomb. The amount of bond to be given by the Treasurer was fixed at $300,000, and his salary at $1,000. The Directors also manifested much judgment, and a sense of an appreciation of the fitness of thing, by making W. H. Holcomb, now acting as Receiver, General Superintendent of the road and manager of business. The new organization must await the action of the Master in Chancery before any further action can be taken.

The report of the receiver, we understand, besides the $63,000 surplus above mentioned, represented some $28,000 worth of iron on hand, and about $45,000 due from other roads. Beyond amounts mentioned, the road is also liable for $4,000 and several years' interest, to D. B. Waterman, and $4,500 and interest on the judgment obtained by the executor of Wm. Russel. It is also understood that the lawyers who have been employed for the two or three years past to look to the interests of the road, present a bill of about $25,000.—[Aurora (Ills.) Beacon, Jan. 7.

The Coal Trade.

There is the usual apathy in the trade to be expected at this time of the year. The companies which suspended on the 24th of December resumed operations on the 5th inst., and those that were working on short time have increased their output. Many individual operators have not yet started to work, but it is expected that on Monday next the collieries in all the regions will be in operation, though not on full time. If it were not for the large demand for the line trade to supply the furnaces and mills, there would be little encouragement for any of them to resume, but with the present activity in iron and other manufactures there is a constant market for a very large portion of the product of the mines. The trade in domestic coals is not active. Dealers generally are well stocked, and the mild weather that has prevailed during nearly the whole season, is not favorable to a large business in this class of coal.

There is nothing discouraging in the prospects of the trade, however; on the contrary the year 1880 opens with brighter promises than at any similar period for many years. It is not therefore unreasonable to anticipate that there will be a demand for the entire product of the Anthracite regions during the year, and with judicious management remunerative prices can be obtained for the whole of it. The necessity for this management will be more urgent during the first three months of the year, when the demand will be the least. If the large product of this period is forced into the hands of the consumers by a too eager competition, low prices will follow as a matter of course. If the product over and above the quantity required for immediate use is held firmly at a remunerate price, it will find a market, certainly in the spring and summer months, together with the product of that period. In a word, the producers of coal have now an opportunity to get what they have been vainly striving for for years, a fair price for the product of their labor and investment, and it is for themselves to say whether they will throw away the opportunity by intemperate competition. Referring to the figures of the production up to the 31st of December, printed below, it will be seen that the total product was 26,023,733 tons, as against 17,000,176 tons for the year 1878, an increase of 9,023,557 tons.

Anthracite:	1878.	1879.
Philadelphia and Reading R. R. and Canal,....	5,078,869	7,587,507
Lehigh Valley Railroad..	3,248,995	4,420,121
Pennsylvania and New York Railroad.....	16,146	31,674
Lehigh and Susquehanna Railroad.....	2,056,463	3,728,571
Delaware, Lackawanna and Western Railroad.	2,177,778	3,825,257
Pennsylvania Coal Co....	939,157	1,364,714
Delaware and Hudson....	2,137,063	3,412,063
Pennsylvania Canal,....	317,596	445,468
Shamokin Valley and Pottsville Railroad....	592,583	911,683
Lykens Valley Railroad..	362,751	246,281
Sunbury and Erie R. R..	42,774	50,394
Total anthracite....	17,000,176	26,023,733
Bituminous:		
Huntingdon and Broad Top Mountain R. R....	150,224	134,364
Baltimore and Ohio R. R.	878,882	996,594
Chesapeake & Ohio Canal	609,705	499,052
Pennsylvania State Line.	145,738	149 463
Tyrone Division.....	1,298,125	1,631,120
Lehigh Valley Railroad..	285,083	293,310
Total bituminous....	3,372,557	3,703,993

—[Pottsville Miners' Journal, Jan. 9.

Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of the Cleveland and Pittsburg Railroad Company, held at Cleveland, Ohio, on the 7th inst., the following gentlemen were re-elected directors: August Belmont, Samuel J. Tilden, Charles Lanier, F. T. Walker, New York; B. J. Jones, J. N. McCullough, Pittsburgh; Thomas A. Scott, Wm. Buchnell, Philadelphia; E. M. Ferguson, Cincinnati; R. P. Ranney, James F. Clark, J. V. Painter, Cleveland.

The report of the President, J. N. McCullough, for the year ending November 30, 1879, showed the receipts, besides the income received under the lease, to be $5,580 57, and out of this an expenditure of $182 41. The guaranteed income was $1,214,646 52, and out of it the disbursements for mortgage interest, dividends and sinking fund, which included consolidated mortgage, 1900, construction and equipment bonds, and maintenance of organization, amounted to $1,213,264 27. During the years 1875, 1876 and 1877, 6,283 tons of steel rails were put down. The cases in litigation, with a few unimportant exceptions, are closed, and there is now no existing cause that can jeopardize regular dividends upon the stock of the company. Two thousand additional tons of steel were put into the track the past year, so that there are now 107 miles of track laid with steel, extending from the Woodland avenue crossing in the city of Cleveland, to a point about one half mile east of Industry station, on the River Division, except a small gap east of Alliance of four and one half miles. This will be closed in

another season, and the track on the River Division will be completed with steel to Rochester, thus making a continuous steel track between Cleveland and Pittsburgh. The track equipment and other property of the road are fully maintained by the lessee, and are in excellent condition.

Construction and equipment bonds, to the amount of $127,000 were issued during the year, but the funded debt was increased only $19,000. This result was brought about by the action of the Sinking Funds in retiring and canceling outstanding bonds. From present indications, the income of the property for the year will meet all guarantees—rental, interest and sinking fund installments included.

Monongahela Navigation Co.

At the annual meeting of the stockholders, held in Pittsburg on the 8th inst., the following Board of Managers was elected: Felix R. Brunot, Alexander Bradley, John Harper, N. B. Hogg, M. K. Moorhead, John Moorhead, Wm. Morrison, J. B. Murdoch, M. D., Daniel Wallace and J. B. Sweitzer. J. K. Moorhead was re-elected President, and Wm. Bakewell Treasurer. The report of the President was submitted, as was also the report of the Cargo Inspector, from which we learn that the receipts from coal and slack were $106,158 53; from coke, $4,623 26; from passengers, $5,475 50; from freight, etc., $58,440 13—a total of $174,707 42, against $203,497 30 in 1878, a decrease of $28,780 88.

The total number of bushels of coal shipped in 1879, was 62,015,800. The total number of bushels of coke shipped in 1879 was 3,572,700. The coal and coke receipts for 1878 were $133,703 67, and for 1879, $110,791 79, making a decrease in 1879, of $22,911 88.

The balance sheet of the Treasurer, shows the assets to be $1,256,807 13, the sum of $1,115,452 being placed to construction. The profits for the year were $55,789 68.

Chicago and Eastern Illinois Railroad.

The Chicago Tribune, in a recent article on the leading railroads of Illinois, speaks in the most flattering terms of the success, good management and natural advantages of this road. It has obtained an entrance into Chicago through the desired inlet at a minimum cost, which gives it one of the best paying pieces of road for local travel within twenty miles of Chicago. It penetrates the vast coal fields of Indiana, and not only brings to the city from 1600 to 2,000 tons of fuel daily, but it has cheapened the price. The Tribune says:

The vigor of the present management is a matter of recent but very pleasant history. It took the line formerly known as the Chicago, Danville and Vincennes, rebuilt it almost wholly, put on over 100 miles of new steel rails, increased the rolling stock very largely, and developed a traffic as good in proportion to its years and mileage as is enjoyed by any road in the country. It also obtained its fine entrance into Chicago by making a lease with the Chicago and Western Indiana line, thereby securing in perpetuity an inlet from Dalton, along Stewart avenue, to the very heart of the city. An ample round house and shop are now being built near Thirty-first street, and a fine freight depot is nearly completed corner of Fourteenth and Dearborn. The company also expects to erect a handsome union passenger depot on East Van Buren street, a location which, it is needless to say, cannot be surpassed for convenience or profit in Chicago. The Wabash, and possibly other lines, will join with the Chicago and Eastern Illinois in the use of this depot when finished. It will be curious if one of the newest of Chicago's railways shall be the first to complete a grand union depot after all the talk and efforts that have been put forth in the same direction by the older roads. The officers of the Chicago and Eastern Illinois Company are F. W. Hindekoper, President; A. S. Dunham, Secretary; J. C. Calhoun, Treasurer; Henry Crawford, General Solicitor. The working officials of the line are C. S. Lyford, Superintendent; Robert Forsyth, General Freight Agent; A. S. Dunham, General Passenger Agent; Allen Cook, Master Mechanic. The directors are John U. Brookman, H. B. Hammond and Thomas W. Shannon of New York; C. E. Stevens and Franklin H. Story of Boston; George W. Gill of Worcester, Mass.; E. F. Leonord of Springfield, Ill.: J. G. English of Danville, Ill., and F. W. Hindekoper of Chicago.

St. Paul; Minneapolis and Manitoba Railway.

This is a reorganization and extension of what was formerly the St. Paul and Pacific Railway. The report for the year ending June 30, 1879, covers what is known as the main line, extending from St. Anthony to Breckenbridge, a distance of 207 miles, and the branch line in operation during the time covered by the report, from St. Paul to Sauk Rapids, a distance of 76 miles, both being entirely within Minnesota. The returns, says the St. Paul Pioneer Press, show a steady growth of business and healthy financial condition. The following is a comparative statement of the gross earnings, operating expenses and net earnings for the fiscal years ending June 30, 1878 and 1879:

Gross earnings:	1878.	1879.
Freight	$362,674 10	$723,079 78
Passengers	188,407 64	244,527 83
Mails	7,632 00	6,952 77
Express	10,290 90	12,934 13
Rents, etc.	27,121 90	38,747 86
Totals	$595,826 54	$1,026,242 37
Operating expenses	359,217 45	507,204 62
Net earnings	$236,609 09	$519,037 75

—showing an increase in gross earnings of $430,415 83, with an increase in expenses of $147,987 17, making the increase in net earnings $282,127 66.

New York, Pennsylvania and Ohio R. R.

The Rev. J. Lockington Bates, Rector of Iden Parsonage, Sussex, England, who attended the recent sale under foreclosure of the Atlantic and Great Western Railway on behalf of the English and Dutch bondholders, in conversation with a reporter gave the following details of the plan under which it is intended to reorganize and operate the road:

The bondholders have raised $10,000,000 cash on a new issue of bonds. About half of this sum is to be devoted to paying off prior liens, and the other half to equipping the road. Its weakness hitherto has been that it has always been saddled with obligatory interests far beyond what it could possibly earn, and in consequence its financial condition has always been bad; but in future the obligatory interests will be kept down under $500,000, and interest on the present bonds will only be paid if earned. Only the $8 000,000 of the new prior lien bonds at 6 per cent will be obligatory; consequently there will be no fear of its falling into other hands. The road will be controlled by trustees in London, in whom the majority of the share capital will be vested—precluding the possibility of any one buying up the share capital. There will be no change in the management of the road. The bondholders are satisfied with the present officers, and will retain them. The road will be made standard gauge, and a large number of steel rails will be put down. The rolling stock will also be increased. Much of that now in use is being hired at an enormous rental. All this will be returned to its owners, and the new company will purchase and own all of its rolling stock. The company's name will be changed to the "New York, Pennsylvania and Ohio Railroad Company," because it passes through those three States. It will work in harmony with the New York, Lake Erie and Western Railroad Company, but will be independent of it. Several offers from other companies have been received, but the new organization have determined to make no special connectio with any. Work will be begun on the change of gauge as soon as possible—probably about the middle of next summer.

Riot Claim Bonds.

The Commissioners of Allegheny County, Penn., have placed their entire issue of bonds, amounting to $1,741,000, with which they intended to raise money to meet the riot claims. Of the whole amount, $1,430,090 was taken by the banks, and the remainder, $311,000, by individuals. The bonds were disposed of at par, and without any commission. There will be two series of bonds, of equal amounts, printed, and which will be given out as soon as they are ready. One-half will be made payable on the 1st of January, 1890, but will be redeemable at the option of the county at any time after the 1st of January, 1885. The other half will be made payable on the 1st of January, 1900, but redeemable at the option of the county at any time after the 1st of January, 1890. The rate of interest will be five per cent.

☞ The Sioux City and Nebraska Railroad Company, which is a consolidation of the Sioux City and St. Paul and the Omaha and Northern Nebraska Railroad companies, filed articles of incorporation at Omaha, Neb., Jan. 7. The capital stock is $6,000,000; indebtedness limited to $4,000,000. The connecting link is to be built next summer from Sioux City to Oakland, the terminus of the Omaha and Northern Nebraska Railroad, thus making a through line between Omaha and St. Paul. The officers are: President, Charles H. Bigelow; Vice President, Russell Blakely; Secretary, James H. Drake; Treasurer, Horace Thompson.

☞ Baled manure is now one of the articles of export from Baltimore. A company has started an establishment in South Baltimore, where half a dozen presses, similar to those used for cotton, are at work baling the manure. It is packed for shipment in parcels like bales of hay, and vessel loads are sent to North Carolina, Virginia and other States, while some has been ordered from Cuba. A covering of burlap bagging is put on some of the bales, and when thus prepared they are as neat looking as packages of dry goods. The material is procured on contracts for the stable product of street car companies and others.

☞ The Baltimore and Ohio Railroad Company is extending its system of telegraph lines, having now under construction a line from Parkersburg, W. Va., to Cincinnati, along the line of the Marietta and Cincinnati Railroad; also from Cincinnati to St. Louis, along the line of the Ohio and Mississippi Railway.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	10,409,300	.....	Feb. '80 3
Atlanta and West Point.	1,232,200	J. & J.	July '79 4
Atlantic and Gulf guar.	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*	5,000,000	M. & S.	Sept. '79 3
Augusta and Savannah.	1,022,900	J. & D.	June '79 3½
Avon, Geneseo & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.	14,216,800	M. & N.	Nov. '79 4
" " pref.	4,559,578	J. & J.	Jan. '80 3
Washington Br.	1,650,000	A. & O.	Oct. '79 5
Berkshire*	600,000	quarterly	Apl. 79 1½
Boston and Albany	20,000,000	M. & N	Nov. '79 4
Bos., Clin., F. & N. Bed.	1,297,600	— & —	— & —
" " pref.	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar.	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	Nov. '79 3
Boston and Lowell	3,250 000	J. & J.	Jan. 80 2
Boston and Maine	6,921,274	M. & N.	Nov '79 3
Boston and Providence.	4,000,000	M. & N.	Nov. '79 3½
Attleborough Branch.	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*	950,000	J. & D	June '79 3
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Dec. '79 2½
Camden and Atlantic	377,400	quarterly	Jan. '77 2
" " pref.	338,311	quarterly	Nov. '79 3½
Camden & Burl. Co	381,925	J. & J.	Jan. '80 3
Cape May and Millville*	447,000	J & D.	June '79 3
Catawissa*	1,159,500	October.	Oct. '79 $1½
" pref.	2,200,000	M. & N.	Nov. '79 3½
" 2d pref.	1,000,000	M. & N.	Nov. '79 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	Nov. '79 1
" " pref.	789,600	F. & A	Aug. '79 3½
Central of Georgia	7,500,000	J & D.	June '79 2½
Central of New Jersey	18,583,200	quarterly	Apl. 79 2½
Central Ohio*	2,425,000	J. & J.	Jan. '80 3
" pref.	400,000	J. & J	Jan. '80 3
Central Pacific	54,275,500	.....	Feb '80 3
Chemung*	380,000	quarterly	Oct. '79 1½
Cheshire, preferred	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton	10,065,400	M. & S.	Sept. '79 3
" " pref.	2,425,400	M. & S.	Sept. '79 3½
Chicago, Burl. & Quincy.	20,928,300	M. & S.	Dec. 79 2
Chi., Clin., Dub. & Minn.	6,166,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	Jan. '80 5
Chi, Mil. and St. Paul.	15,404,261	A. & O.	Oct. '79 2½
" " pref.	12 279,483	A. & O.	Oct. '79 3½
Chicago & N. Western	14,988,807	J. & D	Dec. '79 3
" pref.	22,025,608	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific	20,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref.	429,037	M. & N.	Nov. '73 4
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*	2,057,550	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Dec. '79 1½
Columbus and Xenia*	1,786,200	M.J.S.D	Sept. '79 2
Colum. & Hocking Val.	2,500,000	F. & A	Aug. '79 4
Concord	1,500,000	M. & N.	Nov. 79 6
Concord and Porta.*	350,000	J. & D.	Dec. 79 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Aug '79 1½
Connecticut River	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.	1,292,950	J.A.J.O.	Oct. 79 2½
" 1st pref.	241,900	A. & O.	Oct. '79 4
" 2d pref.	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '79 1½
" pref.	1,211,250	quarterly	July '79 2
Delaware*	1,330,950	J. & J.	July '79 3
Del. & Bound Brook*	1,500,000	quarterly	Aug. '79 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	July '76 2½
Detroit, Lans. & N. pref	2,503,300	F. & A.	Aug. '79 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania*	1,309,200	J. & J.	Jan. '80 3
East Mahanoy*	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga.	1,968,274	.....	May '79 3
Easton (Mass.)	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	492,500	J. & D.	Dec. '79 2½
Eel River	2 75 ,000	— & —	Oct. '79 $1
Elmira, Jef. & Canand*	500,000	Sept.	Sept. '79 5
Elmira & Williamsport*	500,000	M. & N.	Nov. '79 2½
" " pref.	500,000	J. & J.	July '79 3½
Erie and Pittsburg*	1,090,250	quarterly	Sept. '79 1½
Fitchburg	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.	600,000	.....	Oct. '79 1½
Georgia	4.200,000	J. and D	Dec. '78 3
Great Western, (Ca.)	9,237,404	A. and O.	Apl. '78 0½
Han. Junc., Han. & Get.	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster*	1,182,500	M. & J.	July '79 3½
Housatonic, pref.	1,180,000	quarterly	Jan. '80 2
Illinois Central	29,000,000	M. & S	Sept. '79 3
Iowa Falls & Sioux City*	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co	7,620,000	quarterly	Nov. '79 1
Io. So. & Mo. Northern.	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind.	2,000,000	quarterly	Aug. '79 1½
Joliet and Chicago*	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West.	2,250,000	.....	Feb. '80 3
Kentucky Central	4,500,000	J. & D.	June '78 1
" pref.	500 000	J. & D.	June '78 3
Lake Shore & Mich. So.	49,466,500	F. & A	Feb. '80 4
" (guar.)	533,500	F. & A.	Feb. '80 5
Lawrence*	450,000	quarterly	Oct. '79 2
Lehigh Valley	27 225,850	quarterly	Jan. '80 1
Little Miami*	5,871,450	quarterly	Sept. 79 2
Little Schuylkill*	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex.	$1,623,483	J. & J.	July '69 3
Louisville & Nashville.	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law	1,000,000	M. & N.	Nov. '79 5
Marietta & Cincinnati	1,408,912	— & —	— & —
" " 1st pref.	8,130,719	M. & S	Sep. '66 3a
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3a
Massawippi*	400,000	F. & A	Aug. 79 1½
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Jan. '80 2½
Michigan Central	18,738,204	F. & A.	Feb. '80 4
Middlesex Central	2,136 shs	F. & A.	Aug. '79 3
Mill Creek & Minehill*	325,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.*	3,856,459	J. & J.	Jan. '80 3½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	Jan. '80 6
Nashua and Lowell	800,000	M. & N.	Nov. '79 3
Nashua and Rochester	1,306,800	A. & O.	Oct. '79 1½
Nashville and Decatur	1,529,000	J. & D.	June '79 3
Nash., Chat. & St. Louis.	6,575,296	A. & O	Oct. '79 1½
Naugatuck	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*	1,000,000	M. & S.	Sept. '79 3½
N. Castle & Beaver Val.*	1,500,000	quarterly	Oct. '79 2½
N. Haven & Northamp.	605,000	quarterly	Oct. 74 3
New London Northern*	1,418,800	quarterly	Oct. '79 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	Jan. '80 2
New York and Harlem.	8,500,000	J. & J.	Jan. 80 4
" " pref.	1,500,000	J. & J.	Jan. '80 4
" City Line	....	annually	Apl. '79 3
New York & Long Br.*	2,000,000	.....	Oct. '79 3½
New York Elevated	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.	77,107,700	.....	.....
" " pref.	8,146,700	.....	.....
N. Y., N. H. & Hartf.	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Nov. '79 2
Niag. Bridge & Canand*	1,000,000	J. & J.	July '79 3
North Carolina*	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	Nov. '79 1½
Northern Central	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh.	5,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	.....	.....
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*	482,400	F. & A.	Aug. '79 4½
Panama	7,000,000	quarterly	Nov. '79 4
Paterson and Hudson*	632,000	J. & J.	Jan. '80 4
Paterson and Newark*	250,000	J. & J.	.....
Paterson and Ramapo*	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*	342,150	J. & J.	July '78 3
Pennsylvania	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*	1,200,000	F. & A.	Aug. '79 4
Philadelphia and Erie*	6,004,300	J. & J.	.....
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	Dec. '79 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,250,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt.	11,572,700	J. & J	Jan. '80 4
Pittsb., Ft. W. & Chi.	19,714,285	quarterly	Jan. '80 1½
" Special Imp.	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams.	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia	.....	.....	Oct. '79 4
Providence & Worces.	2,000,000	J. & J.	Jan. '80 3
Republican Valley	883,000	quarterly	Dec. '79 2½
Rensselaer & Saratoga	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass.	175,575	— & —	Nov. '79 3
Richmond & Petersb.	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.	2,300,000	— & —	.....
" " pref.	2,484,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
St. L., Kan. C. & North.	12,000,000	.....	.....
" " pref.	12,000,000	.....	Nov. '72 $2
Salem and Lowell	2,433 shs	M & S.	Sep. '78 50c
Schuylkill Valley*	576,050	J. & J.	Jan. '80 2½
Seaboard and Roanoke.	1,151,400	M. & N.	Nov. '79 3½
Shamokin V. & Pottsv.*	369,450	F. & A.	Aug. '79 3
Shore Line*	995,300	J. & J.	Jan. '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*	449,700	J. & J.	July '79 3½
Stony Brook*	267,300	M. & N.	Nov. '77 3
Summit Branch*	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.)	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana	1,988,150	F. & A.	Feb. '80 4
Troy and Boston	1,600,000	F. & A.	Feb. '78 4
Union Pacific	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '79 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley	225,000	J. & J.	July '79 3½
Westchest. & Phil. pref.	821,300	J. & J.	Jan. '80 2
West Jersey	1,559,750	F. & A	Nov. '79 2
Wilmington & Weldon.	1,455,300	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	.....
Baltimore City	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & Ell. Mills.	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).	200,000	J. A. J. O.	Apl. '78 4
Broadw. & 7th Av. (N Y)	2,100,000	J. A. J. O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug. '79 3½
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	875,000	J.A. J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	— & —	.....
Continental (Phila.)	180,000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	 3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	500,000	J. & J.	Oct. '79 4
Germantown (Ph.)	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	100,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	200,000	— & —	.....
Malden and Melrose	200,000	— & —	.....
Metropolitan (Boston)	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)	400,000	M. & N.	Nov. '79 3½
N. Y., Bay Ridge & Jam.	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)	797,320	— & —	.....
Orange and Newark	232,555	— & —	.....
People's (Phila.)	206,054	.....	July '79 2
Philadelphia City	500	475,000	J. & J. Jan '80 5
Philadelphia and Darby	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '79 2
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	113,000	M. & N.	Nov. '79 3
South Boston	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	Jan. '80 5
Union (Phila.)	400,000	J. & J.	Jan. '80 5
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June '75 2
Delaware Division	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat.	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.	1,008,500	J. & J.	July '79 6
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)*	1,908,207	annually	A.'79 70c.s
" " (pref.)	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	Dec. '79 2
American Coal	1,500,000	M. & S.	Sept. '77 2½
American Express	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co	3.000 000	J. & D.	Dec. '79 5
Calumet and Hecla Mining	100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co	.....	Annual.	Feb '78 $5
Consolidation (Md.) Coal	10,250,000	M. & S.	Jan. '7 7½
George's Creek C. & I.	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.	2.500.000	quarterly	Oct. '79 1½
Maryland Coal	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold	2,836,600	.....	.....
" pref.	5,698,400	.....	.....
Missouri Val. Land Co.	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.	305,200	quarterly	Jan. '79 2
National Tube Works	1,000,000	quarterly	Jan. 80 2
Pacific Mail Steamship	20,000,000	M.J. S.D.	Sept. '69 3
Pennsylvania Coal	4,000,000	F.M.A.N	Nov. '79 3
Pullman Palace Car	5,938,200	F.M.A.N	Nov. '79 2
Quicksilver, common	5,709.000	.....	.....
preferred	4,300,000	.....	.....
Quincy Mining Co.	40,000 shs	F. & A.	Feb. '79 $1
Quincy R. R. Bridge	1,780,000	J. & J.	Jan. '80 5
Sioux C. & L. F. L. & L. Co.	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co.	255,000	A. & O.	Oct. '79 5
United States Express	7,000,000	F.M.A.N	Nov. '79 2
Wells-Fargo & Co. Exp	6,000,000	J. & J.	Jan. '80 4
West. Union Telegraph	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,103
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,589	340,932	3,950,868
1879	315,985	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,995	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,999
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,020,758	1,070,759	1,320,346	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	341,075	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,314	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,859	1,407,240	1,114,555	14,529,653
1879	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,650	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,103	430,557	464,523	482,163	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,655	7,976,703
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,843	346,661	395,361	364,188	258,107	3,294,54 9
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,998	403,307	448,514	391,421	260,460	3,729,606
1879	199,742	246,245	340,920	356,482	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,087,518	1,287,841	1,275,664	1,100,143	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,238	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,163	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,506,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,768
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	231,656	231,307	258,123	253,125	333,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	390,759	387,701	386,086	380,028	3,343,373
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,834	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,037,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,330	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
St. Louis, Kans. C. & North'n:													
1876	246,099	282,879	271,230	236,237	236,082	229,338	218,479	255,838	232,990	328,124	282,511	264,059	3,143,866
1877	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,338	258,685	3,150,477
1878	264,289	234,661	299,825	248,522	258,132	205,733	237,829	309,103	321,362	347,172	312,592	279,905	3,317,816
1879	256,519	265,828	320,188	255,484	229,770	180,746	192,285	.....	.....	132,372	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,308	112,261	103,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,190,488
1877	78,571	80,579	84,320	90,113	85,011	80,009	74,359	121,374	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
Union Pacific:													
1876	664,987	697,138	873,351	1,054,188	1,201,955	1 154,315	978,781	1 363,176	1,305,986	1,265,509	1,236,487	990,986	12,886,859
1877	811,454	851,101	1,027,512	1,088,280	1,109,063	1,101,699	1,033,592	1,012,437	1 159,332	1 329,171	1,022,354	973,259	12,744,816
1879	037 340	719,962	855,409	1,075,058	1,098,389	1,154,233	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,002,004	12,873,658
Wabash:													
1877	315,526	332,510	326,639	389,829	357,489	353,847	300,027	531,282	462,901	472,966	407,373	375,897	4,585,91
1878	386,919	294,635	388,039	411,265	393,191	322,801	382,035	579,119	544,660	517,613	452,740	360,547	5,024,10
1879	312,677	328,010	333,051	351,793	333,324	300,430	417,453	522,719	607,835	663,923	470.272	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Jan. 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$18,415 000	6	Jan. & July.	1880	103
.. .. coupon	2,685,000	6	" "	1880	103
Oregon War Bonds of March 2, 1861...coupon	321 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	130,554,500	6	Jan. & July	1881	104¼
.. .. coupon	51,970,850	6	" "	1881	104¼
Loan of March 3, 1863..... registered	54,635,650	6	Jan. & July.	1881	104¼
.. .. coupon	16,802,350	6	" "	1881	104¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s) ..... coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s)..... registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s)..... coupon	.....	6	" "	1887	....
.. .. registered	.....	6	Jan. & July.	1888	....
.. .. coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870..... registered	286,937,750	5	F. M. A. & N.	1881	102¾
.. .. coupon	221,452,000	5	" "	1881	103¼
.. .. registered	167,981,900	4½	M. J. S. & D.	1891	107¾
.. .. coupon	82,018,100	4½	" "	1891	107¾
.. .. registered	492,645,450	4	J. A. J. & O.	1907	104¼
.. .. coupon	245,845,100	4	" "	1907	104¼
Refunding certificates of Feb. 28, 1879.....	2,355,400	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	14,691,925	...	.....	.....	....
Debt bearing no interest.....	393,711,679	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	122
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	59¼
.. Substitution (B) bonds; R. R. do.....	500,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	62
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871.....	1,98 ,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	259,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), con. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'01	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	370,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	86
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	99
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1890	112
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($308,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1856) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1876, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18.9.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	45
.. * Loan to N. O. & P. R. R ('78) $2,000,000	.....	..	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'98-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($160,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	....
.. Bounty Loan bond s, 1864.....	2,330 000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,612,555	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	103
.. Defense and bounty (1863) bonds.....	3,328,750	6	Jan. & July.	1883	107¼
.. State Loans (1870 to 1874).....	916,291	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,068,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110¼
.. War Loan, (1869) stg.....	8,350,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,463	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1869, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863...	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	....
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	107
.. Han. & St. Jo. R. R. Loans (& renewals,	3,000,000	6	" "	'87-'96	106
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	116¼
.. Municipal Equalization bonds, 1872.....	2,200,100	6	" "	'92-'05	114¼
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	....
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	16½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	9½
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	6½
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($28,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Con. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1892	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—(). .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,923	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'77	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1888	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1888	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1888	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,264	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	31½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'78-'00	31½
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'78-'00	....
Texas—($4,939,074):					
.. Funded (1873) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($62,072,047):					
.. Old bonds (⅓rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	28
.. Old bonds (⅓rds fundable), coupon.....		6	" "	Plens.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	9
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	107
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,600	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,695,000	7	April & Oct.	" "	1906	107½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	115
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	38
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	112½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1908	128½
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	....
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1991	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	....
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'96 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1896	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	103½
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	8	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	58½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	51½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,500,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120½
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. R.d.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1896	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1896	118½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	115½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis.)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	870,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1888	....
Consolidated Mortgage	7,606,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	3,000,000	7*	Jan. & July.	New York.	1891	104
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	108
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	90½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	8*	Jan. & July.	New York.	1923	...
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	...
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	...
Chattel Mortgage	209,850	6	May and Nov.	"	85-'95	114½
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Wavor'y)	98,000	7	April & Oct.	New York.	1884	101
1st Mort. (W. to Minn. Lin.)	1,334,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	113¼
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	118
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	106½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	87
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	109
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	106½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	105
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88-'92	100½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	6*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	102½
Land bonds (Cen. Pac. Co.) gold	5,704,000	6*	" "	" "	1890	104½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	68
2d Mortgage.....	10,000,900	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (") coupon....	918,000	6	" "	"	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	100,500	8	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	113½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1893	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	113½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	113½
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	99
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	119
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	84,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1900	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1 Mortgage for $2,500 000	2 200 000	8	Jan & July.	N.Y & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	117
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1889	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	113
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	107½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	111½
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	137½
2d Mort. (" ")	1,316,000	7.3	" "	" "	1898	113
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	...
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	109
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	106½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	111
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 243 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River)..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	120½
General Consol. Gold Bonds	12,343,000	7*	June & Dec.	" "	1902	116
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	115
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N..	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1889	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1898	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	93
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1880	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	89
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	100
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	103
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	107½
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103½
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	111
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	96½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'98-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Loganasport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	109½
Coupon Notes.....	123,000	7	June & Dec.	"	1891	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	110½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage.....	160,000	7	May & Nov.	" "	1892	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	6	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage.....	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1890	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1890	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	96½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170.000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,285,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")....	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (" ").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150.000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1888	....
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1888	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1880	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'86	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1906	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'99	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'82-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,275,000	4½*	" "	Boston.	1906	84½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109½
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	121½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	104
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	112½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116½
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY & London.	1920	116½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	98½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1908	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & Kal'g.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	....
Construction Loan.....	280,000	8	Jan. & July.		1870	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1890	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee.	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1893	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	96½
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold.	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold.	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees.	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	101
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108½
1st Mort. (Q. & Palm. R. R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	451,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1863	500 000	6	April & Oct	Brot. & Best.	1889	....
Equipment Bonds	150 000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, guld.	6,227,000	7*	Jan. & July.	New York	1891	106½
1st Mortgage (Western Div.)	2,805,000	7*	" "	" "	189	103½
1st Mort. (Waco & N W. Div.).	940,000		" "	" "	1903	106½
Income and Indemnity bonds.	1,359,500		May & Nov.	" "	....	93
Consolidated Mortgage	2,864,000		April & Oct.	" "	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	112
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	63
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund.	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage guld	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	71½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	462,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D.,L.&L.M.):						
1st Mortgage guar.	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1.2
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	110
1st Mort. (Northern Ext.) guar.	637.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,401,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	..
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	8	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo. & CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept.	" "	1890	109
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	112½
1st M.(3d D 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	104½
1st Mort. (1,000,000 acres).....	———	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	94
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..)	7,925,000	7	J. A. J. & O.	" "	1900	118½
Consol. Mort., S.F., Coupon...)		7	Jan. & July.	" "	1900	119½
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	115
Bonds of 1892 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	....
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1858	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	255,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....)	5,000,000	6	June & Dec.	Philadelphia.	1898	115
1st Mortgage (")reg...)		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	124½
General Mort. for $40,000,000.)	13,382,000	6*	June & Dec.	"	1923	110
General Mort., registered ....)		6*	" "	"	1922	110½
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	90½
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1897	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,954,000	7	Feb. & Aug	New York.	1900	106
Louisville, Paducah and S. W.:						
1st Mortgage.....	2,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1903	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	2,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	102½
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	106½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	7*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	317,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	250,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	333,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	97½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	107
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	77½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	44
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	111
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	97
Tennessee State Loan.....	1,814,142	6	" "	" "	.....	.....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,000,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	108½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1836	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1908	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,194,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	230,000	8	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S. & M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C.R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.		1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.		1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,846,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	98
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	59½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	6*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1886	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	126
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	112½
Convertible bonds	384,000	7	Jan. & July.	" "	1900	...
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	99½
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	108
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	880,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1831	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage	500,000	7	June and Dec.		1892	....
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	124½
1st Mort., reg'd }		7	" "	" "	1903	124½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	127
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	126
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	110½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	110
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	112½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	109½
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2,035,000	7	Jan. & July.		1903	112½
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	106
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	100
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	"	Baltimore.	1926	75½
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	110½
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	111
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	110
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	70
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1890	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds	266,500	7	Feb. and Aug.	"	1881	1..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	9½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. &N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	118
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1886	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114
General Mortgage, registered.		6	" " "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	111
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	115
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65½
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1907	....
1st Mortgage	5,000,000	6	" "	"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	111
General Mort. for $20,000,000	7,852,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,138,800	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1843-44-45 & 49.	1,510,500	6	" "	"	1880	102½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	162,400	6*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	114
Consolidated Mortgage June 1, 1871. Dollar registered	3,339,000	7	" "	"	1911	114
Consolidated Mortgage June 1, 1871. Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. Gold or stg reg.	863,000	6*	" "	" "	1911	105
Consolidated Mortgage June 1, 1871. Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	98
New Improvement Mort. Loan.	9,361,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	89
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	72
Funding Income	300,000	7	" "	" "	1896	28

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	108½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	68
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	8	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	111
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	125
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	123
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	....
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1899	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	249,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1888	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	102½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	116
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	124
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	6	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	6	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W.& R.) Skg Fund	799,990	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	64
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1890	65
General Mort.	1,500,000	6	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
St. Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lowey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	113
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	92½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115½
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	99½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	101½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	99½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St .Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	113
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	88
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	67
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	604,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,693,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	101
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	93
3d preferred bonds	452,800	6	" "	" "	'84-'90	88
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1890	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	113
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,000,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	103½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" " "	1905	59
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	76½
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	102½
1st Mort. (Ills. & South'n Iowa)	900,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	101½
2d Mort. (Wabash & Western)	1,600,000	7	" "	"	1878	101½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	101
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	98½
Consol. 2d mort. gold	2,184,440	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	109
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	115¾
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	84¼
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	105
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111¼
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	968,000	8	March & Sept.	" "	1900	116
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	6	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1892	96
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79½
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	.01
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98½
3d Mort. " ")	600,000	8	May and Nov.	"	1873	76½
4th Mort. " ")	700,000	8	March & Sept.	"	1880	88½
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	571 000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for [illegible]	254,000	7g	Apr. and Oct	" "	1901	35
Westchester and P'[illegible]						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	115
Western North Carolina:						
1st Mortgage.....	853,000	8	Jan. and July.	"	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,153,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	" "	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	115
Sterling Bonds, Sinking Fund..	981 234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	106
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	95
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	105
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	103
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200.000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	114
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	38½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104½
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	....
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	4,618,800	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1886	79
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.O. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	93
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000 / 5,000,000	7	Jan. and July.	New York.	1884	104½
Coupon bonds of 1874.....	3,000,000	7	" "	" "	1891	106
Registered bonds of 1874.....	2,000,000	7	Apr. and Oct.	" "	1894	109
Lehigh Coal and Navigation:			" "	" "	1894	105½
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	107
1st Mortgage, registered	5,331,963	6	J. A. J. & O.	"	1884	106
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	111
Mortgage (equip.) Loan, gold....	4,658,500	6g	June & Dec.	"	1897	104
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	101½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	238,965	7	Apr. and Oct.	"	1899	100½
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	100
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	83
Improvement bonds.....	260,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	70
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	42
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	40
Prof. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1898	....
West Branch & Susqun. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	
2d Mortgage.....	298,000	6			1888	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	96.0	—	4.2	—	13	8	2	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Feb. 28, 1879	290.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	26	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	8,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	103½
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,648	—	100	75
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	134½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,686	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West..N.Y. Penn.& O.	89,236,462	*	11,982,768	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,652,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	879	Atlantic and Gulf †.. Georgia & Florida.	7,863,886	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,965,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	3,484,000	.....	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,057	4,039,612	8	100	134
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.6	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,888	64,688	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	.....	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,089	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	18	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	140½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	158,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	79½
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	124
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,468	453,612	83.7	943,757	1,935,843	604,122	1,073,411	307,878	2	500	88
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,054	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,681	4,564,171	582,851	2,100,741	741,873	7	100	110½
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,256,417	358,490	6	100	129
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,888	.....	181,265	37,324	2	100	93
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,979	338,434	120.5	509,791	189,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	948,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	188.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,788	781,793	416.0	911,305	287,634	721,754	1,614,763	560,311	—	100	60
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	140½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,122	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... ... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,889	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	58.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	....
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,655	369,417	67.0	273,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,430,270	233,045	—	100	72½
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 687,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	11
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	.....	.....	7,620 000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	103
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,300	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	* *	.....	.....	4,921,055	4 325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18763	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,668	.....	384.6	4,324,938	4,501,718	3,228,822	5,589,526	2,302,770	—	100	82½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	76
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,800	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	....
Sept. 30, 1878	195.0	—	13.0	—	22	17	6	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,853	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	541,621	—	100	21½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,221	419,809	527,588	123,835	1pf	100	82½
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	108½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	181	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,648	3,327,845	27,966,816	27,068,725	13,568,354	1,482,847	1,624.	6,764,874	2,187,020	3,975,910	14,119,666	5,586,530	8	100	144
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	5,666,109	*	.....	.....	6,156,600	.....	280,384	.....	221.6	313,592	87,572	235,933	583,595	260,947	—	100	57
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction..Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,943,594	*	352,407	71,556	823,054	3,714,154	220,611	115,718	152.2	563,439	111,068	493,127	784,536	229,510	—	100	....
May 31, 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	.....	.....	.....	3,916,200	779.700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	138
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.&M.	58,755,191	*	2 848,298	1,480,429	27,683,744	32,088,500	791,693	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,708	3,659,454	7pf	100	77
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,235,059	36,514,220	34,588,000	3,941,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	91½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,932,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,838	4,329,961	10	100	152½
Dec. 31, 1878	549.0	22.6	60.0	—	100	34	26	1,708	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	*	.....	.....	8,668,850	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,168	2,819,019	818,723	—	100	87½

Sept.30, 1878	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis	Wis.	5,000,000	*				5,000,000				177.7	276,982	72,749		739,836	787,943	—	50	48
Dec. 31, 1878	170.6	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944			245.6	387, 56	205,294	197,637	488,784	80,908	—	100	57
Mar. 31, 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,627,078	1,119,251	3,160,221	264,329	3,500,000	2,785,000	601,085	1,534,794		59.9	567,951	950,520	759,669	907,211	141,193	—	100	....
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.&D.).O.& Ind.		2,436,088	229,072	60,080			2,500,000	1,180,356			98.4	388,764	152,062	210,283	341,676	78,167	—	—	....
June 30, 1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*			1,929,200	1,898,000	300,000			75.3	328,970			408,188	127,599	—	100	....
Mar. 31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&D.).	Ohio.	826,783	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	88,175	1 6,8 1	188,448	33,458	—	50	....
June 30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189			100.0	838,667	263,831	364,976	647,202	112,284	6pf	50	38
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield	(C.,C.,C.&L.)O.	3,751,000	—			1,100,000	2,651,000	1,342,982			86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*			1,450,000	2,000,000	26,000			109.5	230,022			195,710	52,268	—	100	....
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,418	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,529	907,964	14,991,800	6,109,000	713,906	674,325	391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	79
Jun. 30, 1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.).	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335	123.4	188,819	53,002	524,082	408,400	309,459	7	100	....
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del.	(Pa. Co.)...O.	4,628,871	*	208,148	37,678	1,768,798	2,283,500	669,275			156.5	410,716	228,893	259, 28	382,695	64,971	—	100	....
Dec. 31, 1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb.	(Pa.Co.)..... Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	733,214		225.8	1,885,556	584,237	1,434,207	2,474,634	1,168,580	7	50	110
Dec. 31, 1878	118.0	74.2	13.0	—	19	19	5	188	Colorado Central	Col. & Wy.	4,430,300	*			3,971,300	2,459,000				192.2	.....	[11 m	onths.	669,448	280,558	—	100	...
Dec. 31, 1878	620.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.	(Pa.Co.).O. Ind & I.	28,851,097	*	58,000	.....	13,969,823	24,859,724	79,556			580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	21
Dec. 31, 1878	75.0	29.4	25.5	—	31	9	3	1,228	Columbus and Hocking Valley	Ohio.	3,301,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631		105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin.	(C.,S.&C.).. Ohio.	2,000,000	—			1,000,000	1,000,000	23,250			—				230,797	65,942	—	50	....
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo	Ohio.	2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496		117.7	416,530	145,283	345,605	517,871	222,259	—	50	....
Mar. 31, 1879	35.0	7.0	78.0	—	38	44	16	946	Concord	New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226		141.7	671,254	509,508	673,471	733,004	348,847	10	50	102
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	57
Sept. 30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,688	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887		79.8	377,739	946,900	332,900	504,670	199,034	8	100	139
Dec. 31, 1878	53.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.	NY.&P.	2,400,000	*			1,900,000	500,000				64.0	181,905	58,582	507,185	404,665	113,854	6	50	....
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	*	666,558	195,111	1,777,850	352,800	47,007	561,878		135.0	321,495	325,551	316,696	512,121	199,560	10	50	....
Sept. 30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973,940	164,740	15,254	26,711	600,000	500,000		80,645		33.8	97,380	222,212	51,81	157 953	41,279	—	100	....
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*			3,520,000	1,710,000	196,827			160.6	187,487	81,582	67,043	222,627	17,738	—	100	....
Mar. 31, 1879	140.7	—	28.8	—	29	15	4	762	Dayton and Michigan	(C., H. & D.). Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921		142.7	683,849	209,674	422,803	545,238	271,432	3	50	....
July 31, 1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern	(3 ft.)..... Ohio.	971,368	—			457,817	413,500	152,701			69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31, 1878	83.8	16.7	10.1	—	—	—	—	—	Delaware	(P.W.& B.)..... Delaware.	2,367,508	—		73,198	1,450,323	760,000	160,400	69,983		94.8	268,998	.....	.....	365,580	109,674	6	25	....
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,584	*			1,514,000	1,500,000	279,621			30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31, 1878	115.0	92.5	223.7	—	150	32	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125		207.5	2,458,754	474,16	3,193,531	3,699,601	2,320,481	—	50	85
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific*	(K. P.)..... Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350		106.0	.....	.....	.....	147,022	38,095	—	100	....
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande	(3 ft.)..... Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,988	47,552	132,828	773,322	342,676	—	100	48
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge	Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....		87.2	111,664	42,646	66,945	182,812	52,477	—	100	....
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw	Mich.	.....	.....	.....	.....	.....	.....	.....	.....		191.6	.....	.....	[9] mos.	828,657	265,893	—	100	....
Dec. 31, 1878	156.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	155,540		197.3	785,106	372,722	364,737	970,084	372,199	—	100	90
Dec. 31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City*	(Ill. Cen.).. Iowa.	5,882,000	—	31,453	.....	5,000,000	882,000	.....	31,453		—				925,228	323,830	5	100	60
June 30, 1878	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721		272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	..
Sept. 30, 1878	41.4	76 6	195.2	—	75	136	35	1,281	Eastern	Massachusetts.	7,000,000	905.000	1,691,481	249,876	4,997,600	13,589,022	1,488,349			—	1,557,775	4,197,991	697,987	2,422,394	841,2 8	—	100	27
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	78,562		93.8	197,596	64,795	208,595	206,555	67,842	2	100	48
Dec. 31, 1878	81.0	3.5	26.2	—	29	5	4	1,329	Erie and Pittsburg	(Penn. Co.)..... Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987			84.4	537,602	136,782	748,142	541,516	169,608	7	50	100
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am.	Maine.	.....	.....	.....	.....	.....	3,223,800	.....	74,934		163.0	250,406	154,015	141,533	356,858	126,507	—	100	....
Aug. 31, 1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	122,371	1,120,416	1,017,000	41,006	1,167,303		109.0	335,938	143,603	332,700	564,809	160,538	4	50	80
Apr. 30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind.& Ill.	1,649,600	*	17,068	5,815	458,661	1,100,000	113,822			69.3	.....	.....	.....	242,896	94,236	—	100	....
Sept. 30, 1878	50.0	45.3	45.4	—	70	47	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,042	4,500,000	1,000,000	632,499	494,435		189.1	1,638,610	2,166,603	1 115,771	1,794,337	439,715	7	100	124
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich.	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,626			280.0	1,095,422	540,556	408,053	1,056,017	438,203	—	100	17
Dec. 31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich.& Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564			100.0	247,733	96,932	136,029	245,051	95,071	—	100	....
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.	Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....	.....		104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	485,000	*	315,000	.....	600,000	200,000	.....	.....		26.0	.....	.....	.....	88,397	19,196	—	100	25
Dec. 31, 1878	51.1	—	3.1	17.5	—	—	—	—	From., Elk H. & Mo. V.	(3 C.&P.)..Neb.	1,340,000	—			690,000	690,000				51.1	55,216	19,772	45,352	138,159	46,053	—	100	....
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio	Tex.	9,474,077	809,728	2,239,241	491,660	6,450,000	5,656,927	494,500	373,574		215.0	488,151	60,193	157,938	1,325,846	792,014	—	100	....
Dec. 31, 1878	50.0	—	8.8	—	17	9	6	256	Galv., Houston and Henderson	Tex.	3,495,385	—	15,806	81,498	1,000,000	1,500,000	275,596	817,032		50.0	122,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre	(D. & H.)..N. Y.	1,481,297	*	.....	.....	850,000	600,000	192,249			75.6	388,036	95,811	801,862	264,996	df.16,139	—	100	....
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,961	511,323		275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31, 1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.*	(Pa.Co.)Mich. & Ind	11,095,085	*	65,504	246,737	2,800,000	8,000,000	2,164,707			423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec. 31, 1878	856.0	158.2	213.5	—	434	274	84	8,173	Grand Trunk	Canada.	152,044,870	—	2,311,830	.....	118,498,380	35,812,710	45,510			1,390.2	8,884,271	2,025,787	2,387,942	9,531,320	2,349,255	—	100	....
Jan. 31, 1879	374.8	135.7	270.2	—	216	165	38	4,639	Great Western	Canada.	33,424,480	7,877,010	2,851,045	.....	33,106,835	18,221,095	.....	.....		1,089.3	3,616,829	1,206,332	1,854,663	4,216,335	1,297,055	—	100	....
Sept.30, 1878	213.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135	.....	8,000,000	3,979,000	1,777,941	.....		213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31, 1878	143.6	21.3	10.0	—	20	11	5	170	Greenville and Columbia	(S. C.)..S Car.	3,623,905	*	374,200	193,895	1,515,168	2,178,763	989,222	.....		164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific	Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....		66.8	242,692	4,340	202,584	112,358	29,706	—	100	....
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....		146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec. 31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph*	Missouri.	13,492,427	—	.....	.....	14,251,724	8,700,000	.....	.....		292.3	1,354,767	257,916	543,472	2,045,450	780,355	—	100	36
Sept.30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.	.....	.....	.....	.....	.....	.....	.....	.....		58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept.30, 1878	74.0	—	3.0	—	19	21	10	486	Housatonic	Connecticut.	2,581,006	*	225,836	78,762	2,000,000	550,500	161,348	154,256		126.2	468,562	223,214	190,167	569,199	208,258	—	100	....
Apl. 30, 1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central	Texas.	21,870,021	1,831,342	6,864,922	353,302	7,722,900	14,901,995	2,773,600	5,521,092		521.7	1,499,238	242,559	457,840	3,031,361	1,326,905	—	100	62
Dec. 31, 1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,235	2,052,800	2,283,500	564,393	11,929		61.3	172,915	43,618	394,788	238,389	114,145	—	50	20
Dec. 31, 1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	.....	2,013,892		1,255.5	4,247,628	1,725,236	2,067,332	7,111,184	3,631,559	6	100	103
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	318	Illinois Midland	Illinois.	6,175,000	—	.....	.....	2,000,000	4,175,000	1,154,299			175.7	278,604	79,962	128,132	236,895	20,661	—	100	....
Nov. 30, 1878	202.3	131.6	68.0	—	46	27	15	1,185	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	2,723,650	17,278	14,606	7,910,900	9,785,000	3,400,119			333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	30
Jun. 30, 1878	158.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.	O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200			194.5	896,503	549,587	457,135	1,309,057	494,388	—	50	6
Dec. 31, 1878	71.8	—	40.9	—	66	39	14	1,619	Indianapolis and St. Louis	(Pa. Co.). Ind.	4,283,911	*	50,301	846,200	600,000	3,500,000	2,245,300			266.6	1,585,274	243,093	585,619	1,347,246	313,903	—	100	....
Dec. 31 1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin.	(Pa. Co.)..Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602			116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31, 1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern	Tex.	16,943,628	1,479,294	1,274,746	133,207	5,500,000	12,307,000	3,825,806			519.8	822,430	117,055	224,113	1,686,585	671,983	—	100	....
Dec 31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City*	(Ill. C.)..... Ia.	7,577,500	—	.....	.....	4,625,000	2,952,500	.....	.....		183.7	.....	.....	.....	476,265	166,693	—	100	50
Mar. 31, 1879	270.6	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n	Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	.....		—	.....	.....	.....	.....	769,600	5	100	....
Dec. 31, 1878	236.0	—	53.3	—	—	—	—	—	*Jackson, Lans. and Saginaw*	(M C.). Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,133			236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec 31, 1878	111.0	118.8	34.3	—	44	38	12	746	Jeffersonv., Madison & Ind.	(Pa. Co.)Ind.	6,508,713	*	182,640	86,156	2,000,000	5,000,000	82,738			224.8	1,046,156	667,981	1,536,380	1,180,015	422,988	7	100	....
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central	(3 ft.)..... Kansas.	1,008,000	—	.....	.....	504,000	504,000	.....	.....		84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	638.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,359,541	*	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484			672.6	1,505,813	198,173	667,736	3,610,224	1,198,662	—	50	97
Dec. 31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*	.....	.....	36,000	349,000	.....	.....		43.0	.....	72,704	39,815	84,578	33,867	—	100	....
Dec. 31, 1878	159.9	—	24.4	—	28	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	.....		155.9	777,592	142,236	466,266	838,825	115,567	—	100	37
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n.	Kan.	1,000,000	*	.....	.....	5,000,000	5,000,000	.....	.....		208.5	320,322	.....	.....	348,343	92,989	—	100	68
Dec. 31, 1878	197.3	55.0	31.2	—	32	28	12	904	Kansas City, St. Joseph & Co. Bl.	Mo.& Ia.	9,250,128	2,231,878	176,232	468,279	2,789,414	7,485,197	698,468	83,451		253.8	1,168,361	229,622	674,194	1,533,661	448,089	—	100	75
Dec. 31, 1878	—	—	3.3	—	—	—	—	—	K. City, Top. & West.	(A.,T.&S. Fe.). Kas.	3,199,860	—	174,200	190,729	2,250,000	1,054,000	37,205	226,524		—	.....	.....	.....	708,518	206,387	—	100	112
Apl. 30, 1879	99 0	49.5	16.8	—	19	17	7	351	Kentucky Central	Ky.	6,045,000	*	.....	188,956	5,000,000	1,045,000	23,523	115,782		198.5	379,111	.....	.....	553,389	208,750	4	100	....
June 30, 1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines	(C.,R. I.& P.). Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	459,130			162.2	402,461	157,078	202,985	566,763	148,433	—	100	16
June 30, 1878	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,725	—	1,456	49,894	1,000,000	1,520,000	6,386			80 3	155,603	67,012	91,553	177,545	55,486	—	100	....
Apr. 30, 1878	115.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington	Ind.	.....	.....	.....	.....	.....	.....	.....	.....		118.2	246,858	78,087	237,084	245,864	67,019	—	100	....
Dec. 31 1878	100.0	10.0	6.0	80.0	6	5	3	91	Lake Erie and Louisville	Ohio.	1,699,997	*	4,782	7,289	1,500,000	—	202,018	—		110.0	195,599	107,743	77,588	163,161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Latest Date.	Railroad. Main Line.	Branch Line.	All Tracks and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec 31, 1878	40.4	484.2	671.6	—	496	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,806,354	14,378,709	5,510,852	3,429,057	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	100
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,528	3,912	—	50	....
Nov. 30, 1878	101.0	192.2	346.6	—	235	72	36	496	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,238	1,178,763	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,350,676	27,528,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,582,738	3,075,811	4	50	105
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,223,691	384,621	8	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ ..... Ark.	3,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	45
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Long Island ¶ .....N. Y.	6,242,608	—	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,637,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisiana and Mo. Riv. (C. & A.)....Mo.	5,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	19
Jun. 30, 1878	155.0	280.6	98.3	—	180	75	37	3,239	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,800	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	....
Dec. 31, 1878	288.5	—	26.0	—	23	12	8	489	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,800,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	8	100	92
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	55
Jun. 30, 1878	187.3	87.9	168 5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	68.1	25.4	20.4	—	36	5	4	1,706	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3,844	3,530,000	20,113	.....	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,566,627	4,742,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	18
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	.....	75,536	132.0	.....	.....	.....	445,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)						402,217		115.0	156,463	.....	.....	208,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,938	*	6,169,161	345,173	18,738,204	13,191,000	20,960	3,192,107	303.7	6,812,530	1,433,937	1,530,787	6,872,094	2,707,353	4	100	89
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western....Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	182,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,800	324,445	.....	100.0	167,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457,223	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	40
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,445	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	196,008	60,335	—	100	....
Jan. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67,754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,128,865	*	2,437,577	859,751	5,320,000	16,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	2,098,500	879,351	—	100	24
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,369	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,510,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Morris and Essex .....New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,928,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	103
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	110
Jun. 30, 1878	321.0	132.5	46.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,006,800	—	.....	.....	1,306,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	45,278	5	100	58
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	100	92
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	781,832	1,642,557	2,105,000	389,024	39?,308	122.3	356,841	77,766	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Naugatuck .....Connecticut.	1,928,845	234,087	108,797	57,960	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	62,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	53.9	15.1	23.7	—	20	18	8	488	Newcastle& Beaver Val.(Penn. Co.)..Pa.	334,083	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,220	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.)..... Conn.	2,052,708	1,231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	181,489	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	296.4	1,389	—	595	470	213	15964	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	20.8	—	—	—	—	New York Central & Hudson River.N.Y.	82,168,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	832,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	138
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	951	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	.....	Included in 5.5		Lessees returns.		.....	.....	8	100	160
Sept. 30, 1878	460.0	96.5	1.179	—	476	311	96	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009.114	3	100	43
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558.111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16,740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	54
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	58	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	.....	475,465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	157
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston...Conn. & R.I.	2,645,021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.6	442,622	657,742	279,354	710,038	273,455	10	100	....
Sept. 30, 1878	98.5	5.5	.....	—	.....	.....	.....	.....	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,983,776	—	.....	.....	4,000,000	291,500	.....	.....	.....	.....	.....	.....	60,000	6,000	6	100	....
Sept 30, 1878	102 0	—	8.1	—	13	13	5	142	Northeastern ¶ .....S. C.	2,148,131	*	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494,022	159,659	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4 196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,582	.....	322.5	2,936,663	1,880,398	5,803,371	3,723,466	1,118,960	—	50	85
Aug. 31, 1878	449.0	136.6	26.0	180.0	48	22	24	1,196	Northern Pacific...Minn .Dak.,Wash.&c.	19,588,650	1,115,373	130,694,587	120,347	100,000,000	.....	50,349,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	66
Oct. 31, 1878	55.6	32.6	79.5	—	58	65	32	1,145	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,667	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	104
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,830	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	127
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	960	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,789	115,618	269,843	542,670	144,325	—	100	28
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,787	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	30
Dec. 31, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,969,023	681,190	2,077,616	703,278	6	100	111
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35 0	—	15.6	—	14	13	6	286	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,634	—	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,461	58,277	228,882	319,542	88,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	175
June 30, 1878	67.4	—	7	—	—	—	128	—	Pekin, Linc. and Decatur..... Ill	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....
Dec. 31, 1878	329 0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶ .....Pennsylvania.	58,787,696	*	77,082,509	11,969,491	68,870,200	55,114,760	19,696,287	4,057,815	1,055.0	19,647,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	102

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☞ The Kansas extension of the St. Louis and San Francisco Railroad made connection with the Atchison, Topeka and Santa Fe Railroad, at Severy, Kan., on the 13th inst. Permanent connection with the latter road will be made at Emporia, Kan., in a short time, when St. Louis will have another through line to Colorado and New Mexico.

☞ At the annual meeting of the stockholders of the New Haven and Northampton Railroad Company, held at New Haven, Conn., on the 7th inst. it was voted to build an extension from Northampton to Turner's Falls, with a branch to the State road at either Shelburne Falls or North Adams, at an estimated cost of $650,000, to be in operation in a year.

Statement of the Public Debt of the United States, January 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$552,450 00
6 per cent. bonds, 1881 (Oregon,) 1861	821,300 00	24,639 00
6 per cent. 1881 bonds, 1861..	182,525,350 00	5,475,760 50
6 per cent. 1881 bonds, 1863..	71,628,900 00	2,149,167 00
5 per cent. funded loan of 1881	508,440,350 00	4,237,002 92
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	738,490,500 00	7,384,905 50
Refunding Certificates.....	2,355,400 00	23,554 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest.....	$1,786,686,850 00	$20,994,978 92
Interest due and unpaid.....		2,691,718 97

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,350 00	46 17
6 per cent. 5-20 bonds, called June, 1864	71,050 00	75 83
6 per cent. 5-20 bonds, called 1865	124,150 00	59,108 29
5 per cent. 10-40 bonds, called, 1864.....	6,446,050 00	340,766 02
3 per cent. Consol. bonds, called, 1865.....	790,100 00	4,903 43
6 per cent. Consol. bonds, called, 1867.....	4,541,150 00	343,916 36
6 per cent. Consol. bonds, called, 1868	1,614,800 00	114,657 16
1-10 to 6 per cent. treasury notes, prior to 1846	82,545 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,375 00	2,390 85
5 per cent. 2 year notes, 1863.	37,000 00	1,962 99
6 per cent. compound interest notes, 1863-64.....	249,520 00	50,674 63
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,250 00	5,590 52
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$14,691,925 26	$997,658 83

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,350 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency, 1862-3-4	15,674,303 78	
Coin certificates, 1863.....	12,337,100 00	
Silver certificates, 1878.....	8,712,910 00	
Unclaimed interest.....		7,597 03
Aggregate of debt bearing no interest.....	$393,711,679 78	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$273,400,550 00	
Bonds at 5 per cent.....	5 8,440,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,490,550 00	
Refunding certificates.....	2,355,400 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,786,686,850 00	$23,686,697 89
Debt on which interest has ceased since maturity.....	14,691,925 26	997,658 83
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,366 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency.....	15,674,303 78	
Coin and Silver Certificates.	21,050,010 00	
	$393,711,679 78	
Unclaimed interest.....		7,597 03
	$2,195,090,455 04	$24,691,953 75
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,219,782,408 79	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,691,718 97
Debt on which interest has ceased.....	14,691,925 26
Interest thereon.....	997,658 83
Gold and silver certificates.....	21,050,010 00
U S Notes held for redemption of certificates of deposit.	10,245,000 00
Cash balance available Jan. 1, 1880.....	158,307,590 86
	$207,983,903 92
Debt, less amount in Treasury, Jan. 1, 1880.	$2,011,798,504 87
Debt, less amount in Treasury, on the 1st ult.	2,016,049,722 82
Decrease of debt during the month.....	$4,251,217 95
Decrease of debt since June 30, 1879.....	$15,408,751 50

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $43,712,450 58; interest repaid by transportation of mails, &c., $13,520,474 19; balance of interest paid by United States, $30,191,976 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Ontario and Pacific Junction Railway.

The first general meeting of the shareholders of the Ontario and Pacific Junction Railway was held in Toronto on the 5th inst. After the adoption of several by-laws the following gentlemen, who are mostly interested in the railways leading north, were elected. Directors: Hon. Frank Smith, President Northern Railway; Geo. A Cox, President Midland Railway, Peterborough; Ed. Gurney, Vice-President Hamilton and North-Western Railway, Hamilton: James Holden, Managing Director Whitby, Port Perry, and Lindsay Railway, Whitby; Hon. Alex. Morris, M. P. P., Toronto: James D. Edgar, Barrister, Toronto; Adam Brown, Merchant, Hamilton; A. T. Fulton, Director Whitby, Port Perry, and Lindsay Railway, Toronto; Robert Jaffray, Director Midland Railway, Toronto. At a subsequent meeting of the new Board, J. D. Edgar was elected President and Hon. Frank Smith Vice-President of the Company. Andrew Green, Toronto, was appointed Secretary.

☞ The work of locating the bed of the Little Rock, Mississippi River and Texas Railroad was commenced at Little Rock on the 26th ult.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 13.

	W. 7.	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.
Allegheny Val. 7 3-10s..	115	....	....	115	....	....
7s, Income.....	....	38	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	111	111¼	....	....
Camden and Atlantic....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	48¼	48¼	48¼	....	....	....
New preferred.....	....	....	47¼	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook....	....	....	....	100	....	....
7s.....	....	....	....	....	115¼	115¼
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	51¼	....
7s.....	....	....	....	....	....	....
Hunt. & B. Top Mt	8¼	9	....	10	....	10
Preferred	....	....	....	14	....	....
2d mortgage	....	....	....	....	109	....
Lehigh Navigation	38	....	38¼	38	37¾	38
6s, 1884.....	105¼	....	105¼	105¾	106	106
Gold Loan..... ..	104	104	103¾	....	104	104
Railroad Loan.....	111	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	52¼	52¼	52¾	53	53¼	52¾
1st mort. 6s, coupon....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	....	....	....	....	....	124¼
Consol. mort. 6s, reg..	109¾	110¼	....	....	110¼	110¼
Little Schuylkill... ..	....	51	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania ..	51¼	....	51¾	51¼	51¼	51¼
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	116¾
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ...	33	33¾	33	33¾	....	....
6s.....	77¼	76	75¾	....	....	76¾
Northern Pacific	32¾	32¾	33¼	33¾	33	33¼
Preferred	....	57	....	....	57¼	56¾
Pennsylvania R. R. ..	51	51¾	51¼	51	51	50¾
1st mortgage.....	101¼	....	....	101¾	....	....
Gen'l mortgage.....	....	114	....	....	....	114
Gen'l mort. reg.....	....	117	....	....	....	117
Consol. mort. 6s, reg.	111	111¼	111¾	....	....	....
Penn. & N. Y. Canal 7s....	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series....	106x	....	....	....	....	....
do. 5s, new.....	....	....	109¾	....	109¾	....
Phila. and Reading.....	35¾	25¾	35¾	35¾	24¾	35
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s..	113	....	....	....	....	....
Consol. mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie	18	17¼	18¼	19	19	
1st mortgage, 6s.....	....	....	108¾	....	....	....
2d mortgage, 7s....	....	....	....	110	111	
Pittsb., Cin. & St L. 7s	....	112	....	....	....	112¾
Pittsb., Titusv. & Buff..	12¾	13¼	14¾	1 ¼	14¾	14¾
7s.....	61	67	70	70	70¾	70
Schuylkill Navigation.. ..	....	....	....	....	....	....
Preferred.....	16¾	....	17	17	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882..... ...	82	....	83	....	83	....
United Co. of N. Jersey	152¾	153	153	....	152	....
Hestonville, (Horse)..	26¾	....	26¾	26¼	26	26
Chestnut & Wal. (do.).	72	....	72¾	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
13th and 15th sts (do.).....	....	....	....	75	75	....

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 13.

	W. 7.	Th 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.
Baltimore and Ohio ..	153	153	153¾	....	154¼	154
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	108¾	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	28
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati....	....	....	....	....	....	....
1st mortgage, 7s.....	106¾	107¾	107	....	....	....
2d mortgage, 7s.....	74¾	78¼	75¾	75¾	76¾	77¾
3d mortgage, 8s.....	42	42¾	42¾	....	43¾	43¾
Northern Central ($50)....	....	....	33	33	....	....
2d mortgage, 6s 1885....	....	....	....	....	....	....
3d mortgage, 6s, 1900	109¾	....	....	....	....	109
6s, 1900, Gold.....	105	106	....	....	....	....
6s, 1904, gold.....	99	100	100	100	100	....
Orange and Alex. 1st.....	101	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	88¾	....
O., Alex. & Manassas 7s	75	....	78	79¾	79¾	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	52	52	51¾	51¾	....	51
Consol. Coupons	76¾	78¾	77	77¾	77	77¾
10-40 bonds.....	36¾	37	37¾	38	....	37¾
Deferred Certificates....	....	....	....	....	7¾	8¾
Western Maryland ...	9¾	....	....	9	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co....	....	....	....	....	....	....
2d Mort., preferred	90	92¾	....	....	....	....
City Passenger R R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 14.

	Th.8.	F.9	Sat.10.	M.12	Tu.13	W.14.
Adams Express..	108	107	107	107¼	107¼	....
Albany and Susq.	102¼	103	103½	103¾	....	....
1st mortgage	....	....	112½	113¾	....	....
2d mortgage	....	57	....	....	....	....
American Express	57½	57½	58½	58	58½	58½
Atlantic & Pacific Tel.	40	40	41	42½	43	41½
Burl., C.R. & Nor.	....	....	56½	57½	58	59
1st mortgage 5s	88½	88¾	89¾	90	89¾	90
Canada Southern	69½	69	69¾	70½	72¾	73½
1st mortgage guar.	89½	89¾	90	90	90	....
Central of N. Jersey ..	81	82¾	83¾	82½	82½	82¾
1st mortgage 1890	117½	....	....	118	118	....
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific 6s, gold	109	109	109½	109¾	109½	109½
1st M. (San Joaquin)	....	....	102	101¾	....	....
1st M. (Cal. and Or.)	100½	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	....	....	....	....	....	104½
Chicago and Alton	20½	19½	20	22	23	23
Preferred	107½	108¼	109	109½	108½	108½
1st mortgage	....	120	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	143¾	143	144½	142¾	142	144
7s Consol, 1903	....	....	....	....	....	....
8s, 1883	....	....	....	....	....	....
Chic., Mil. and St. Paul	78	77¾	78¾	78¾	78¾	78¾
Preferred	102¾	102¾	102½	103	103½	103½
1st mortgage, 8s	127¾	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	111½
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	111	....	....	....	....	....
1st M. (I. and D. ext.)	107¾	....	....	107½	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	108	108½	108½	109	109	109
Chic. & Northwestern.	91½	91¾	92½	92¼	92	92
Preferred	107½	107¼	107½	107½	107¾	107½
1st mortgage	....	....	111	....	....	....
Sinking Fund	106½	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	116	....	116¾	....	115½	116
Do. reg	....	....	....	115½	....	115½
Chic., Rock Isl. & Pac	152½	152¾	153½	153¾	....	....
6s, 1917	114	114	....	....	115	....
Clev., Col., C. and Ind.	81	80	79	79¾	79	79
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	108¾	109½	108¾	109	110	110½
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	20½	20¾	25¾	22¾	23	22½
1st mortgage	84½	....	86¾	....	....	86½
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	75	78	76¾	76¾	76¾	76¾
Reg. 7s, 1891	105¾	106	....	....	....	106
Reg 7s, 1884	....	....	....	....	....	104½
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western.	84½	87½	86½	86½	86¾	87½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	107½
4th mortgage	....	....	....	102½	102½	103
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	116	116	116	116	116¾	116½
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	100	100½	100¾	101	101	100½
Hannibal & St. Joseph	35½	35¾	36¾	35½	36¾	37
Preferred	65½	67	66½	67½	67¾	67½
8s, Convertible	....	108½	....	108¾	....	108¾
Houston & Tex. Cent.	57½	58	57½	60	63½	64
1st Mortgage	....	....	....	....	....	106½
Illinois Central	100½	101¾	101½	101¼	102½	103½
Kansas Pacific	94	97	94½	96	95½	98½
Lake Shore & Mich. So.	99½	101	101½	101¼	101½	101½
Consol. 7s	....	....	119½	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	114½	....	....	....	115	114½
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	116½
Louisville & Nashville	86½	87½	87½	88½	89½	89½
7s, Consolidated	113½	....	....	114	....	....
Manhattan	52	52	54½	53½	53¾	53½
Metropolitan Elevated	....	118	121	118	....	119½
1st Mortgage	101	101½	101	101½	101½	101½
Michigan Central	89½	90½	90½	90½	90½	90½
7s, 1902	....	....	120	....	....	....
8s 1882, S.F.	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	105	105	104½	104½	104½	103½
1st mortgage	....	....	....	....	....	126
2d mortgage	112¾	....	....	....	....	....
7s of 1871	113	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	108½	108½	....	109	109	109
N. Y. Cent. & Hud. Riv	133½	134	134	134	134½	134½
6s, Sinking fund, 1883	104½	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	124½	....	....	124½
1st mortgage reg.	....	....	124½	124½	....	....
N. Y. Elevated	124	124	123	126	....	127
1st Mortgage	....	....	110½	111	110½	110½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	127	....	....
1st Mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
N.Y., Lake Erie & W.	42½	43½	43½	43¾	44½	44½
Preferred	70	70	70½	70½	71½	71½
2d Consolidated	87½	87½	87½	88½	88½	88½
New 2d 5s fund	82½	82	82½	82½	83	83½
N.Y., N. Haven & Hart	156½	155	....	156	155½	157
North Missouri 1st M.	....	112½	112¾	....	....	....
Northern Pacific	32½	33	33	33	35½	35½
Preferred	....	57	56½	57½	59½	59½
Ohio and Mississippi	30½	30	30½	31½	31½	31½
Preferred	58½	59	59½	61¼	62	62
2d mortgage	....	109	....	110	110	109½
Consolidated 7s	....	111	....	....	....	....
Consol. Sinking fund	....	....	111	111	....	....
Pacific Mail S. S. Co.	37½	38¼	39½	39½	39½	42½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	107	107	106½	....	107½	....
2d mortgage	....	....	....	....	108½	....
Panama	....	....	....	....	175	176
Philadelphia & Reading	71	71½	70½	68½	70	71
Pitts., Ft. W. & Chi. gtd	112	....	....	....	113½	....
1st mortgage	....	125	....	....	....	125
2d mortgage	....	....	....	123	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	109	110	110	....
Quicksilver Mining Co.	20½	21	22½	23½	23½	23
Preferred	....	62½	65	65½	68½	68½
St. Louis & San Fran.	43½	42½	42½	42	42½	43
Preferred	54½	54	54	52½	53	54
1st Preferred	73	73	73½	72½	72½	....
St. L., Alton and T. H.	....	21	23½	24½	25	29½
Preferred	45	46½	52½	58	62½	70½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	101½	....	....	102	....	102
Income bonds	....	90	....	90½	....	92
St. L., Iron Mt. & S. As.	52½	53½	53½	52½	54	54½
1st mortgage	....	115½	....	115½	....	....
2d mortgage	....	97½	98	99	98½	99½
Tol., P. & War. 1st E.D.	....	....	125	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	86	86½	88½	88½	89½	92½
1st mortgage	109	109	109	....	109½	109½
Land Grant 7s	....	....	....	113½	....	115½
Sinking Fund 8s	....	....	115½	115½	115½	116
United States Express	....	49	49	....	49	49
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	100½	100½	100½	101	101½
7s, Consolidated	97½	97½	99½	....	99½	....
St. Louis Division	....	....	106	....	106½	....
Wabash, St. L. & Pac.	43½	43½	43½	44½	44	43½
Preferred	67½	67½	68½	68½	68½	68½
New Mort. 7s	94½	....	95½	....	....	94½
Wells-Fargo Express	101½	101	101½	101½	101	101½
Western Pacific bonds	....	....	104½	....	....	....
Western Union Tel	100½	101½	102½	104½	103½	102
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Jan. 14.

	Th.8.	F 9.	Sat.10.	M 12.	Tu. 13.	W.14.
Atch., Top. and San. Fe	134½	135	135	135½	135½	134½x
1st mortgage	113	113	113	114	116	....
2d mortgage	127	....	126½	....	....	....
Land Grant 7s	....	112	113½	112¾	....	....
Boston and Albany	140	140½	140½	141	140½	140½
7s, reg.	....	....	....	....	....	....
Boston and Lowell	87½	87½	87	....	....	88
Boston and Maine	119½	119½	119½	119½	119½	119½
Boston and Providence	128	....	....	....	128	129
Boston, Hart. & Erie 7s	55½	55½	55½	56½	58½	59½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	141	140	....	....	140	140
6s, exempt	107½	107½	....	107½	108	....
Chi., Burl. and Quincy	142½	144	144	143	141½	....
7s	....	....	118½	....	....	....
Cin., Sand. and Clev.	18½	18½	18½	18½	19	19½
Concord ($50)	....	....	....	....	....	....
Connecticut River	140	....	....	139	....	139
Eastern	25½	26½	26½	27	28	27
New 4½ Bonds	84½	84½	84½	84½	84½	84½
Fitchburg	123	123½	124	124	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	91
N. Y. & New England	52½	51½	51½	52½	54½	54½
7s	....	110	....	110	....	....
Northern, N. H.	84½	84½	85	85½	85½	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	28½	27½	27½	28	28	28
Preferred	70	70	....	....	....	....
Old Colony	111½	111½	111	111½	111½	111½
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	68½	69	68½	68½	69	68½
Portl'd, Saco & Ports.	....	....	....	....	106½	....
Pueblo & Ark. Val.	88½	88	87½	88½	88½	88½
7s	109	109	....	....	....	110
Pullman Palace Car	108	....	109½	110	110½	....
Union Pacific	87	....	....	....	....	92
6s	....	108½	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	112½	....	....	....	112½
Vermont and Canada	....	....	....	....	15	....
Vermont and Mass.	117	....	....	115	115	....
Worcester and Nashua	56	55	....	....	....	55
Cambridge (Horse)	....	....	....	....	....	118½
Metropolitan (")	61	....	61½	61	61½	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	231½	234	234	234½	....	235
Quincy	28	....	28½	29	29½	30

New York Stock Exchange.

Closing Prices for the week ending Jan. 14.

	Th.8.	F.9.	Sat.10	M.12.	Tu.13.	W.14.
Federal Stocks:—						
U. S. 4s, 1907, reg.	103¾	103¾	104¼	104¼	104¼	
U. S. 4s, 1907, coup.	103¾	103¾	104¼	104¼	104¼	
U. S. 4½s, 1891, reg.	....	107	....	107¼	107¼	107¼
U. S. 4½s, 1891, coup.	106¼	107	107¼	107¼	107¼	107¼
U. S. 5s, 1881, reg.	102¾	103¾	....	....	....	....
U. S. 5s, 1881, coup.	103¾	103¾	....	103¾	....	103¾
U. S. 6s, 1881, reg.	104¼	104¼	....	....	104¼	....
U. S. 6s, 1881, coup.	104¼	104¼	....	104¼	104¼	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	102¾	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	88
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Jan. 2	Dec. 24
Atlantic & Gt. W. 1st mort., Certs.	60 — 62	54 — 56
Do. 2d mort., Certs.	27 — 29	24 — 26
Do. 3d mort., Certs.	12 — 13	10 — 11
Baltimore and Ohio (sterling)	111 —113	111 —113
Central of New Jersey $100 shares	82 — 85	82 — 84
Do. Cons. Mort. Oct. '79 coupon	106 108	105 —107
Do. Adjustment bonds	106 —108	106 —108
Do. Income bonds	90 — 93	88 — 91
Det., Gd. Haven & Mil. Equip. bds.	106 —108	106 —108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	90 — 92	92 — 94
Erie shares $100 Recon. Ass. $6 pd.	46 — 48	43 — 45
Do Pref. Shares, R. T. Ass. $5 pd	70 — 80	70 — 80
Do. 1st Con. M. ex-Certs. 6 Cou.	118 —120	118 —120
Illinois Central $100 shares	102 — 103	101 —103
Illinois & St. Louis Bdge 1 mort. stg.	116 —118	116 —118
do do. 2 mort. stg	80 — 85	83 — 85
Lehigh Valley Consol. mortgage	106 —108	106 —108
N. Y. Cent. & Hud. Riv. Mt. bonds	125 —127	127 —127
Do. $100 shares	133 —137	133 —136
Do. Mort. bonds (stg.)	117 —117	119 —120
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	117 —119	117 —119
Do. do. 2d do.	84 — 86	83 — 85
Do. 2d Consol. Mort. bonds	90 — 92	80 — 90
Pennsylvania, $50 shares	52½— 53¼	51½— 52½
Do. Con. Sink. Fund Mort.	108½—109½	111 —112¾
Philadelphia and Reading $50 shs.	37 — 38	34½— 35½
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	109 —111
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 15, 1880.

There has been very little excitement or activity in any of the markets the past week. Wall street has been the most so; and, under continued buying, both of investors and speculators, values have gradually enhanced in spite of what has been supposed to be the desire of the large operators to depress the market still longer. At the close, however, there was really some excitement and activity in the coal shares, led by Jersey Central, on what appeared to be inside buying, upon a rumored heavy increase in earnings for the past year. Other coal shares sympathized. Pacific Mail has been exceptionally strong for no other reason than noted in our last for its predicted rise. The most remarkable advance was in Union Pacific stock and Kansas Pacific bonds on Wednesday on the rumored consolidation of their lines. But as they are practically consolidated now under Gould's management, we do not see why both should go up, unless Mr. Gould has a patent for getting the best end of the bargain for both roads. The Terre Haute shares also jumped up on a rumor that should have put them down—namely, that a new suit is to be commenced against the purchasing committee. Law suits do not usually enhance the value of property for railroads more than for individuals.

Some new fancies have gained favor in the dealings outside the bond list, while the Vanderbilt stocks have, in some cases, shown exceptional weakness, especially telegraph shares. The opposition new American Union Co. is said to be about ready for business, and that its stock

already finding sale privately, Erie, at the close, was, however, the most active, over 100,000 shares selling on Wednesday out of a total of 350,000.

Money has ruled in good demand at 5@6 per cent. until towards the close, when it became easier at 5@7 on call, under continued payment of dividends and interest and inflow from the interior, where the usual supply is not needed, because of the holding back of hogs in the West and the blockaded state of grain warehouses throughout the interior, which, together with the January thaw, stops the movement of grain also.

Exports have shown but a slight increase not withstanding the decline in breadstuffs of 12½@15c. on wheat from the top prices, and in premiums of 15@25c., for the European markets recede as fast as this instead of meeting it, tending to show full supplies there. Yet the value of exports is about the same as a year ago. Imports of gold are now exceptional and of unimportant amounts, for the same reason that exports are light. The imports of goods and iron are heavy, however, the customs duties paid in a single day this week at the New York Custom House being nearly $1,000,000.

Sterling exchange opened higher and advanced on Wednesday to 4.83½ posted rates 60 day bills, and 4.86 for 3 days' sight by Brown Brothers & Co. Later, however, it fell off on more liberal offerings of cable and demand drafts.

Mining stocks have been fairly active through out the list, and Hakill especially so on good reports from the mine. The tendency early in the week was to lower rates on the Pacific mines, and the reverse on Eastern mining shares; but, towards the close, this order was reversed, and the market was rather irregular, although a net gain for the week was established in most cases, as was the case in the stock market.

Government bonds have been active for investment at full rates, while railroad bonds of all kinds have advanced under strong and combined investment and speculation demands. Even State bonds are growing in favor from the scarcity of good railroad investments at or below par.

As noted above, the wheat market has lost bottom for the moment under the selling out of a part, or a partial selling out of the entire combination. This is thought, however, to be but temporary, as the clique still control it. With this all other export staples of food have fallen off.

Cotton has been irregular and inactive for the week past, while exports are very light at current rates.

Iron has continued active at the advance of last week, and the market bare of spot supplies and the manufacturers slow to contract ahead. Large contracts for foreign iron ore have been made, and a large number of vessels chartered for its shipment. Otherwise ocean freights have ruled dull, and without much improvement since early in the week.

Recent developments in the Green Mountain lower tunnel are of great interest and highly encouraging to those who are interested in the property. The vein is assuming a more definite position and character, and he owners feel satisfied that they have the main ore body on which they worked above. We look forward with great interest to the future developments and success of this splendid property. A telegram, dated San Francisco, Jan. 9th, which we saw at the company's office in this city, reads as follows: "Advices from mountain to-day splendid; strike made in lowest level; developments beyond expectation.—Signed, J. PROWATTAIN."

The letter from the Superintendent of the Homestake Mine, dated Jan. 6, reports the incline and vertical shafts now in operation, so that no lack of ore is expected in any kind of weather.

Cyrus J. Lawrence of the old and widely known firm of Lawrence Brothers & Co., has been elected a member of the Governing Committee of the Stock Exchange, in place of Daniel T. Worden, who retires on account of ill health.

The report of the Philadelphia and Reading Railroad and of the Coal and Iron Company will be found in our news columns. The report speaks for itself, and it shows, in some respects, a contrast to that of the Philadelphia, Wilmington and Baltimore, given in our last, which, in turn, showed a marked contrast to the Erie report, published a week before. The net loss on the Reading's operations for the year is $842,000, notwithstanding the advance in coal and the active demand.

The closing quotations on Thursday were: Adams Express, 107@107½; American Express, 58@58¼; Atlantic and Pacific Telegraph, 40⅝@40⅞; Canada Southern, 72⅝@72⅞; Central of New Jersey, 82⅛@82½; Chesapeake and Ohio, 21¾@22; do. 1st pref., 31@33; do. 2d pref., 24@24½; Chicago, Burlington and Quincy, 142@144; Chicago and Alton, 107@108; do. pref., 120@—; Chicago and Northwestern, 91@91¼; do. pref., 107@107¼; Chicago, Milwaukee and St. Paul, 76⅞@77; do. pref., 102¾@103; Chicago, Rock Island and Pacific, 152½@153; Cleveland, Columbus, Cincinnati and Ind., 77½@79; Columbus, Chicago and Indiana Central, 21¼@21⅜; Delaware and Hudson Canal, 75½@77; Delaware, Lackawanna and Western, 85½@85⅝; Erie, 43¼@43⅜; do. pref., 69½@70; Hannibal and St. Joseph, 35¾@36; do. pref., 66@66½; Illinois Central, 102¼@103; Kansas Pacific, 96@97; Lake Shore and Michigan Southern, 100⅝@100¾; Michigan Central, 89½@90¾; Morris and Essex, 104@104½; Manhattan Railway, 52¼@53; Metropolitan Elevated, 118@119; New York Elevated, 125½@126½; N. Y. Central and Hudson River, 134@—; New York and Harlem, 155@—; Northern Pacific, 34½@34⅝; do. pref., 58@58½; Ohio and Miss. 30@30⅛; do. pref., 60⅞@61⅞; Pacific Mail, 40½@40¾; Panama, 170@180; Philadelphia and Reading, 69¼@69½; Quicksilver, 20⅛@22⅛; St. Louis, Alton and Terre Haute, 26@27½; do. pref., 65@67; St. Louis and San Francisco, —@42; do. pref., 53½@54½; do. 1st pref., 72@73; St. Paul and Sioux City, 88½@89; do. pref., 76¼@76½; Union Pacific, 91½@92; Wells Fargo Express, 101¼@101¾; Western Union Telegraph, 102@102¼; Wabash, St. Louis and Pacific, 42¾@42⅞; do. pref., 66¼@67.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Boston, Hartford and Erie 1st, 59½; Kansas Pacific Inc. No. 16, 78¾; do. No. 11,76; do. 6s, Denver Div. ass., with coup. certif., 104¾; do. 1st, J. & D., 1896, with coup. certif., 112½; Denver and Rio Grande 1st, 96½; Memphis and Charleston 2d, 92; Ohio and Mississippi 1st, Springfield div., 78¼; Chesapeake and Ohio R. R. 1st pref., 34½; do. 2d pref., 25⅞; do. 1st, Series B, 69; do. cur. int. debens., 43; Missouri, Kansas and Texas R. R., 40⅞; do. 7s, consol. S. F. ass., 98; do. 2d, 61½; Col., Chi. & Ind. Cent. inc., 43; Texas Pacific Income, L. G,. 77½; do. consol., 89; St. Louis and San Francisco 2d, class B, 68; do. A, 88; Philadelphia and Reading Gen'l mort. 6s, coupon, 89; St. Louis and Iron Mt. 1st pref. inc., 87; do. 2d do., 70½; do. Cairo, Ark. and Texas 1st, 99½; do. Arkansas Br. 1st, 101¼; Lake Erie and Western R. R., 30¾; do. inc., 64; do. 1st, 95¾; Mobile and Ohio R. R. ass., 26½; do. 1st deben., 75¼; do. 2d deben., 49⅝; do. 3d deben., 39; do. 4th deben., 39¾; do. new mort, 99⅞; Nashville, Chattanooga and St. Louis R. R., 92½; do. 1st, 108; Am. Dock and Imp. 7s, ass., 106½; St. Louis, Kansas City and Northern, Omaha div., 1st, 107; Rome, Watertown and Ogdensburg R. R., 28; do. 1st consol., 65; Central of New Jersey Income bonds, 87; do. 1st consol. ass., 106; do. Adjm't, 106¼; do. conv. ass., 106½; Syracuse, Binghamton and New York 1st, 113; Albany and Susq. 1st consol., 107¼; Rensselaer and Saratoga R. R., 112; do. 1st, 124; Lehigh and Wilkesbarre consol. ass., 94; Oregon Railway and Nav., 114; do. 1st, 92; Clev., Col., Cin. and Ind. consol., 107½; Cairo and Fulton 1st, 103⅜; Houston and Texas Central 1st, Income and Ind., 98; South Pacific 1st, 101; Ind., Bloom. and Western inc., 55; do. 1st 172; Chicago, St. Paul and Minn. R. R., 48; do. L. G. Inc., 94; Quincy and Toledo 1st, 102½; Laf., Bloom. and Muncie 1st, 92½; do. Inc., 67¼; Cedar Falls and Minn. 1st, 101; Michigan Central 6s, 1909, 109⅞; St. Paul, Minn. and Man. 1st, 106¾; Cin. and Spring. 1st, guar. by Clev., Col., Cin and Ind., 103; Houston and Gt. Northern 1st, pur. com. rec., 97; do. 2d, do., 43; East Tenn., Va. and Ga. 1st, 105; International 2d, pur. com. rec., 43; Del. and Hudson 1st, Penn. div., 111¼; Buffalo and Erie 7s, new, 118½; East Tenn., Va. and Ga. 1st, 104½; Buffalo, N. Y. and Erie 1st, 1916, 116; Boston and New York Air Line pref., 61; Chicago, St. Louis and New Orleans R. R., 40¼; do. 2d, 70; Ind. Cin. and Laf. R. R, 6½; Marietta and Cincinnati 1st pref., 17⅜; do. 2d pref., 11½; St. Paul and Sioux City R. R., 89½; do. pref., 76; do. 1st, 98¼; Keoknk and Des Moines R. R., 20½; do. pref., 39; do. 1st, 95; Louisville, New Albany and Chicago R. R.; 55½; Warren R. R., 100; New Central Coal, 30¾; Cumberland Coal and Iron, 45; Consol. Coal, 42; Maryland Coal, 25; Pennsylvania Coal, 210; Am. Dist. Tel., 72½; Canton, 59¾; Sutro Tunnel, 3⅞; Central Arizona Mining Co., 13⅝; Excelsior, 25¼; Climax, 3½; Standard, 33¼; Caribou, 5; Little Pittsburg, 29⅜; Ontario Silver, 39¼; Mariposa L. & M. Cal. 8; North Carolina 6s, special tax, 3d class, 6½; do. 2d class, 4¾; Arkansas 7s, L. R., P. B. and N. O. R. R., 8½; do. to Central R. R., 8; do. Miss. and Red River R. R., 7; Louisiana 7s, consol., 45¼; Virginia 6s, def., 11; Alabama Class A, 60; South Carolina 6s, non fund, 3¼; Missouri 6s, 1887, 105½; Alabama Class C, 62; Georgia 7s, new, 109.

Philadelphia.—Philadelphia and Reading Coal

and Iron mort. 7s, 90; do. deben. 7s, 55¼; Huntingdon and Broad Top Mt. consol. 7s, 63; Union and Titusville 7s, 80; do. inc. 7s, 40; Philadelphia and Reading R. R. scrip, 89; do. gen'l mort. 6s, 88; do. inc. 6s, 89½; do. 6s, 1880, 103; Oil Creek 1st mort., 96; Sunbury, Hazleton and Wilkesbarre 5s, 82; Pennsylvania Canal 6s, 81; Lehigh Nav. consol. mort. 7s, 101¾; Am. S. S. Co., 29; do. 6s, 101¼; West Chester and Philadelphia 7s, 115; Texas Pacific R. R., 36½; do. consol. mort. 6s, 89; West Jersey 1st mort. 6s, 109¾; Steubenville and Indiana F. & A., 104⅝; do. 6s, A. & O., 103½; Perkiomen R. R., 6s, 93; Chesapeake and Delaware 6s, 79; Hestonville R. R. 6s, 106; Philadelphia, Germantown and Norristown R. R., 103; Union Pass. R. R., 101; People's Pass. R. R., 18¾; St. Paul and Duluth R. R., 34; do. pref., 62; Central Transp., 46½; Nesquehoning Valley R. R., 53½; Pittsburg Av. 7s, A. & O., 106¾; Orion Silver Mining Co. of Arizona, 2¾; Argent, 2⅜. The latest quotations are: City 6s, 106@108; do. free of tax, 119½@120; do. 4s, new, 100¾@101¼; Pennsylvania State 6s, 2d series, —@101; do. 3d series, 106@107; do. 5s, new loan, 109¼@110¼, do. 4s, new, 103@104; Philadelphia and Reading, 35⅜@35⅝; do. consol. mort. 7s, coup., 118¾@114¼; do. reg. 114@—; do. mort., 6s, —@103; do. 7s, new conv., 100@---; do. 7s, 1893, 115@115; United New Jersey R. R. and Canal Co., 153@154; Pittsburg, Titusville and Buffalo R. R., 14⅜@14¾; do. 7s, 70@72; Camden and Amboy mort. 6s, 1889, 111⅛@@111¼; Pennsylvania R. R., 50⅞@51; do. 1st mort., 101¾@102¼; do. gen'l mort., coupon, 114@114½; do. reg., 116⅞@117½; do. consol. mort. 6s, reg., 111¾@112; Little Schuylkill R. R. 51⅜@51⅝; Morris Canal, 64@64; do. pref., 145@150½; Susq. Canal 6s, 80@90; Schuylkill Nav. 8@—; do. pref., 16⅞@17½; do. 6s, 1882, 82¾@83¼; do. 1872, 103@—; Elmira and Williamsport pref., 51¼@51¾; do. 7s, 105@—; do. 5s, 84¼@86; Lehigh Coal and Navigation, 38@38⅛; do. 6s, 1884, 106@106¼; do. R. R. loan, 111@—; do. Gold Loan, 103¾@104¼; Northern Pacific 35@35¼; do. pref., 59@59½; North Pennsylvania, 51⅞@52½; do. 6s, 109@109⅜; do. 7s, 116¼@117; do. Gen'l mort. 7s, reg., 112⅜@112½; Philadelphia and Erie, 19@19¼; do. 6s, 103⅛@103⅝; do. 7s, 110½@111¼; Minehill, 55½@56; Catawissa, 15¾@16¼; do. pref., 48@48⅞; do. new pref., 46½@47½; do. 7s, 1900, 116@—; Lehigh Valley 52@52⅝; do. 6s, coupon, 115@—; do. reg., 114⅞@115⅛; do. 2d mort. 7s, 124¼@124¾; do. consol., mort., 110⅝@110⅝; Fifth and Sixth streets (horse), 108@—; Second and Third, 80@90⅛; Thirteenth and Fifteenth, 75@75½; Spruce and Pine, 52⅜@53¾; Green and Coates, 90@—; Chestnut and Walnut, 72¼@72½; Hestonville, 25⅛@26; Germantown, 67@70; Union 101@103; Lombard and South, 10@20; West Philadelphia 82@83; People's, 18⅜@18⅞; Ridge Av., 75@85.

Boston.—Kansas City, Topeka and Western 7s, 114; Republican Valley 7s, 101¼; Kansas City, St. Joseph and Council Bluffs R. R., 75⅛; do. 7s, 109; do. inc., 6s, 84; Kansas City, Lawrence and Southern R. R., 68½; do. 4s, 82; Little Rock and Ft. Smith R. R., 45; do. 1st, 90¾; Wisconsin Valley R. R., 55; do. pref., 55; do. 7s, 100; Kansas City, Fort Scott and Gulf R. R., 87; do. pref., 61; do. 7s, 105; Rutland R. R., 7½; do. pref., 26½; do. 1st, 6s, 94; Atchison, Topeka and Santa Fe 8s, 108; do. 7s, guar., 108⅛; Burlington and Missouri River in Nebraska 6s, non-exempt, 102; Detroit, Lansing and Northern pref., 108; do. 7s, 111¼; New Mexico and Southern Pacific 7s, 107½; Iowa Falls and Sioux City 7s, 106; Boston and Maine 7s, 120⅛; Cin., Sand. and Clev. pref., 47¼; do. 2d mort. 7s, 89; Vt. and Mass. 6s, 1888, 104½; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 110; Quincy and Warsaw 8s, 1890, 116; Jackson, Lansing and Saginaw 8s, 1885, 110; Ottawa, Oswego and Fox River Valley 8s, 1900, 120; Portland and Ogdensburg, Vt. div., 1st, 6s, ass., 110¼; Boston and Lowell 5s, 1895, 107½; Omaha and Southwestern 1st 8s, 1896, 118; Pittsfield and North Adams R. R., 102½; Boston, Concord and Montreal R. R. old, 4⅝; do. new, 12¼; Eel River R. R., 48; Cheshire pref., 52¼; Little Rock, Mississippi and Texas R. R., 18⅛; Denver and Rio Grande R. R., 48⅜; Connecticut and Passumpsic Rivers R. R., 57½; do. 7s, 1893, 109⅞; Maine Central R. R., 41; Portsmouth, Gt. Falls and Conway R. R., 12½; do. 4½s, 1937, 75¾; Wichita and Southwestern R. R., 80; Chicago and West Michigan R. R., 65¼; Boston, Revere Beach and Lynn R. R., 93; do. 6s, 1897, 102¼; Flint and Pere Marquette R. R, 17; Chicago, Clinton, Dubuque and Minnesota R. R., 57; Manchester and Lawrence R R., 143; Iowa Central R. R., 13⅞; Marquette, Houghton and Ontonagon R. R., 18½; do. pref., 33; do. 1st, 8s, 111; Summit Branch, 22; Florence, El Dorado and Walnut Valley R. R., 39½; do. 7s, 101⅜; Atchison and Nebraska R. R., 75; Indianapolis, Cincinnati and Lafayette R. R., 1¾; Louisiana and Missouri River R. R., 19½; Boston Land, 11; Boston Water Power, 11⅜; Brookline Land, 6½; East Boston Co., 24; Maverick Land, 6½; Quincy Bridge, 140¼; Atlantic Mining Co., 18¼; Blue Hill, 9; Central, 40¾; Calumet and Hecla fractions, 58; Copper Falls, 6¼; Duncan Silver, 4⅜; Douglass, 5¾; Dana, 85c.; Franklin, 36½; International, 60c.; Minnesota, 3½; Massachusetts and New Mexico, 4½; National, 5¼; Osceola, 37; Orford Nickle, 9; Pewabic, 48; Phœnix, 6; Ridge, 7¼; Silver Islet, 21; Sullivan, 11; Star, 1⅞; Washington, 75c.

Baltimore.—Petersburg R. R. 2d mort. 8s, 65¼; Canton 6s, 106½; South Side 2d mort., 93; People's Pass. R W. bonds, 99; Maryland Defense 6s, 107½; Baltimore and Ohio scrip, 152; do. 1st pref., 113; do. 2d pref., 105; Atlanta and Charlotte, 9; Charlotte, Columbia and Augusta 101½; Virginia Peelers, 31; do. coupons, 7; do. 10.40 coupons, 80⅝; Virginia Black scrip, 6; Baltimore City 5s, 1894, 108⅛; do. 5s, 1885, 104; do 5s, 1916, 109½; do. 6s, 1893, 114¾; do. 6s, 1890, 113; do. 6s, 1900, 113; Norfolk Water 8s, 116¾; Ore Knob, Copper, 5⅜; Silver Valley, 1.00; Lake Chrome, 0.20; Atlantic Coal, 1.65. The latest quotations are: Baltimore and Ohio, 153@155; Northern Central, 83⅛@83⅛; do. 6s, 1900, 109@110; do. 6s, 1900, gold, 105½@106½; do. 6s, 1904, gold, 100@100¼; Marietta and Cincinnati 1st mort. 1892, 107@110; do. 2d mort. 7s, 77¼@77½; do. 3d mort. 8s, 43½@43¾; Central Ohio 1st mort., 108½@—; Western Maryland 1st, unindorsed, 103@—; do. 2d mort. pref., 83¼@96; do. guar. by Washington Co., 106; Orange and Alexandria 3d, 71@95; Orange, Alex. and Manassas 7s, 77½@79; Virginia consol. 6s, 50¾@51; do. 2d series, 30⅞@31; Virginia Consol. coupons, 76⅛@—; Virginia 10-40 bonds, 37@37½; Atlantic Coal, 1.50@1.55.

The Exposition of 1883.

We are glad to see that the managers of our great railroads are taking an interest in the proposed Exposition of 1883, as shown by the enthusiastic meeting at Chickering Hall on Monday evening, which was addressed by President Jewett of the Erie Railroad.

No class of business men are in position to assist such a National enterprise in which the question of transportation, which they control, is the most important, so much as our Railroad Managers. Mr. Jewett is no doubt acting in their behalf as well as that of his own road, in thus taking prominent part in the preliminaries of the Exposition.

We have not space at this time to note the arguments advanced by him in support of this scheme at the time fixed, 1883, and in favor of this city. They are however unanswerable and we hope, as he expressed the wish, there will be no rival committees, hereafter. We are equally sorry however to see politicians like General Hawley of Connecticut attaching themselves to this enterprise as they did to the Philadelphia Exposition, in order to conduct it as a personal political machine, which he tried to do and would have done in 1876 had not the citizens of Philadelphia who were in the management made a square issue with him and checked his purposes. This was not accomplished however until he had actually endangered the success of the affair. The citizens of New York must take the Exposition in hand themselves if they would make it a success as did Philadelphia, and we do not want the dead weight of local or National politicians super added to what will be a severe tax upon our city at least.

☞ The receipt of intelligence at New Orleans of the signing of the contract to complete the Texas and Pacific Railway to El Paso is cause of much pleasure in that city. The road extending from Vicksburg westward to Monroe has passed into strong hands that promise to complete it to Shreveport within a year, so as to connect at that point with the Texas and Pacific, now running beyond Fort Worth. With the New Orleans Pacific extended to Shreveport, and the Morgan Road finished to Houston, New Orleans will have three outlets from Texas and as many connections with the Texas and Pacific.

☞ The earnings of the Chesapeake and Ohio Railway Company for the month of December, 1879, were $185,559, against $186,949 09 for the month of December, 1878—an increase of $48,609 91. For the first quarter of the present fiscal year (October 1 to Dec. 31, 1879) the earnings were $516,958 20, against $464,742 12 for the corresponding period of the previous year—an increase of $52,216 08.

☞ The Cleveland, Columbus, Cincinnati and Indianapolis R. R. Co. have declared a dividend of 2½ per cent, payable on the 1st of February. This is the first dividend since February, 1876, when 8 per cent was paid.

Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company held in Philadelphia on the 12th inst., the following gentlemen were unanimously elected to serve for the ensuing year: President, Franklin B. Gowen; Managers, H. Pratt McKean, A. E. Borie, J. B. Lippincott, John Ashhurst, Henry Lewis, and L. V. Williamson; Treasurer, Samuel Bradford; Secretary, David J. Brown.

From the report of the President, which was presented, we learn that the receipts from operation of the road for the years ending November 30, 1878 and 1879 were as follows:

1878.

Travel, 6,876,413, equal to 807,642 through passengers	$1,526,423
Mdse., 2,757,838 11-20 tons	2,690 766
Coal, 5,909,140 4-20 tons	7,206,952
Mail	41,665
Miscellaneous	73,787
Gross receipts	$11,539,593
Gross expenses	7,319,366
Net profits	$4,220,227

1879.

Travel, 7,908,648, equal to 1,064,832 through passengers	$1,994,159
Mdse., 4,177,976 tons	3,827,496
Coal, 2,147,579 15-20 tons	7,166,222
Mail	44,944
Miscellaneous	53,531
Gross receipts	$13,106,352
Gross expenses	8,987,341
Net profits	$4,119,011

		Per Cent.
Travel	Increase, $467,736	—30 6-10
Merchandise	Increase, 1,136,780	—42 2-10
Coal	Decrease, 20,730	—00 3-10
Mail	Increase, 3,279	— 7 9-10
Miscellaneous	Decrease, 20,256	—27 5-10
Gross receipts	Increase, $1,566,759	—13 6-10
Gross expenses	Increase, 1,667,975	—22 8-10
Net profits	Decrease, $101,216	— 2 4-10

Gross expenses, including renewal fund, rents of lateral roads, taxes, &c., in the

Year 1878 were 63 4-10 per cent of gross receipts.

Year 1879 were 68 6 10 per cent of gross receipts.

The receipts and expenses, per passenger and per ton, including renewal fund, rents of laterals, taxes, &c., and based upon coal tonnage of Main Line and branches only, have been as follows:

1878.

Per passenger. Cost,	$0 17 5-10	Rec'd	$0 23 9-10
Mdse. per ton. "	67 3-10	Rec'd	97 6-10
Coal, per ton.. "	89 7-10	Rec'd	1 48 9-10

1879.

Per passenger. Cost,	$0 18 7-10	Rec'd	$0 25 2-10
Mdse. per ton. "	56 6-10	Rec'd	91 6-10
Coal, per ton.. "	81 9-10	Rec'd	1 12 6-10

Including renewal fund, rents of laterals, taxes, &c., and based upon entire coal tonnage of the company, on Main Line, branches, and laterals:

1878.

Per passenger. Cost,	$0 17 5-10	Rec'd	$0 23 9-10
Mdse. per ton. "	67 3-10	Rec'd	97 6-10
Coal, per ton.. "	73 5-10	Rec'd	1 22

1879.

Per passenger. Cost,	$0 17 7-10	Rec'd	$0 25 2-10
Mdse. per ton. "	56 6-10	Rec'd	91 6-10
Coal, per ton.. "	64 2-10	Rec'd	88 2-10

The above statements embrace all expenditures of the company, except interest on the funded debt, and include rents of leased railways, renewal fund and taxes. Excluding all charges other than the proper working expenses of the road, the cost will be as follows:

I. Based upon the coal tonnage of the Main Line and branches only:

1878.

Per passenger. Cost,	$0 13 2-10	Rec'd	$0 23 9-10
Mdse. per ton. "	49 4-10	Rec'd	97 6-10
Coal, per ton.. "	62 5-10	Rec'd	1 48 9-10

1879.

Per passenger. Cost,	$0 12 3-10	Rec'd	$0 25 2-10
Mdse. per ton. "	37 1-10	Rec'd	91 6-10
Coal, per ton.. "	57 8-10	Rec'd	1 12 6-10

II. Based upon the entire coal tonnage of the company, including laterals:

1878.

Per passenger. Cost,	$0 13 2-10	Rec'd	$0 23 9-10
Mdse. per ton. "	49 4-10	Rec'd	97 6-10
Coal, per ton.. "	51 2-10	Rec'd	1 22

1879.

Per passenger. Cost,	$0 12 3-10	Rec'd	$0 25 2-10
Mdse. per ton. "	35 1-10	Rec'd	91 6-10
Coal, per ton.. "	45 3-10	Rec'd	88 2-10

As condensed from the Transportation and Income Account, the result of the year's business may be stated as follows, viz:

Receipts over cost of working the road		$4,119,011 03
Add profit on steam colliers		358,863 33
Add credit balance of Profit and Loss Account		42,751 98
		$4,520,626 34
From which deduct—		
Loss upon the business of the Schuylkill Canal	$334,057 56	
Less profit upon the business of the Schuylkill Canal Transportation Line	33,976 80	
	$300,088 76	
Loss upon the business of the Susquehanna Canal	175,381 46	
		475,462 22
		$4,045,164 12
Interest on bonded debt for the year	$4,624,014 81	
Interest for year on bonds & mortgages	118,427 25	
Debit balance of interest account	366,143 79	
		5,108,585 85
Debit balance for year ending November 30th, 1879, charged to Profit and Loss, and appearing in balance sheet		$1,063,421 73

The above debit balance results from charging full interest and rentals, irrespective of whether the same were payable in cash or in scrip, but of the amounts thus charged there was payable in scrip | $1,725,729 00
From which deduct loss above | 1,063,421 73
Leaving cash surplus earnings for the year | $662,307 27

The cash deficit of the Coal and Iron Company is:

Total interest charges	$1,054,985 99	
Less payable in scrip	121,170 00	
	$933,815 99	
Losses for the year	699,450 85	
	$1,633,266 84	
From which deduct cash surplus of the Railroad Company	662,307 27	
Leaving	$970,959 57	

representing the cash deficit of the operations of the two companies for the year, as against $824,950 94 for the previous year, an increase of $146,008 63.

The floating debt of both companies at the close of the year, including all outstanding wages certificates, was $9,152,909 61 against $6,419,003 38 at the close of the previous year, the latter sum not including the arrears of wages, for which, subsequently to the close of last year, wages certificates were issued.

The increase in the floating debt of $2,733,906 23 is accounted for as follows:

By cash deficit of the year's operations of both companies		$970,959 57
By reduction of arrears of wages, as follows:		
Amount due November 30, 1878	$1,137,934 04	
Am't due Nov. 30, 1879	460,111 87	
		677,822 17
By new railroads the terminal facilities, including connections with the North Penn. Railroad betw'en Nicetown & Tabor Junction, extension of branch at Harrisburg; cash deposit for purchase of Berks County Railroad; elevator wharf at Port Richmond, &c., &c.		368,465 98
By real estate purchas'd		83,647 40
By new barges, &c., built		24,210 44
By collieries purchased & improvements made at furnaces, &c.		330,976 93
By mortgage debts of Coal and Iron Company paid off		201,852 07
By increased amount of materials purchased and on hand		134,173 92
		$2,741,608 48

In view of the greatly improved condition of business, the managers have not hesitated to increase the floating debt for the purchase, erection and completion of such facilities as seemed to them absolutely necessary, and without which the company would have been unable profitably to move the very large tonnage expected in the immediate future. Since the close of the fiscal year, however, an agreement has been made for an advance for one year of 70 per cent, or $3,500,000 upon the $5,000,000 of unissued general mortgage bonds of the company coupled with an option to take the bonds at a price which will yield considerably more than a million dollars additional. A large proportion of this $3,500,000 has already been received since the close of the fiscal year, and applied to the reduction of the floating debt, which, at the close of business on January 10th, 1880, amounts to $6,780,543 of bills payable and call loans, to which must be added $635,015 for outstanding wages certificates, and $301,416 98 for outstanding certificates for materials. If the option of taking the $5,000,000 bonds is exercised it will reduce the floating debt to about $4,509,000, and while there can be but little doubt that the profits of the year 1880 will be sufficient to pay off this balance, it is also confidently believed that the increased earning power and improved credit of the company will, long before the expiration of the year, enable the managers to fund the floating debt upon terms more advantageous to the stockholders than the slower process of payment out of earnings.

The following statement shows the total amount of coupon scrip and income mortgage bonds outstanding at the close of and issued during the ear.

	Debenture and Guarantee Scrip.	General Mortgage Gold $ or £ Scrip.	Perkiomen Mortgage Guarantee Gold $ or £ Scrip.	Total.
Total amount to be issued	$6,134,365 00	$1,771,740 00	$101,250 00	$8,007,355 00
Amount issued to November 30, 1879	$5,689,148 10	$1,738,440 00	$99,180 00	$7,526,768 10
Less received with freight bonds and canceled	3,085 00			3,085 00
	$5,686,118 10	$1,738,440 00	$99,180 00	$7,523,733 10
Converted into income mortgage bonds	2,219,140 00	4,860 00		2,218,000 00
Outstanding November 30, 1879	$3,472,978 10	$1,733,580 00	$99,180 00	$5 305,733 10
Amount of scrip issued during year ending November 30, 1879	$319,740 80	$22,140 00	$2,070 00	$343,950 80
Amount of Income mortgage loan issued during year ending November 30, 1879	$172,000 00			$172,000 00

The balance sheet of the railroad company will show a decrease of $2,300 of the debenture bonds of the company, that amount having been received in accordance with their terms for freight.

The total amount of wages certificates issued during the year was $4,837,090; the total redeemed to date, $4,202,075—and the balance outstanding January 10, 1880, $635,015.

It is not believed that there will be any necessity to issue more of these certificates, as the managers have no reason to doubt their ability to pay wages hereafter promptly in cash.

The comparative traffic of the company for the last three years is shown by the following table:

	1877.	1878.	1879.
Number of passengers	6,674,889	6,376,413	7,908,648
Number tons coal, 2240 lbs	7,255,318	5,909,140	8,147,580
Number ton mdse., 2000 lbs	2,837,648	2,757,839	4,177,976
Number tons Co.'s materials, 2000 lbs	213,981	412,110	631,753

Total tonnage of company (2000 lbs.), including weight of passengers and company's materials:

1876.	1877.	1878.	1879.
10,286,826	11,838,826	10,383,817	14,678,159

Of the various leased lines of railway, the Catawissa Railroad shows an increase of earnings of $18,051 74; the Philadelphia, Germantown and Norristown Branch, an increase of $18,882 66 as compared with the previous year. The workings of the Reading and Columbia Railroad Company, including its leased line to Quarryville, show an increase of $26,522 11. The Perkiomen lease was surrendered, and all ownership or control of that line given up at the time of the lease of the North Pennsylvania Railroad.

The Express department shows a net profit for the year of $59,098 82 as against $52,335 73 for the prior year, an increase of $6763 09.

The Steam Colliers service shows a profit of $358,863 33 for the year, as against $232,425 58 for the previous year, an increase of $126,437 75.

The Canals show a loss, after payments of rents, of $475,462 22, as against a loss of $278,609 30 for the year 1878, the increased loss being partly accounted for by the low rates of coal transportation and partly by the extreme drought during the autumn, which for many weeks seriously interfered with the economical movement of traffic.

The following general income account shows the result of the year's business of the Philadelphia and Reading Coal and Iron Company, of which the following is a condensation:

RECEIPTS.

Coal rents, 997,822 9-20 tons	$179,612 87	
Land rents	22,856 56	
House rents	90,870 26	
Furnaces and iron ore rents	4,070 28	
		$297,509 97
Coal sales, 4,456,343 10 20 tons		9 892,029 94
Iron ore sales, etc., 39,442 19 20 tons		94 134 44
Miscellaneous receipts		29,123 91
Total receipts		$10,312,798 26

EXPENSES.

Taxes on real estate	$112,468 01	
Repairs of houses, etc	32,824 61	
Mining 4,269,929.05 tons, at $1 14.3	4,881,367 91	
Coal purchased, 246,496 12 20 tons	494,880 89	
Royalty leased collieries, 1,144,369 17 20 tons	373,918 52	
Fines on condemned coal	16,903 57	
Expenses mining department	33,448 06	
Paid Philadelphia and Reading Railroad Company for Main Line and lateral tolls, etc., etc.	4,817,912 96	
Freight on boats owned by individuals	85,818 02	
Delaware and Raritan tol's and towing	23,129 58	
Discharging	22,351 07	
Towing	35,727 45	
Railroad tolls, shipping expenses, etc., South Amboy	65,174 60	
Expenses New York Harbor and Port Johnston	19,000 53	
Insurance	3,826 99	
Expenses New York and Eastern offices	44,311 16	
Commissions, allowances and rebates	343,792 80	
Iron ore mining, royalty, etc.	74,718 13	
Expenses Philadelphia office, etc., etc.	137,485 71	
Expenses Pottsville office, storehouses, etc.	9,160 57	
Expenses engineering department	51 105 40	
State tax on coal	152,622 28	
	$11,331,943 32	
Less value of coal added to stock	176,366 53	
		11,155,576 79
Net loss for the year		$842,778 53
From which deduct the credit balance of profit and loss account		143,327 68
Amount charged to profit and loss account		$699,450 85

The coal tonnage of the estates for the year, as compared with the year 1878, was as follows.

	Mined by Company.	Mined by Tenants.	Total.
1879	4,269,929 5 20	1,300,322 8 20	5,570,251 13 20
1878	2,727,608 1 20	1,100,181	3,827,789 1 20
Inc.	1,542,821 4 20	200,141 8 20	1,742,462 12 20

The actual cost of mining and delivering coal into railroad cars for year was $1 14 8 10 cents per ton, as against $1 23 7-10 cents in 1878, and 1 03 9-10 cents in 1877.

The general balance sheet of the Coal and Iron Company is herewith submitted. Of the interest account for the year, $1,054,985 99, the sum of $121,170 was payable in scrip.

☞ The Scale Works of Riehle Bros, Philadelphia, have been running until 9 O'Clock every evening, having large orders for Beams and other weighing apparatus for the Custom Houses at the chief cities throughout the country. They are in receipt of an order for a new design Testing Machine of 150,000 lbs. capacity for the Bethlehem Iron Co. with all the latest improvements, and they report a great demand for their Patent Self Adjusting Railroad Track Scales, and Furnace Charging Scales.

☞ The Atlantic and Great Western Railroad, which was sold at Akron, Ohio, on the 6th inst., by Gen. J. H. Devereux, of Cleveland, Special Master Commissioner, under foreclosure proceedings in the Summit County Court of Common Pleas, and similar courts in Pennsylvania and New York, was bid off by R. G. Rolston and Sam'l A. Strang, of New York, purchasing committee for the English bondholders, under a reorganization scheme, for $6,000,000—its minimum appraisement.

☞ The Homestake Mining Company has declared the regular monthly dividend of Thirty cents per share for December, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 26th inst.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

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IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in Francs, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

THE PARTNERSHIP HERETOFORE existing under the name of PERKINS, LIVINGSTON & CO., expires THIS DAY by limitation, either Mr. PERKINS, Mr. LIVINGSTON, or Mr. CHOATE will sign in liquidation.

Dec. 31, 1879. CHARLES L. PERKINS,
EDWARD LIVINGSTON,
SAM'L A. STRANG,
CHARLES P. CHOATE.

The business will be continued by the undersigned under the name of PERKINS & CHOATE.

CHARLES L. PERKINS,
CHARLES P. CHOATE.

The undersigned will transact a general banking and railway commission business under his own name, at No. 30 Pine-st. SAM'L A. STRANG.

Bullion Product of Nevada, 1878-'79.

In the report of the Director of the Mint is a statement of the gross bullion product of all the incorporated mines of the State of Nevada, for the fiscal year ended June 30, 1879, showing the number of tons of ore handled, with the gross value of the metallic product which, recapitulated by counties, is as follows:

	Tons of Ore.	
Elko	16,345	$994,883
Esmeralda	27,279	958,692
Eureka	118,502	4,233,000
Humboldt	16,122	251,311
Lander	7,968	821,864
Lincoln	46,943	808,378
Lyon	109,800	511,599
Nye	31,462	749,737
Ormsby	67,853	464,688
Storey	241,335	8,824,962
White Pine	18,001	686,364
Totals	691,010	$19,305,474

For the fiscal year 1877-'78 the amount of ore treated, (some 940,982 tons) yielded $47,676,864.

The decrease is due to the extent of $26,953,386 from the decreased product of Storey county, as follows:

	Tons.	Value.
1877-'78	592,100	$35,778,348
1878-'79	241,335	8,824,962

Substantially, this decrease occurred through the shrinkage in the product of the Consolidated Virginia and California during the last fiscal year from that of 1877-'78—the California and the Consolidated Virginia having yielded $33,101,000 in 1877-'78 to $7,072,000 in 1878-'79, while the product of Eureka county was $1,751,000 less in 1878-'79 than in 1877-'78. Elko county also fell off. At the same time the total profits in the way of dividends for 1878-'79, footed up $5,485,000. The product of the State, as reported by Mr. John J. Valentine, of Wells, Fargo & Co., for the whole year of 1879 was $21,997,714, which is a falling off of $18,194,235 from the product of 1878.

Atlantic and Gt. Western Railroad.

The sale of this road, which took place at Akron, Ohio, on the 6th inst., under foreclosure proceedings, to the purchasing committee for the English bondholders, is of importance to our railroad interests from the fact that in connection with the New York, Lake Erie and Western Railroad it will form one of our principal connections with the Western and Southwestern States via the Hoosac Tunnel. The road, which was sold for six million dollars, its minimum appraisement, was built during the inflation era by English capitalists, and before the sale was represented by a capital stock of $34,675,000 and a bonded indebtedness of $68,850,000. As its net earnings for the past year show a deficiency of many thousand dollars after paying for rentals, &c., it would seem that the price it brought at the sale was much nearer its true value than its old indebtedness.

The road, which extends from Salamanca, N. Y., to Dayton, Ohio, 387 miles, with branches 34 miles in length, and leased lines 90 miles in length—or 512 miles in all—is now to be taken in hand by the purchasing committee, who have succeeded in raising ten million dollars more of capital, which is to be used in reducing the gauge of the road to that of other eastern roads, supplying it with ample rolling stock and improving its condition generally. Several important connections to Western points are also contemplated. Its track is to be changed to the common gauge by the first of June, when, in connection with the New York, Lake Erie and Western, the Albany and Susquehanna division of the Delaware and Hudson, the Boston, Hoosac Tunnel and Western, and Fitchburg Railroads, we shall have another excellent, all-rail connection from Boston to Western points—the Western connections of the Atlantic and Great Western, to Chicago, St Louis and Cincinnati being first class in every respect.

As our all-rail connections to the West stand at the present time they are at some points under the control of Vanderbilt, but within a few weeks we shall have two distinct and independent connections—one over the lines mentioned above and the other via the Grand Trunk, which will soon have its recently purchased line from Port Huron to Chicago in running order, when its traffic to the West will probably be taken over the new line instead of over the Michigan Central as at present.—[Boston Journal.

Mining Dividends of 1879.

We copy from the Mining Record the following detailed statement, showing the incorporated mines which have paid dividends during 1879:

GOLD MINES.

Name.	No.	Amount.
Amador Consol., Cal	1	$7,500
Bodie Consol., Cal	6	300,000
Empire (Amador), Cal	4	64,000
Excelsior, Cal	9	165,000
Findley (Georgia)	4	8,000
Father De Smet, B. H., Dak.	1	30,000
Green Mountain, Cal	6	37,500
Homestake, B. H., Dak.	12	360,000
Idaho, Cal	12	142,600
Pioneer Gold M. Co., Cal	2	8,000
Plumas National, Cal	6	54,000
Plumas Eureka, Cal	1	60,937
Sierra Buttes, Cal	1	46,875
Standard, Cal	12	600,000
		$1,874,412

GOLD AND SILVER MINES.

Argenta, Nevada	1	$20,000
Belle Isle, Nevada	6	300,000
California, Nevada	5	1,620,000
Consol. Virginia, Nevada	5	1,350,000
Eureka Consol., Nevada	12	725,000
Independence, Cal	3	75,000
Ophir, Cal	1	100,000
Richmond Consol., Nevada	3	337,500
		$4,527,500

SILVER MINES.

Briggs, Col	1	$8,000
Caribou, Col	4	40,000
Climax, Col	1	20,000
Chrysolite, Col	2	400,000
Horn Silver, Col	1	100,000
Indian Queen, Nev	1	12,000
Little Pittsburg, Col	12	1,250,000
Leadville, Col	6	120,000
La Plata M. & S. Co., Col	3	45,000
Martin White, Col	3	60,000
Ontario, Utah	12	600,000
Tombstone, Arizona	1	50,000
		$2,705,000

COPPER MINES.

Calumet and Hecla, Mich	4	$1,600,000
Central City, Mich	1	80,000
Osceola, Mich	1	60,000
Ore Knob, Mich	2	97,500
Quincy, Mich	1	40,000
		$1,877,500
Napa Consol. Mining Co		$10,000

RECAPITULATION.

14 Gold mines	$1,874,412
8 Gold and Silver mines	4,527,500
12 Silver mines	2,705,000
5 Copper mines	1,877,500
1 Miscellaneous	10,000
	$10,994,412

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of November, 1879:

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic	$1,308,658 26	$13,106,852 27
Canal traffic	122,534 64	839,907 12
Steam colliers	79,790 17	674,260 93
Richmond coal barges	20,220 86	169,734 84
Total Railroad Co.	$1,531,203 93	$14,790,255 16
Reading Coal & Iron Company	1,176,403 35	10,312,798 26
Total of all	$2,707,607 28	$25,103,053 42
Tonnage and passengers:		
Tons of coal on railroad	777,694 17	8,147,579 15
Tons of merchandise	490,331 13	4,809,729 07
Passengers carried	675,089	7,908,648
Coal transported by steam colliers	53,423 00	551,775 00
Tons of coal mined:		
By Coal and Iron Co.	368,969 02	4,269,920 05
By tenants	152,321 07	1,300,322 08
Total mined from lands owned and controlled by Co. & from leasehold estates	521,290 09	5,570,251 13

	1878. Month.	1878. Year to date.
Gross receipts:		
Railroad traffic	$1,356,830 64	$11,539,592 80
Canal traffic	219,929 99	1,010,337 39
Steam colliers	87,497 63	574,699 03
Richmond coal barges	18,763 59	111,491 78
Total Railroad Co.	$1,683,021 85	$13,236,121 00
Reading Coal and Iron Co.	1,129,081 86	8,192,077 99
Total of all	$2,812,103 71	$21,428,198 99
Tonnage and passengers:		
Tons of coal on railroad	803,807 17	5,909,140 04
Tons of merchandise	271,141 15	3,169,948 05
Passengers carried	471,192	6,376,413
Coal transported by steam colliers	48,834 00	574,991 00
Tons of coal mined:		
By Coal and Iron Co.	378,590 14	2,727,608 01
By tenants	144,064 15	1,100,181 00
Total mined from lands owned and controlled by Co. and from leasehold estates	522,645 09	3,827,799 01

New York, Ontario and Western Railroad.

The suit of James G. Stephens, Receiver, and others against the New York and Oswego Midland Railroad Company and others has been decided in favor of the plaintiffs, and a deed of the entire property has been executed and delivered by Kenneth G. White, Master in Chancery, to Conrad N. Jordan, Cashier of the Third National Bank, of this City, who represents the bondholders of the defunct corporation and the holders of the Receiver's certificates. The consideration expressed in the deed is $4,600,000—$100,000 of which is cash and $4,500,000 in bonds, Receiver's certificates, and past due coupons. The property thus conveyed consists of the main line, which runs from the city of Oswego to Middletown, Sullivan County; also, the different branches from the main line to Cortland, to New Berlin, to Delhi, to Kingston, and to Ellenville, together with all the lands, tracks, lines, rails, bridges, viaducts, culverts, ways, rights of way, materials, buildings,

ferries, ferry boats, piers, wharves, erections, walls, fixtures, telegraph poles, telegraph wires and appurtenances to telegraphs, privileges, easements, rights under leases, terms and parts of terms, agreements, covenants and contracts of all and every kind, franchise rights and interests, real estate, personal property, choses in action, r ay stations and depots, engine houses and machine shops, locomotives, engines, tenders, cars of every kind, carriages, rolling stock, materials, tools, machinery ; also, all the tolls, incomes, issues, and profits.

The purchasers intend to form a new company under the name of the "New York, Ontario and Western Railroad Company," with a capital of $10,200,000, $200,000 of which is to be cash, to be used to pay the outstanding bonds and Receiver's certificates. The $10,000,000 of stock is to be divided as follows : two million dollars preferred stock to the holders of the Receiver's certificates, the balance, $8,000,000, of common stock to the bondholders.

OFFICE GREEN MOUNTAIN GOLD MINING CO., OF CALIFORNIA, No. 54 BROAD-ST., NEW YORK, January 12, 1880.

DIVIDEND NO. 7.

THE BOARD OF TRUSTEES HAVE THIS DAY declared the seventh monthly dividend of FIVE CENTS PER SHARE on the Capital Stock of this Company for the month of DECEMBER, and an extra dividend of TWO AND A HALF CENTS PER SHARE from the accumulated surplus of the company, both payable on the 26th instant.

Transfer-books close on the 20th and re-open on the 28th of January.

L. D. CORTRIGHT, Secretary.

OFFICE OF THE HOMESTAKE MINING COMPANY, No. 31 BROAD-ST., NEW YORK, Jan. 12, 1880.

DIVIDEND NO. 13.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for December, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 26th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, 9 NASSAU STREET, NEW YORK, Jan. 8, 1880. — THREE DOLLARS PER SHARE will be paid on presentation of Dividend Warrant No. 9, on or after February 1, at this office, or at the company's office in San Francisco.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM No. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh, Steel or Iron Rails,** and of any required weight and pattern. Also Speigel and Ferro Manganese.

PERKINS & CHOATE.,
23 Nassau Street,
NEW YORK.

THE FIRM OF PERKINS, LIVINGSTON & CO. having been dissolved by limitation, I will continue to carry on the same kind of business on my own account, in connection with a general Banking and Railway Commission business. Offices, Nos. 6 and 7, No. 30 Pine-st.

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WM. A. COLE & CO.,

PRESSERS OF OILS,

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Bankers and Brokers,

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Buy and sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on Deposits, subject to draft at sight.

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Mining Stock orders executed either in San Francisco or New York.

Correspondence in regard to Mining affairs will receive prompt attention.

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Banker and Stock Broker,

ROOM NO. 11 COAL AND IRON EXCHANGE,
NO. 17 CORTLANDT-ST.

HEAD-QUARTERS FOR NEW JERSEY AND OSWEGO MIDLAND SECURITIES.

John H. Davis & Co.,

BANKERS AND BROKERS,

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NEW YORK AND ST. LOUIS.

T. E. LONERGAN - - - - Correspondent
32 & 34 NASSAU ST., New York. S. W. COR. 7TH & OLIVE STS., St. Louis.

The investigation of frauds on Railway Companies a specialty.

Traffic on the Canals.

The following is a statement showing the total quantity (in tons) of each article cleared on the canals from the opening to the close of navigation, in 1879:

Tolls	$911,541 92
Boats—total miles boats cleared	8,226,947

	Tons.
PRODUCTS OF THE FOREST.	
Boards and scantling	1,192,639
Shingles	10,961
Timber	49,624
Staves	31,686
Wood	73,087
ASHES.	
Pot and pearl	103
Leached*	11,110
ANIMAL PRODUCTS.	
Pork*	652
Cheese*	106
Butter*	7
Lard, tallow and lard oil*	128
Wool*	749
Hides	255
VEGETABLE FOOD.	
Flour*	7,221
Wheat	949,490
Rye	59,324
Corn	621,182
Corn meal*	1,068
Barley	96,137
Barley malt	10,217
Oats	23,146
Bran and shipstuffs	2,302
Peas and beans	3,859
Apples	15,809
Potatoes	34,488
Dried fruit	9,162
OTHER AGRICULTURAL PRODUCTS.	
Cottons*	795
Manufactured tobacco*	210
Hemp	798
Clover and grass seeds*	55
Flax seed*	13,362
Hops*	20
MANUFACTURES.	
Domestic spirits*	302
Oil meal and cake*	4,356
Leathers*	190
Furniture	359
Bar and pig lead*	825
Pig iron	63,894
Bloom and bar iron	26,084
Castings and ironware	704
Domestic woolens*	10,828
Domestic cottons*	13,068
Domestic salt	132,790
Foreign salt	3,179
MERCHANDISE.	
Sugar	49,557
Molasses	8,747
Coffee*	935
Nails, spikes, and horseshoes	2,022
Iron and steel	7,520
Railroad iron	27,614
Flint, enamel, crockery and glassware	3,248
All other merchandise	137,398
OTHER ARTICLES.	
Stone, lime and clay	197,561
Gypsum	9,463
Anthracite coal	810,517
Bituminous coal	160,538
Petroleum, or earth oil, crude and refined	10,712
Iron ore	314,181
Sundries	147,191
Total tons	5,362,430

*On the free list.

New York, New England and Western

INVESTMENT CO.

(INCORPORATED.)

Capital Stock, - - - $200,000

NEW YORK, BOSTON, PHILADELPHIA & CHICAGO

31 and 33 Pine St., New York.

Money carefully invested for Capitalists, Trustees of Estates, Savings Banks, Insurance Companies and other investors.

Special attention given to Financial Negotiations for Railroad Companies. Will act as Stock Transfer Agent and Trustee for Bondholders, pay coupons, etc. etc.

Financial Negotiations conducted or States, Counties, Towns and Cities.

JOHN C. SHORT, President.
GEO. W. DEBEVOISE, Vice President.
WM. P. WATSON, Secretary and Treasurer.

FIRST MORTGAGE

FORTY-YEAR

7 Per Cent. BONDS

(Convertible) of the

ST. LOUIS, HANNIBAL AND KEOKUK RAILWAY COMPANY,

PRINCIPAL PAYABLE Oct. 1. 1917,

at the agency of the company in the City of New York. Interest payable April 1 and Oct. 1 at the same place.

THESE BONDS are secured by a FIRST MORTGAGE on the ROAD, EQUIPMENT, PROPERTY, and FRANCHISES of the company (limited to $12,000 per mile), and convertible into stock at the option of the holder.

$1,300,000 CASH, equal to more than one-half the total cost of the road, has already been EXPENDED in construction and equipment. A LARGE PORTION of the ROAD is NOW in OPERATION, and the BALANCE WILL BE COMPLETED WITHIN SIX MONTHS.

Copies of the mortgage may be examined and full information had at the office of the undersigned, by whom the above bonds are offered for sale at 90 and accrued interest, the right being reserved to advance the price without notice.

AMERMAN & BURWELL, Bankers,

NO. 16 BROAD-ST., NEW-YORK.

INTERSTATE AND INTERNATIONAL

MECHANICAL EXCHANGE,

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Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
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February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, January 23, 1880.

Plan of Consolidating the Union and Kansas Pacifics.

The cause of the mysterious advance in the securities of the Kansas Pacific Railroad during a year past, and of the Union Pacific stock recently, proves to be what has been already stated in our money article—namely, a consolidation of the two lines both in management and ownership. It is understood that there has been strenuous opposition to this scheme on the part of some of the directors of the Union Pacific who were not interested in the Kansas Pacific. This, however, has been overcome, it is claimed, by the advantages it would bring to the former road by enabling it to make more advantageous arrangements with the Wabash system for its entire Eastern business, from Kansas City, than it can now make from Omaha, because the charter of the Union Pacific compelled it to prorate with all roads running east from the latter point, whereas the charter of the Kansas Pacific has no such stipulation. The plan of the consolidation said to have been finally agreed to by all the parties, is substantially as follows:

The stock of the joint line is to stand as at present, viz: $36,762,300 Union Pacific, and $9,689,950 Kansas Pacific, or $46,452,250 in the aggregate. The Union Pacific Company is to issue $9,689,950 of new stock to take up the stock of the Kansas Pacific Company, which is to be delivered at the ruling market rate of the Union Pacific stock and canceled.

The mortgages now existing on both roads are to remain each a lien on its particular portion of either road, as at present. The funded debt of the Union Pacific is $77,424,512. The Kansas Pacific Company defaulted on its interest in 1873, and was reorganized in May, 1879. Under that reorganization, provision was made for the issuance of a new $30,000,000 mortgage 6 per cent gold bonds to run 40 years. Of this, $24,000,000 was to be used exclusively for the conversion of the outstanding debt, except that due to the United States, which amounted to $22,130,100, exclusive of overdue interest, as follows:

On Eastern Division bonds.....	$302,400 00
On Middle Division bonds.....	548,505 00
On Leavenworth Branch bonds.....	94,500 00
On Denver Extension bonds.....	1,004,692 50
On first land grant bonds	280,000 00
On second land grant bonds.....	286,212 00
On other coupons, upwards of.....	2,000,000 00
About	$4,416,309 50

—or nearly $27,000,000 altogether. To reduce the $3,000,000 overplus, a plan of scaling was devised, as follows: The Eastern and Middle Division, Denver Extension, and first land grant bonds, and the funded interest certificates were exchanged at par. So were the funding mortgage bonds, except that no allowance was to be made for the five overdue coupons. The Leavenworth Branch bonds and the unstamped income bonds were to receive but 50 per cent of their par value without interest, the stamped income bonds 30 per cent, and the second land grant bonds 50 per cent, both the latter with interest. The holders of the second land grant and income bonds fought the scheme and hence the refusal of the Stock Exchange to admit the $30,000,000 issue to the list. It is now said, however, that all but $70,000 of the former have been conciliated, by means of a clause in the mortgage which gives the company the option to pay interest in either cash or land. The latter are still holding out for par; but it is claimed that the books of the company were kept in such a way that there are no indications that any income has been earned from those portions of the road on which the bonds are a lien, and it is hoped in this way to effect the defeat of the bondholders.

From this it will be seen that Mr. Gould and his friends regain proprietory control of the Union Pacific as well as its official management and hence will control its elections; for he is said to own about three-quarters of the Kansas Pacific stock which he began buying at 5 cents on the dollar and completed the bulk of his purchases, it is said, at under 20.

The effect of this consolidation upon the prospects of the two roads, and upon their securities will be seen from the following: The capitalization of the Kansas Pacific is about $50,000 per mile for 750 miles of road exclusive of the new $30,000,000 mortgage which is to be issued to take up the older mortgage bonds. That of the Union Pacific is about $110,000 per mile for 1,042 miles of road.

The present prices of these two stocks indicate the expectation of at least 6 per cent dividends after the consolidation. Indeed this is given out semi-officially. A comparison of net earnings and fixed charges however will show that in 1878 under separate and antagonistic

management there was a dividend of about 5 per cent earned by the two roads combined. The gross earnings of the Kansas Pacific for the first six months af 1879 showed about $500,000 increase. The last six months are not reported, but are no doubt fully $500,000 more, making $1,000,000 increase for the year. We have no report of the Union Pacific for 1879, but it is fair to estimate $1,000,000 increase in the net earnings of the two roads for 1879, which would give nearly $10,000,000 for fixed charges of about $6,850,000, exclusive of interest on the $30,000,000 new Kansas Pacific bonds issued to retire the old issues. This would leave for dividends on the consolidated stock of $46,000,000 a sum equal to about $3,150,000 or over 7 per cent.

Hence it will be seen why both stocks have been advancing of late and why both roads are likely to be benefitted by the consolidation.

Is the Hog Crop Short.

As the movement of the hog crop, and its volume, are important items in railroad traffic and a source of large revenue to most of our roads, the outcome of this great crop is of interest to our railroad as well as commercial readers. We therefore give place to the following reports from the Cincinnati *Price Current*, for the first two months of the winter packing season, that the editor prefaces with the following remarks, which, in view of the facts and figures presented, we cannot but regard as significant:

"The lateness of the hour at which we have completed the compilation of the returns precludes anything but a brief comment on our part. We shall give the facts as they have been presented to us, and if our own interpretation of the evidence seems to be at variance with others, or what appears to be the showing of the returns, it may be received with such allowance as the reader may see fit to make for it."

He then says it is probable the six large cities will show for the season a decrease of 700,000 hogs, and that the total winter packing will be 500,000 less than last year, or 6,980,000 hogs against 7,480,000. He then cautiously adds, "These figures are offered as guesses which are liable to more or less variation." As these figures were used here to bull the market, though unsuccessfully, we will briefly analyze the returns of the *Price Current* upon which they were based. We quote:

"Ohio indicates an increase of about 60,000; Indiana 20,000 increase, Illinois but little variation, Iowa about 85,000 increase, Missouri no change of consequence, Kansas 50,000 increase, Michigan 20,000 decrease, and other States varying but little, compared with last winter."

The returns, however, show by adding Louisville that Kentucky has also an increase of 41,598. The actual packing shows a total deficit of 217,937 hogs, or less by 73,000 than that of Chicago, alone, where operations have been nearly suspended for a month by the strike. It will thus be seen that the predicted deficit is based chiefly upon the *Price Current's* correspondent's estimates of the balance of the crop. As their locality and personal interests would naturally lead them to underestimate the supplies back, it will be safe to verify their estimates before accepting them. The strike, the general tendency to hold back hogs to avoid a break in the market, the exceptionally warm winter which has checked operations everywhere, the January thaw and bad roads in the country, together with the high rates of freight which make it more profitable to feed corn than to ship it, and also the increased profit in feeding later than usual by reason of the warm weather and the lighter weight and poor condition of the hogs, have all naturally combined to keep back the bulk of the supplies much later than usual. It would therefore appear to require something more than these correspondents' estimates, to establish a deficit. Indeed the editor's own statement, quoted above, showing an increase of 215,000 hogs over last year, in four States, against a decrease of only 20,000 in one State with the other States the same except Kentucky which the returns show should be added, appears to give an actual increase over last year in all the hog producing States of 236,598, or 7,616,598 head. This would bear out the *Price Current's* own estimates made in November, in these words:

"In regard to the outlook for hogs for the winter, we see no possibility of there being less than last winter, and not much probability of an increase much if any greater than half a million head, which means that our present guess would be 8,000,000 head, though there are many who expect a much larger increase."

In concluding, the editor seems to be conscious of the inconsistency of the results of his correspondents' estimates, when he says:

The weather for some weeks has been so very warm as to suspend packing operations generally where the use of ice cannot be resorted to. The labor strikes at Chicago have checked the movement of hogs to that market, and there is a generally unsettled feeling there, and somewhat so elsewhere, so that the healthful course of the trade is being seriously interfered with. We believe there are enough hogs in the West, * * * but they are being held back, for reasons above cited and in hope of better prices, in many sections."

Hence we apprehend there need be no fear that the roads will not get as much traffic from this source as last year, though Keene's speculations may delay it. Should this be the case, or should hogs be kept back for any of the other reasons named until too late to appear in the winter packing it will make no difference in the final result for there will be just so many more to be packed in the spring and summer, as was the case last year, though from other causes. This cannot be otherwise, for the number of hogs by official returns this crop were about 3,000,000 more than for preceding crop, and the *Price Current* is authority for saying that never were so few hogs lost by cholera as during the past season. The hogs are therefore in the country and must come forward this year sometime.

Another Trunk Line to the Atlantic Seaboard, and one from the Lakes to the Gulf.

We learn from one of the officials of the Central Railroad of Georgia that the recent consolidation of the interests of the Nashville and Chattanooga and of the Louisville and Nashville Railroads under one management, secures another trunk line from the West to the Atlantic seaboard over the Central of Georgia from St. Louis and the Mississippi River to Savannah, Ga.; and another to the Gulf of Mexico over the Louisville, New Albany and Chicago and other roads named below from Chicago and the Lakes to both Mobile and New Orleans thus securing the West India trade. There has been an active contest going on for over a year between the Nashville and Chattanooga and the Louisville and Nashville directors for the control of the lines now secured by the Louisville and Nashville which controls every outlet from Tennessee, Kentucky, Georgia, Alabama, below Cincinnati on the Ohio and Memphis on the Mississippi—as there were several smaller roads leased or bought up by these rival interests during the contest for supreme control. Among these, in addition to those above named, were the Mobile and Montgomery road, the Kentucky Division of the St. Louis and Southeastern road from Nashville, Tenn., to Evansville, Indiana; the Western and Atlantic from Chattanooga to Atlanta, which was controlled by the State of Georgia; the Owensboro and Russellville road; the Georgia Western road and franchises, extending when completed from Atlanta to Decatur and probably the New Orleans and Mobile, making a total mileage under the control of the Louisville of 3,500 miles.

This new route from St. Louis to Savannah is said to be the shortest of the trunk lines from St. Louis and that the running passenger time will be 32 hours and freight correspondingly, the distance being about 900 miles. At Savannah two grain elevators are already being built, and also two steamers larger than those now in use to run between Savannah and New York for through business. Another line of steamers is also contemplated from Savannah for the through business to Europe.

The sale was completed by the transfer of the Nashville and Chattanooga stock held by Messrs. Stevenson, Evans and Baldwin. The payment involved $3,000,000, of which $1,000,000 is in cash, and for the remainder the Louisville and Nashville issues $2,000,000 debenture bonds at par, payable in four years and bearing 6 per cent interest payable semi-annually.

Col. E. M. Cole, President of the Nashville and Chattanooga Railroad, however, is opposing the new combination, and has ordered Suderintendent Culonhouse, of the Nashville,

Chattanooga and St. Louis road, to continue the work on the Evansville and Owensboro sections of that road and push the line through to completion as speedily as possible. It is claimed that Cole retains control of the St. Louis and Southeastern road, extending from St. Louis to Evansville, and that when the road to Nashville is completed he will have Southern connections, which will give him as complete a line as before the Louisville and Nashville road's purchase of a majority of the Nashville and Chattanooga road's stock.

The new combination now lack only an outlet North and East and are treating for this with the Penn. Railroad. Mr. J. N. McCullough, of the Pennsylvania Railroad Company, and Mr. H. Victor Newcomb, of the Louisville and Nashville, had a conference during the week relative to the joint acquisition of a road which forms a connecting link between the two systems. The matter will not be settled until a further conference has been held with President Scott and Vice President Cassatt, of the Pennsylvania Railroad.

Steel Rails in the United States.

Prices of steel rails, as of almost all other manufactured products, have steadily risen during the past few months in Europe and America, because of the revival of all business. The manufacturing industries of the United States and of Europe had been so long depressed that they were unprepared for the sudden and unexampled revival in trade and commerce which occurred last summer, and has since been maintained with constantly increasing activity. The world's supply of steel rails is to-day unequal to the demand, and in the United States the supply of iron rails, bar iron, pig iron, iron ore, and even of cars on the railroads for their transportation has been unequal to the demand since last July. Nor have the prices of steel rails advanced more rapidly than the prices of other articles—in fact, they did not advance so rapidly in 1879 as did various leading iron products. The following table will make this fact plain. The prices are Eastern Pennsylvania quotations:

	Jan. 1, 1879.	Jan. 1, 1880.	Percentage of increase.
No. 1 Anthracite foundry pig iron	$17 00	$35 00	106
Bessemer pig iron	20 00	40 00	100
Best refined bar iron	42 56	71 68	68
Bessemer steel rails at works	42 00	70 00	67
Best iron rails	34 00	57 00	68
Cut nails by the keg	2 10	4 25	102
Old iron rails	19 00	36 00	89
No. 1 wrought scrap	20 00	34 00	70

Since the 1st of January there has been an advance in the above prices, and it has been uniform. We may remark, however, that the price of Bessemer pig iron is now $45 a ton, which is $3 a ton higher than the price of steel rails a year ago. * * *

The price of English steel rails advanced steadily from $20 a ton last summer to $40 a ton at the close of the year—exactly 100 per cent. This advance was caused by the improved demand. At the middle of January of this year the price had advanced at a single bound from $40 to $52 50 a ton, or from £8 to £10 10s. * * *

Nor have our farmers suffered by the revived prosperity of the country. As we write a statement meets our eye that the Department of Agriculture has just published a table which shows that the staple crops of the past year have been worth nearly $416,000,000 more than those of the year before. * * * The general revival of prosperity in this country and the general advance in prices have enhanced the value of Western farms, and have furnished a market for millions of acres of Western lands held by land grant railroads. *

The railroads of the country have been very greatly benefitted by the improvement in the iron trade which has taken place during the past year. The freight carried by them for iron and steel producers, and for industries dependent upon the iron industry, has been increased millions of tons. While receiving this benefit the railroad companies have advanced their transportation charges on coal, coke, iron ore, iron and steel rails, and on freight of all classes, thus profiting twice by the revival in the iron trade. * * *

Next to agriculture, the iron and steel industries of this country supply the railroads with their heaviest tonnage. We learn from Mr. Potter, President of the North Chicago Rolling Mill Company, that the payments of his company to the Pittsburgh, Fort Wayne and Chicago Railway for freight, average $1,000 a day during the whole year, and that the payments of the company to the Chicago and Northwestern Railway for freight average $1,000 a day during six months of the year. The total payments of this one company to two Western railroads, it will be seen, aggregate almost half a million dollars annually. The Cambria Iron Company pays even a larger sum annually for freight charges. It Recently paid $84,000 in one month for freight alone to one road.

The railroads themselves have been sellers as well as buyers of rails, and we do not learn that they have ever offered to sell their old rails at less than the highest market quotations. In the table which we gave near the beginning of these remarks the price of old iron rails on the 1st of January, 1879, was $19 a ton, and on the 1st of January, 1880, it was $36 a ton, showing an advance of 89 per cent. In the same period new steel rails advanced only 67 per cent. The railroads, therefore obtained much more proportionately for the old rails they sold in 1879—and they sold a great many—than the steel rail manufacturers obtained for their product. As almost all of the steel rails that are laid down in this country are for the renewal or betterment of the tracks of old roads—an iron rail being taken up for every new steel rail that is laid down, it will be seen at a glance that the railroads which exchange old rails for new ones are not injured by the high price of steel rails. * * * * —[Bulletin of the Am. Iron and Steel Association.

Petroleum Trade.

From Stowell's Petroleum Reporter we learn that the total production in 1879 (including 4,615,299 barrels on hand at the commencement of the year) was 24,356,960 barrels; the total shipments in 1879 were 15,886,470 barrels—leaving on hand January 1, 1880, 8,470,490 barrels. It will be seen that the increase in stock during the year was 3,855,191 barrels, and that the actual production in 1879 was 19,741,661; the actual production in 1878 was 15,163,462 barrels—an increase of 4,578,199 barrels. The average price of crude at the wells for the year was 94⅜ cents per barrel, being 89⅝ cents less than for the year 1874, which has been considered heretofore the cheap oil year. The number of wells drilled during the year was 3,038, which number was not greatly in excess of former years. Only about 6¼ per cent of the wells completed proved to be dry or worthless against 11⅓ per cent of dry holes developed in 1878. The Reporter says:

"The maximum production of crude petroleum in the Pennsylvania oil fields was reached in August, 1879. Since that time the production has undoubtedly been steadily on the decline, and from present indications we may look for a continued decline, slowly but surely, until some new and unknown field shall be found which shall yield the precious fluid bountifully."

New York, New England and Western Investment Co.

Messrs. R. G. Rolston, President, and Geo. F. Talman, Vice President, of the Farmers Loan and Trust Company of New York, have been elected members of the Executive Committee of the Board of Directors of the New York, New England and Western Investment Company, Nos. 31 and 33 Pine street. The President, Vice President and Treasurer of the Investment Company are recognized as men of integrity, financial experience and conservatism. The company began business in this city about eighteen months ago, and its success has commanded the attention of moneyed people. The enterprise was original in its inception, and is said to have proved itself satisfactory to all parties in interest. One of its chief objects is to bring lenders and borrowers together; it also acts as financial agent for counties, towns, cities, railroads and other corporations. The company makes investments of capital in both Eastern and Western securities.

St. Louis, Vandalia and Terre Haute R. R.

The annual meeting of the St Louis, Vandalia and Terre Haute Railroad Company was held January 13th at Greenville, Ills. The directors report to the stockholders shows the earnings of the road the past year to have been $1,254,641 19, an an increase of $185 200 94 or 17⅛ per cent. The rental receivable by the Company from these earnings and other income amounts to $373,578 39. Against this was charged interest on bonds $315,935 and taxes and general expenses $36,397 27, total charges $351,327 27, leaving a surplus of $22,251 12. The old board was re-elected consisting as follows: Thos. A. Scott, Philadelphia; Wm. Thaw, Thos. D. Messler, Pittsburg, Pa.; W. R. McKeen, Terre Haute, Ind.; Robt. Dulaney, Marshall, Ills.; W. S. Smith, A. H. Henry, Greenville, Ills.; Chas. H. Seybt, Highland, Ills.; J. S. Piers, Collinsville, Ills. The new board subsequently organized by re-electing Thos. D. Messler, President W. H. Barnes, Treasurer, and Williamson Plant, Secretary.

☞ The favorable report of Levi C. Wade to the Sonora Railroad Company of Mexico on the Mexican grant has been accepted, and the contractors have been instructed to proceed immediately with their work, beginning construction at Guaymas. The road will run from Guaymas, which is the principal seaport of Sonora, nearly north to the northern border, a distance of about 230 or 240 miles, where it will connect with the Atchison, Topeka and Santa Fe Railroad.

☞ Grading was commenced on the 12th inst., on the Manhattan, Alma and Burlingame Railroad, a new road running from Burlingame, Kansas, on the Atchison, Topeka and Santa Fe Railroad, to Manhattan on the Kansas Pacific.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe. 100	10,409,300	.....	Feb. '80 3
Atlanta and West Point. 100	1,232,200	J. & J.	July '79 4
Atlantic and Gulf guar. 100	786,476	M. & N.	Nov. '78 3½
Atlantic and St. Law* .. 100	5,000,000	M. & S.	Sept. '79 3
Augusta and Savannah. 100	1,022,900	J. & D.	June '79 3½
Avon, Geneseo & Mt. M.* 100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio. 100	14,216,800	M. & N	Nov. '79 4
" " pref. 100	4,549,578	J. & J.	Jan. '80 3
Washington Br. 100	1,650,000	A. & O.	Oct. '79 5
Berkshire* 100	600,000	quarterly	Apl. '79 1½
Boston and Albany 100	20,000,000	M. & N	Nov. '79 4
Bos., Clin., F. & N. Bed. 100	1,297,600	— & —	.....
" " pref. 100	1,750,100	.....	Oct. '79 2½
Agricultural Br. guar. 100	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N	Nov. '79 3
Boston and Lowell 500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine 100	6,921,274	M. & N.	Nov '79 3
Boston and Providence. 100	4,000,000	M. & N.	Nov. '79 3½
Attleborough Branch. 100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn. 100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie* 100	950,000	J. & D	June '79 3
Burl. & Mo. Riv in Neb. 100	8,537,800	quarterly	Dec. '79 2½
Camden and Atlantic ... 50	377,400	quarterly	Jan. '77 2
" " pref. 50	838,311	quarterly	Nov. '79 3½
Camden & Burl. Co. 100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June '79 3
Catawissa* 50	1,159,500	Oct. '80.	Oct. '79 $1
" pref. 50	2,200,000	M. & N.	Nov. '79 3½
" 2d pref. 50	1,000,000	M. & N.	Nov. '79 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N	Nov. '79 1
" " pref. 100	769,000	F. & A	Aug. '79 3½
Central of Georgia 100	7,500,000	J & D.	June '79 2½
Central of New Jersey. 100	18,583,200	quarterly	Apl. '76 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. '80 3
" pref. 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb '80 3
Chemung* 100	380,000	quarterly	Oct. '79 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton 100	10,065,400	M. & S.	Sept. '79 3
" pref. 100	2,425,400	M. & S.	Sept. '79 3½
Chicago, Burl. & Quincy. 100	30,928,300	M. & S.	Dec. '79 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul. 100	15,404,261	A. & O.	Oct. '79 2
" " pref. 100	12,279,483	A. & O.	Oct. '79 3½
Chicago & N. Western. 100	14,988,807	J. & D	Dec. '79 3
" " pref. 100	22,025,603	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific. 100	20,980,900	quarterly	Feb. '80 2
Cin., Ham. & Dayton ... 100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '73 4
Clev., Col., Cin. & Ind. 100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning* .. 50	2,057,560	M. & N.	Nov. '79 4
Cleveland & Pittsburg* .. 50	11,236,150	quarterly	Dec. '79 1½
Columbus and Xenia* .. 50	1,786,200	M.J.S.D	Sept. '79 2
Colum. & Hocking Val. 100	2,500,000	F. & A	Feb '80 4
Concord 50	1,500,000	M. & N.	Nov. '79 5
Concord and Porta.* 100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv.. 1 0	2,175,700	F. & A	Aug '79 1½
Connecticut River 10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley. 50	1,292,950	J.A.J.O.	Oct. '79 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '79 4
" 2d pref... 50	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk .. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan* 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,260	quarterly	July '79 2
Delaware* 50	1,230,950	J. & J.	July '79 3
Del. & Bound Brook* 100	1,500,000	quarterly	Aug. '79 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & N. pref 10	2,503,300	F. & A.	Aug. '79 3½
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '80 3
East Mahanoy * 50	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga. 100	1,968,274	.....	May '79 3
Eastern (Mass.) 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D	Dec. '79 2½
Ee: River	2 75 ,000	— & —	Oct. '79 $1
Elmira, Jef. & Canand* .. 50	600,000	Sept.	Sept. '79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '79 2½
" " pref. 50	500,000	J. & J.	July '79 3½
Erie and Pittsburg* 50	1,000,250	quarterly	Sept. '79 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo. 100	600,000	.....	O t. '79 1½
Georgia 100	4,200,000	J. and D	Dec. '78 3
Great Western, (Ca.) .. 100	9,237,404	A. and O.	Apl. '78 0½
Han. Junc., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jul'y '79 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '80 2
Illinois Central 100	20,000,000	M. & S	Sept. '79 3
Iowa Falls & Sioux City* 100	4,825,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,820,000	quarterly	Nov. '79 1
Io. So. & Mo. Northern. 100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind. 100	2,000,000	quarterly	Aug. '79 1½
Joliet and Chicago* 100	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West. 100	2,250,000	.....	Feb. '80 3
Kentucky Centra 1 0	4,800,000	J. & D.	June '78 1
" pref. 100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So. 100	49,466,500	F. & A	Feb. '80 4
" (grar.. 100	533,500	F. & A.	Feb. '80 5
Lawrence* 50	450,000	quarterly	Oct. '79 2
Lehigh Valley 50	27 228,850	quarterly	Jan. '80 1
Little Miami* 50	5,871,450	quarterly	Sept. '79 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville. 100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi... 100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover 100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ... 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A	Aug. '78 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated.. 100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central..... 100	2,136 shs	F. & A.	Aug. '79 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery.. 100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex* 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell 100	800.000	M. & N.	Nov. '79 3
Nashua and Rochester . 100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur.. 100	1,5 9,000	J. & D.	June '79 3
Nash., Chat. & St. Louis. 100	6,575,256	A. & O	Oct. '79 1½
Naugatuck 100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '79 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N Haven & Northamp.. 100	605,000	quarterly	Oct. '74 3
New London Northern* 100	1,418,806	quarterly	Oct. '79 1½
N.Y. Cen. & Hudson R.. 100	89,428,330	quarterly	Jan. '80 2
New York and Harlem. 100	8,500,000	J. & J.	Jan. '80 4
" " pref. 100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	....	annually	Apl. '79 3
New York & Long Br.* 100	2,000,000	.....	Oct. '79 3½
New York Elevated 100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West. 100	77,107,700	.....	.....
" " pref. 100	8,146,700	.....	.....
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston. 100	3,000,000	quarterly	Nov. '79 2
Niag. Bridge & Canand* 100	1,000,000	J. & J.	July '79 3
North Carolina* 100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref. 100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov. '79 1½
Northern Central 50	5,542,000	A. & O.	Apl. '78 3
Northern N. Hampsh... 100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*.. 100	1,000,000	J. & J.	July '77 2
Norwich & Worcester* . 100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.* 100	3,077,000	J. & J.	July '76 2
" " pref. 100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.... 100	20,000,000	quarterly	.....
" " pref. 100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,300	J. & J.	Jan. '80 3
Oswego and Syracuse* . 100	432,400	F. & A.	Aug. '79 4½
Panama 100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson* . 100	632,000	J & J.	Jan. '80 4
Paterson and Newark* . 100	250,000	J. & J.	.....
Paterson and Ramapo* . 100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.* . 100	1,200,000	F. & A.	Aug. '79 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton* 100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt.... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	quarterly	Jan. '80 1½
" Special Imp. 100	5,504 300	quarterly	Jan. '80 1½
Pittsfield & N. Adams.. 100	450,000	J. & J.	Jan. '80 2½
Portl., Saco & Portsm... 100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia... 100	.....	.....	Oct. '79 4
Providence & Worces.. 100	2,000,000	J & J.	Jan. '80 3
Republican Valley..... 100	853,000	quarterly	Dec. '79 2½
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass.. 100	175,575	— & —	Nov. '79 3
Richmond & Petersb.... 100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.* .110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	July '75 3
Rutland preferred 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute. 100	2,300,000	— & —	.....
" " " pref. 100	2,484,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 2½
Salem and Lowell..... 100	2,433 shs	M. & S.	Sept. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '80 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '79 3½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '79 3
Shore Line* 100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref. 100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*.. 100	428,300	J. & J.	July '79 3
South Western, (Ga.) *. 100	3,892,300	J. & D.	July '79 3½
Stockbridge and Pitts.*. 100	448,700	J. & J.	July '79 2½
Stony Brook* 100	267,300	M. & N.	Nov. '77 3
Summit Branch* 50	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston..... 100	1,600,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*.... 100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V. 100	4,000,000	M. & N.	May '79 3
Utica and Black River... 100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River* 100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.) 100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley 100	225,000	J. & J	July '79 3½
Westchest. & Phil. pref.. 100	821,300	J. & J.	Jan. '80 2
West Jersey. 100	1,559,750	F. & A	Nov. '79 2
Wilmington & Weldon. 100	1,452,200	J. & D.	Nov. '79 3
Winchester & Potomac* 100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg* 100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills... 100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 100	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn)... 100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y.) 100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug. '79 3½
Bushwick (Brooklyn).... 100	309,000	J. & J.	July '71 3½
Jambridge 100	875,000	J.A.J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.) 50	800,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brooklyn. 100	500,000	— & —	.....
Continental (Phila.)..... 50	180.000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)... 100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry ... 100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	J. & J.	Oct '79 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '79 1½
Highland 100	100,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)..... 100	400,000	M. & N.	Nov. '79 3½
N.Y., Bay Ridge & Jam. 100	102 540	.....	Oct. '7 7
Ninth Avenue (N. Y.).... 100	797,320	— & —	.....
Orange and Newark 100	282,556	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.).... 100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).... 100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.).... 100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,933,565	J. & D.	June '75 2
Delaware Division 50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson.... 100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan* . 100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat.. 50	10,348,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated).... 100	1,025,000	F. & A.	Feb. '78 2
" (preferred)..... 100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,868,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	Dec. '79 2
American Coal 25	1,500,000	M. & S	Sept. '77 2½
American Express..... 100	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co ...100	3 000 000	J. & D.	Dec. '9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co..... 100	... .	Annual.	Feb '78 $5
Consolidation (Md.) Coal. 100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I.. 100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel..... 100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal. 100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref..... 100	8,663,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Morrisons Coal Co..... 100	305,200	quarterly	Jan. '79 2
National Tube Works... 100	1 000 000	quarterly	Jan. '80 2
Pacific Mail Steamsh p. 100	20,000,000	M.J. S.D.	Sept. '69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '79 3
Pullman Palace Car 100	5,938,200	F.M.A.N	Nov. '79 2
Quicksilver, common ...100	5,700,000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	F. & A.	Feb. '80 $3
Quincy R. R. Bridge.... 100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co. 100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	ec. '79 3½
Topeka Equipment Co.. 100	255,000	A. & O.	Oct. '79 5
United States Express... 100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '80 4
West. Union Telegraph. 100	41,060,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe :													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	315,985	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
Burlington, Cedar Rapids and Northern :													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,363	97,277	111,924	100,132	116,950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,999
Central Pacific :													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,551,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1 690,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,020,758	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
Chicago and Alton :													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445 597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	503,379	443,525	486,921	399,378	340,947	4,671,519
1879	341,075	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
Chicago and Northwestern :													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,853	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1 179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 598,653
1879	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
Chicago, Mil. & St. Paul :													
1876	527,546	517,112	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,953	663,640	784,507	798 665	636,447	647,460	522,487	676,368	823,722	809,213	716,512	8 451,768
1879	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
Clev., Col., Cin. & Ind. :													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,998	282,631	234,343	3,676,458
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande :													
1877	43,270	40,182	49 944	51,400	68,053	57,502	74,276	84,573	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,6. 0	122,863	117,804	.....	.....
Hannibal & St. Joseph :													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
Illinois Central :													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,093	679,434	7,902,556
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,655	7,976,703
Kansas Pacific :													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258 107	3,294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,993	403,307	448,514	391,421	260,450	3,729,606
1879	199,742	246,245	340,920	356,482	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n :													
1875	1,163,564	1,037,518	1,287,841	1 275,664	1,100,142	1,055,699	1 079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,768
Mo., Kan. & Texas :													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,7:6	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	330,759	387,701	336,036	380,028	3,343,373
New York, Lake Erie & Western :													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,301,019	1,121 412	1,147 208	1,127.079	1.172.961	1,258.990	1,157,691	1,445,929	1,338.272	1.473,532	1 381.391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,797	1,713,697	1,515,835	.....	.....
Philadelphia and Reading :													
1876	619 631	553,261	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,306,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	.....	.....
St. Louis, I. Mt. & South'n :													
1877	377,203	352,407	350,778	287.903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,319	344,193	283,101	270,320	254,749	299,161	348,531	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
St. Louis, Kans. C. & North'n :													
1876	246,099	282,879	271,230	236,237	236,082	229,338	218,479	255,838	232,990	328.124	282,511	264,059	3,143,866
1877	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,338	258,685	3,150,477
1878	264,289	234,661	299,825	248,522	258,132	205,733	237,629	309,103	321,362	347,172	312,592	279,905	3,317,816
1879	256,519	266,828	320,188	255,484	229,770	180,746	192,285	.....	.....	132,372	.....	.....	.....
Toledo, Peoria and Warsaw :													
1876	99,208	119,261	102,737	118,043	125,209	135,928	92,749	143,541	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,356	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
Union Pacific :													
1876	664,587	697,138	873,351	1,054,188	1,201,955	1 154,315	978,781	1 363,176	1,305,986	1,265,509	1,236,487	990,986	12,886,859
1877	811,554	851,101	1,027,512	1,088,280	1,109,063	1,101,099	1,033,592	1,012,437	1 159,333	1 329,171	1,022,354	973,252	12,744,816
1878	637 240	719,962	835,409	1,075,058	1,098,389	1,154,233	1,014,958	1,123,827	1,302,507	1,442,661	1.084,324	1,502,004	12,873,658
Wabash :													
1877	315,526	332,510	326 639	389,829	357,429	353,847	300,027	531,222	462,901	472,966	407.373	375,897	4,585,913
1878	386,919	294,635	386,0:9	411,265	393,191	322,801	382,035	579,119	544,660	517,613	452,740	360,547	5,024,105
1879	312,677	328,010	333,051	351,793	333,324	300,430	417,453	522,719	607,835	663,923	470.272	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Jan. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$18,415 000	6	Jan. & July.	1880	103½
.. ..coupon	3,685,000	6	" "	1880	103½
Oregon War Bonds of March 2, 1861...coupon	821 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	130,554,500	6	Jan. & July	1881	104½
.. ..coupon	51,970,850	6	" "	1881	104½
Loan of March 3, 1863.....registered	54,835,650	6	Jan. & July.	1881	104½
.. ..coupon	16,803,850	6	" "	1881	104½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	286,987,750	5	F. M. A. & N.	1881	102½
.. ..coupon	221,452,600	5	" "	1881	104
.. ..registered	167,981,900	4½	M. J. S. & D.	1891	107½
.. ..coupon	82,018,100	4½	" "	1891	107½
.. ..registered	492,645,450	4	J. A. J. & O.	1907	104½
.. ..coupon	245,845,100	4	" "	1907	104½
Refunding certificates of Feb. 28, 1879.....	2,355,400	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	14,691,925	...	.....	.....	....
Debt bearing no interest.....	393,711,679	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	122
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	59½
.. Substitution (B) bonds; R. R. do.....	593,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	62
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	40½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871.....	1,984,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	9½
California—($3,398,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg..	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,9[illegible]5,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	89½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	112
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds.....	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,176):					
.. Funding, etc., bonds, 1861 to 1869.....	101,176	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18 9.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	47½
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,700 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	....
.. Bounty Loan bonds, 1864.....	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '67	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,681	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,660	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1883	107½
.. State Loans (1870 to 1874).....	916,000	6	" "	'87-'93	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1862) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110½
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875).....	4,350,000	6	" "	'95-'97	....
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	107
.. Han. & St. Jo. R. R. Loans (& renewals	8,000,000	6	" "	'87-'96	106½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds.....	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	116½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	114½
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	....
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	79-'98	15½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	9½
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	6
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($25,288,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan.....	814,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	283,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'76	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,003	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, '869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,022,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,264	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,508	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	32
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	32
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold....	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	...
Virginia—($52,072 047):					
.. Old bonds (3rds fundable), registered..	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	5	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	9½
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	115
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	42
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	120
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	....
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1880	....
Bald Eagle Valley.						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	....
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,020,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	103
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1895	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	57
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	51½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1890	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	118½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	116
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis.)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	....	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	5,000,000	7*	Jan. & July.	New York.	1891	105½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1892	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	108
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	108
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	92
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.		86-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Casenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	103
1st Mort. (W. to Minn. Lake)	1,314,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	113½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	...
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	110
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	106½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	84½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O	" "	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	109½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	106½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury	'95 '99	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	105½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	101½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	103
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	104½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,000	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold " B".....	15,000,000	6*	May & Nov.	New York.	1908	66½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	..
Cheshire:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	116½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,851,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	113½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118½
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	99½
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	119
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
3d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1837	....
Chicago Clinton and Dubuque						
1st Mort. gurr. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000	2 200 000	8	Jan & July.	N.Y & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	117
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	...
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	112
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	113
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	107½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112½
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	113
1st Mort. (East. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	109
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	106½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	...
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	...
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	.. ..
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	115
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	93
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	99
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	100
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	105
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.		1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	107½
Clev.& Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	...
Income bonds.....	663,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103¼
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	108
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1903	89
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	47
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'96-'98	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	109½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1921	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	97
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	...
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'85	...
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1892	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876..	13,275,000	4½*	" "	Boston.	1906	87
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1890	109½
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	121
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	105
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116½
1st Consol Mortgage go'd....	16,686,000	7*	March & Sept.	N.Y.& London.	1920	117½
1st Consol. Mort. Coup. Bonds.	3,888,000	7*	" "	" "	1920	87½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	992,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	106
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 60, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	...
Flint & Holly fi. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	...
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	...
1st Mort. skg.fd.(H., W.& Mon.)	1 000,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		902	....
Construction Loan.....	380,466	8	Jan. & July.		1870	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	96½
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	520,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	100½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,336,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	109½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1863	300 000	6	April & Oct	Brad. & Bost	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	107
1st Mortgage (Western Div.)	2305 00	7*	" "	" "	189	103½
1st Mort. (Waco & N. W. Div.)	940,000	7*	" "	" "	1903	106½
Income and Indemnity bonds	1,359,500		May & Nov.	"	....	98
Consol'd 1st Mortgage	2,864,000		April & Oct.	" "	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	112
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	64
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200.000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	73½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7'	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	63½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (I., L. & L. M.):						
1st Mortgage gold, skg fund	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	105½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1.2
Ironton (Penn.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	110
1st Mort. (Northern Ext.) guar.	637.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,601,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	540,000	8	Jan. & July.	New York.	1888	110
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1890	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C.B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept.	" "	1896	108½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	115½
1st M.(3dD.244.66m.& 3,000,000a)	8,411,000	7*	May & Nov.	N. Y. L. & F.	1899	106½
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	...
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	95
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100½
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	...
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	...
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	120½
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	115½
Bonds of 1892 (Reg. & Coupon)	3,294.000	7	April & Oct.	" "	1892	...
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	819,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.. ..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000.000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	.....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	. ..
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	116
1st Mortgage (")reg...		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000..	13,382,000	6*	June & Dec.	"	1923	110½
General Mort., registered ...		6*	" "	"	1922	110½
Lewisb. Centre & Spruce C.(P& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	97
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,954,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	e.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	...
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	102½
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	117½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	...
Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	" "	1886	...
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,490,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	106½
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1896	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	97½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	79½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	46½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	112½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1939	90
Maryland and Delaware:						
1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	160,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	92
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,'00,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	119
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	108½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1836	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	103½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	67½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1938	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	125
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	112½
Convertible bonds	354,000	7	Jan. & July.	" "	1900	....
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	99½
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	112
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N. J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N. Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $2.00(000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1886	104
2d [illegible]	600,000	7	June and Dec.		1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	125
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	127
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	125
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	110½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	112
New York and Oswego Midland:						
1st Mortgage gold, tax free	6,000,000	7*	Jan. & July.	New York.	1904	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	5,000,000	7	Jan. & July.	New York.	1895	114
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	109
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2 035,000	7	Jan. & July.		1903	112½
North Shore (Flush., N. S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109½
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	107
Mortgage registered	206,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,538,000	6*	Jan. & July.	Lond. & Balt.	1904	100½
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon.	3,000,000	6	" "	Baltimore.	1926	76½
Second General Mort. coupon.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold.	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N. W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400 000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6*	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	111
Consolidated S. F. Mortgage	3,476,000	7	" "	" "	1898	111
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	110½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	72½
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000	1,602,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	97
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	---	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.)						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,R.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama.						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114½
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	111½
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	113
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	114½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	114½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	98
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	89
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	70
Funding income	370,000	7	" "	" "	1896	43

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	85
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	111
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	125½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	123
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1896	....
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	102½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	116
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,788,500	7	May and Nov.	" "	1921	124
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.	"	1916	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W.& R.) Skg Fund	799,990	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1907	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	69½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	113
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Serics D)	1,400,000	7	May & Nov.	" "	1894	103
2d Mortgage Income (Serics E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	116
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	101
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	101½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St .Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	113
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	163½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.& Nash.	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St .Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	88½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	68
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,801,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shopaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,067	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,064,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	102
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	93
3d preferred bonds	452,800	6	" "	" "	'84-'90	88
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'88-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	113
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	104
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1906	89½
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	81½
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	111½
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	111½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	111
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	102½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	107½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	100½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	100½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	100½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	98½
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	109¼
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	117¾
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	84¼
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	79¼
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	108
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
3ond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Ster'g S.F. £262,000 (C. & Am.'	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111½
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1890	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	..
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	116
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	100
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	01
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98½
3d Mort " ")	600,000	8	May and Nov.	"	1873	77
4th Mort " ")	700,000	8	March & Sept.	"	1880	42
Funded Coupons (do.)	722,664	..	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	215,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lon [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,50[illegible]	456,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	115
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7g	" "	"	1902	....
Bonds (S. F.) Conv. till May '85	8,920,000	7	"	"	1900	115½
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	106
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	56
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	116
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	105½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	100
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1936	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109½
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	114½
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,000,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	38½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104½
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	....
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,500	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	...
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	79
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (part lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	98
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000 / 5,000,000	7	Jan. and July.	New York.	1884	105½
Coupon bonds of 1874.....	3,000,000	7	" "	" "	1891	106½
Registered bonds of 1874.....	2,000,000	7	Apr. and Oct.	" "	1894	110½
			" "	" "	1894	105½
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	107
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	106½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	111½
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	104
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	131½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100½
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	51
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	103
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	83
Improvement bonds.....	260,000	6	May and Nov.	"	1930	....
Boat and Car Loan	756,650	6	" "	"	1913	80
Boat and Car Loan	621,600	7	" "	"	1916	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	49
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	....
2d Mortgage.....	298,181	6	" "	"	1885	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	196.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Feb. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,863,000	*	.....	.....	8,613,000	1,750,000	500,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,625	485,336	1,006,211	456,579	7	100	103
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	375,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,629	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	75½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	134½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	237.0	113.2	17.8	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	16,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Dec. 31, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	510,965	1,781,719	706,984	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,498	18,277,302	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	103
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	114,332	1,650,000	.....	20,000	94,332	31.0	776,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,938	64,638	3,633,250	6,500,000	288,365	.....	90.2	571,480	999,549	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1873	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(8½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	140½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,982	1,462	82,101	889,002	554,308	263,133	.....	52.5	135,063	104,752	721,301	156,329	40,219	—	100	79½
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	151.2	766,719	636,438	550,164	970,548	286,519	—	100	79½
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,650	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,373	2	500	88
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,054	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	119½
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	2,522,798	*	9,161	77,615	2,945,231	500,000	503,535	54,811	53.6	287,486	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	2,213,189	569,751	1,216,417	358,490	6	100	129
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	94
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	450,750	—	100	....
Dec. 31, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,024	138,227	221,650	49,998	—	100	....
Jan. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,708	781,793	416.0	911,305	287,634	721,754	1,614,762	560,811	—	100	59
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,280	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,300	10,958,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,678	4	100	140½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,431	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	6.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	157,965	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	5	389	Cairo and St Louis (3 ft.).....Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,889	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,251	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,899	12,000,000	6,850,000	1,495,690	.....	118.2	.....	.....	.....	399,661	121,213	—	50	50
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,900	142,658	369,417	67.0	278,130	.....	.....	.....	.....	—	100	....
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,509	20,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... .....Canada.	22,839,453	*	4,915,028	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	968,044	1,440,270	233,045	—	100	71
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	429,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	21½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	103
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	503,458	7,000,000	3,617,000	396,718	.....	712.6	952,966	.....	.....	2,721,624	1,023,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18768	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,583,200	31,850,276	4,203,655	.....	344.6	4,324,938	4,501,718	3,226,822	5,889,526	2,302,770	—	100	80½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,672	829,253	295,448	6	50	76
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,659,598	7,956,118	9,097,651	6,369,421	54,275,500	94,249,680	7,290,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,550,858	8,744,740	—	100	....
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,146	2,578,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	103,692	486,035	15,950,402	28,288,820	2,127,589	.....	435.0	3,283,377	172,175	588,066	1,936,360	341,621	—	100	22½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24.427	53 6	577,059	124,321	419,309	527,588	123,835	1pc	100	52½
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	.....	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	108
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,645	3,327,845	27,956,816	27,058,725	13,588,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,865	6,586,530	8	100	142½
June 30, 1878	164.0	48.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,833	539,596	260,947	—	100	57
Dec. 31, 1878	50.2	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction..Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	50.2	429,435	158,401	674,668	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	252,407	71,556	323,054	3,714,164	220,611	115,718	152.2	563,429	111,055	498,127	784,556	229,510	—	100	....
May 31, 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,337	10	100	138
Dec. 31, 1878	881.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2 848,298	1,480,429	27,683,744	32,088,500	791,493	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	78½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,378,029	*	3,977,992	2,335,059	36,514,220	34,583,000	3,241,088	4,342,772	1,616.5	11,185,659	3,328,427	4,265,937	13,420,606	6,316,812	7pf	100	90½
Mar. 31, 1879	500.2	223.0	161.7	39.0	259	110	37	6,557	Chicago, Rock Island & Pacific.Ill. & Iowa	34,653,580	*	2,524,005	168,016	20,980,000	9,092,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,286,270	9,409,833	4,329,961	10	100	152
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	*	.....	.....	3,063,650	17,247,851	120,695	.....	571.6	1,318,819	227,184	436,158	2,819,019	818,723	—	100	44½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Everything appearing in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date of Rep't.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec 31, 1878	40.4	484	3671.6	—	495	178	86	10282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,057	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098 445	13,979,766	5,959,501		100	100
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	1775,100	—	.....	.....	375,100	600,000	.....	.....	26.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	96.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,966	—	16,035,233	1,178,753	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	338.536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	161.6	192.2	346.8	—	235	72	36	486	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,380,670	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	104
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	654,564	1,224,691	384,621	8	50	....
Dec. 31 1878	165.7	—	4.1	—	10	6	2	294	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	.....	.....	6,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	55
Sept 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.).....Mo.	3,248,000	*	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 890	138,370	—	100	17
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	448	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978 083	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	160	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,800,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720.427	2,614,007	5,697,598	2,344,242	3	100	126
Dec. 31, 1878	288.°	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago.....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	87½
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1.373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	187.3	87.9	183.5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2 584,932	391.220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3 844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	—
Dec. 31, 1878	68.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242 200	102.588	106,025	88.5	195.998	59,411	663,276	566,458	299,181	—	100	20
Dec. 31, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220.000	1,309,585	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jan. 30, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(N	o report	since re	organization.)	.....	.....	.....	.....	115.0	156,463	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,938	*	6,169,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	90
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,026	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneota Midland (3 ft.)... Minnesota.	2,629,000	—	.....	.....	2,000,000	366,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	*	.....	.....	1,000,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	168,917	825,400	1,982,900	324,445	.....	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M. K. & Tex.	40,988,876	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,483	—	100	46½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,445	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	396	Mobile and Montgomery .....Alabama.	3,166,261	557,454	17,000	8,500	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.8	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,909	*	2,437,577	859,751	5,320,000	15,484,249	719.729	.....	528.6	1,166,778	233,067	186,638	2,098,500	879,321	—	100	24½
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex .....New Jersey.	17,710,791	12,144,240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell.....N. H. & Mass.	948,146	201,688	.....	257,163	800,000	200,000	216,185	90,764	120.6	.....	.....	.....	2,710,117	782,328	7	100	104
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,278	5	100	88½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,080	Nashv., Chattanooga & St. L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	100	79½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)...Tenn. & Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356,841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge..... Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	2	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,766	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.)...Pa.	834,093	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,148	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005.281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	291,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,489	161,046	672,986	367,886	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,168,683	—	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15964	New York Central & Hudson River. N. Y.	82,193,689	17,739,406	29,967,488	.....	39,428,200	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	133½
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	Incl	uded in	Lessees r	eturns.	.....	.....	8	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	5.5	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,649,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	3	100	160½
Sept. 30, 1878	460.0	96.5	1,179	—	476	311	96	—	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558.111	169,107	704,118	.....	500,000	829,000	45.000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	43½
Sept. 20, 1878	14.6	—	10.5	—	11	76	2	22	N. York & N. England..M., R. I. & Conn.	20,625,584	*	865,382	53,881	20,000,000	400,000	934,078	201,721	139.0	815,852	1,731,635	435,867	1,006,287	197,890	—	100	54½
Sept. 30, 1878	85.7	58.2	39.1	100.0	36	65	13	319	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,184,455	1,373,773	1,537,025	15,500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	157
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., Providence & Boston..Conn. & R. I.	2.645.02;	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	....
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (N Y C & H R.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	North Carolina (R. & D.) .....N. C.	4,933,778	—	.....	.....	4,000,000	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	Northeastern ¶.....S. C.	2,148,131	*	466,223	59.020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	142	Northern .....New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern Central .....Md. & Pa.	12,184,505	4,196,107	387,960	498,637	5,068,400	100	396,617	484,880	8.9	452,301	141,209	401,922	426,874	107,372	5	100	85½
Dec. 31, 1878	137.0	13.0	192.9	—	152	64	42	5,296	Northern Pacific... Minn. Dak., Wash. & c.	19,588,650	1,116,378	130,694 587	120,347	100,000,000	.....	.....	.....	646.0	.....	.....	.....	.....	.....	—	—	—
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,6-7	251.639	4.264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	104
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	Norwich & Worcester..... Ct. & Mass.	3.205.435	179,751	278,037	223,630	2,604.400	400,000	50,348.761	1,176,193	66.4	407,889	355,000	403.094	666,883	269,778	10	100	127
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Ogdensburg & L. Champlain.....N. Y.	5,077,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,789	115,618	269,943	542,670	144,325	—	100	28
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50.578	377,737	24.080.000	12,841,000	1.924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	80½
Dec. 31, 1878	340.5	274.1	103.0	—	124	58	31	2,510	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832.238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	111½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,811	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	68,769	41,216	—	100	....
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Oswego and Syracuse.....N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Paducah and Elizabethtown.....Ky.	4 277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223.882	319,542	88,266	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	175
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Pekin Linc. and Decatur..... Ill	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,385	76,899	144,042	217,369	76,385	—	100	....
June 30, 1878	67.4	—	7	—	—	—	125	—																		

☞ Articles of incorporation have been filed in the office of the Secretary of State at Trenton, N. J., for a new railroad to run from the east end of Bergen Cut to Third street, near Phillip, Jersey City, and about one-fourth of a mile from the terminus of the Central Railroad of New Jersey. It will be three miles long, and the capital stock is $300,000, in shares of $50 each. The incorporators are Generals Wm. J. Sewell and Gershom Mott, Benjamin F. Lee, William Bettle, Jr., Ira M. Harrison, E. F. C. Young, F. O. Mathieson and J. H. Smith. This project is a substitute for the one filed some time ago for a railroad from the Point of Rocks to the Standard Oil Company's Works, and against which the Chancellor granted a permanent injunction on application of the Central Railroad Company.

Statement of the Public Debt of the United States, January 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$552,450 00
6 per cent. bonds, 1881 (Oregon,) 1861	821,700 00	24,639 00
6 per cent. 1881 bonds, 1861..	182,525,350 00	5,475,760 50
6 per cent. 1881 bonds, 1863..	71,628,900 00	2,149,167 00
5 per cent. funded loan of 1881	508,440,350 00	4,237,002 92
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	738,490,500 00	7,384,905 59
Refunding Certificates.....	2,355,400 00	23,554 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest.....	$1,786,686,850 00	$20,924,978 92
Interest due and unpaid		2,691,718 97

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
6 to 6 per cent. old debt, 1837	$57,665 00	$84,174 51
5 percent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,350 00	46 17
6 per cent. 5-20 bonds, called June, 1864	71,050 00	75 81
6 per cent. 5-20 bonds, called 1865	124,150 00	59,108 20
5 per cent. 10-40 bonds, called, 1864.....	6,448,050 00	340,766 02
6 per cent. Consol. bonds, called, 1865.....	790,100 00	4,903 43
6 per cent. Consol. bonds, called, 1867	4,541,150 00	343,916 36
6 per cent. Consol. bonds, called, 1868	1,614,900 00	114,657 16
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,375 00	2,340 85
5 per cent. 2 year notes, 1863.	37,000 00	1,962 99
6 per cent. compound interest notes, 1863-64.....	249,527 00	50,674 63
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,250 00	5,590 52
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$14,691,925 26	$997,653 83

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$41,350 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency, 1862-3-4	15,674,303 78	
Coin certificates, 1863.....	12,337,100 00	
Silver certificates, 1873.....	8,712,910 00	
Unclaimed interest		7,597 03
Aggregate of debt bearing no interest.....	$393,711,679 78	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$273,400,550 00	
Bonds at 5 per cent.....	5 8,440,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,490,550 00	
Refunding certificates.....	2,355,400 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,786,686,850 00	$23,686,697 59
Debt on which interest has ceased since maturity.....	14,691,925 26	997,653 83
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,366 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency.....	15,674,303 78	
Coin and Silver Certificates.	21,050,010 00	
	$393,711,679 78	
Unclaimed interest.....		7,597 03
	$2,195,030,455 04	$24,691,953 75
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,219,782,408 79

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,691,718 97
Debt on which interest has ceased.....	14,691,925 26
Interest thereon	997,653 83
Gold and silver certificates.....	21,050,010 00
U S Notes held for redemption of certificates of deposit.....	10,245,000 00
Cash balance available Jan. 1, 1880.....	158,307,590 86
	$207,983,903 92
Debt, less amount in Treasury, Jan. 1, 1880.	$2,011,798,504 87
Debt, less amount in Treasury, on the 1st ult.	2,016,047,722 83
Decrease of debt during the month.....	$1,251,217 96
Decrease of debt since June 30, 1879.....	$15,408,751 50

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $43,712,450 58; interest repaid by transportation of mails, &c., $13,520,474 19; balance of interest paid by United States, $30,191,976 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Finances of Philadelphia.

The annual report of the City Controller shows that the income of the city from revenue sources during 1879 was $14,539,901, of which $11,722,025 was from taxes. This income the new 4 per cent loan increased to $23,664,575. The expenditures of the year were $23,360,882, of which $10,151 611 was for payment of warrants for previous years. The Controller states that it will not be necessary to issue over $9,200,009 4s to meet the outstanding warrants, and recommends that $800,240 70 of the 4s held by the sinking fund be canceled and the City Treasurer pay that amount in money into the sinking fund. The city debt consists of $61,092,641 6s and $10,000,000 4s, there having been $220,600 6s paid off for 1879. If the above recommendation is carried out the total bonded city debt will be $70,169,801, and, with the warrants still outstanding computed in, the funded and unfunded debt will be $1,665,800 less than at the beginning of 1879. Deducting the value of the sinking fund assets, $25,718,373, the net funded and floating debt is $46 546,222. The annual charge of the city debt is $4,140,000 for interest and $807,155 for sinking fund appropriations, a total of $1,947,155.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 20.

	W. 14	Th. 15	F. 16	Sat. 17	M. 19	Tu. 20.
Allegheny Val. 7 3-10s.....	....	....	....	117	....	
7s, Income.....	....	38	40	40	....	
Camden & Am. 6s, 1885....	....	....	....	....	....	
6s, 1889	....	....	....	....	....	
Mort. 6s, 1889.....	111½	....	....	....	....	
Camden and Atlantic.....	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
2d mortgage.....	....	....	....	....	....	
Catawissa 16	16	....	....	....	16	
Preferred.....	49	49	....	45	49	
New preferred.....	47½	....	....	....	47	
7s, new.....	....	....	....	....	....	
Del. & Bound Brook.....	....	100	....	....	....	
7s.....	....	....	....	....	....	
Elmira & Williamsport....	....	....	....	....	....	
Preferred..... 51½	....	....	....	....	51½	
7s.....	....	....	....	....	....	
Hunt. & B. Top Mt ... 10	....	....	10½	....	10	
Preferred 14½	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
Lehigh Navigation 38½	38½	37½	37½	....	37½	
6s, 1884.....	....	....	106	....	....	
Gold Loan..... .. 104	104	....	104	104	104½	
Railroad Loan..... 111½	....	....	....	....	....	
Conv. Gold Loan....	....	....	....	....	....	
Lehigh Valley 52½	52½	52½	52½	52	52½	
1st mort. 6s, coupon.....	116	116	....	....	....	
1st mort. 6s, reg.....	....	....	....	....	....	
2d mort. 7s...	125	125	....	125	....	
Consol. mort. 6s, reg.....	110½	....	....	....	110½	
Little Schuylkill... .. 51½	51½	....	....	....	....	
Minehill & Sch. Haven	56	56	56	56	....	
North Pennsylvania .. 52	52	52	52	52	52	
1st mortgage 6s.....	....	....	....	....	....	
2d mortgage 7s.....	....	....	....	....	....	
Gen'l mort. 7s, coup.....	....	....	....	....	....	
Gen'l Mort. 7s, reg.... 112½	114½	....	....	....	....	
Northern Central. .. 33	33	33	33½	....	32½	
6s..... 76	76	76	76½	76½	75½	
Northern Pacific 35	34½	35	35½	35½	34½	
Preferred 59½	57½	58½	59	59	58	
Pennsylvania R. R. .. 51	50½	50½	51	51	50½	
1st mortgage.....	....	102	101½	....	——	
Gen'l mortgage.....	114	....	....	114½	....	
Gen'l mort. reg.....	....	....	....	....	....	
Consol. mort. 6s, reg.....	....	....	....	....	....	
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series	106½	..	106	....	....	
do. 5s, new.... 110	..	....	....	....	....	
Phila. and Reading.... 35½	34½	34½	35	34½	34½	
1st Mortgage 6s.....	....	....	....	....	....	
7s, of 1893.....	....	....	....	....	....	
7s. new convertible.....	....	....	....	....	....	
Consol. mortgage 7s.. 114	....	....	....	....	....	
Consol. mortgage reg. 114	114½	....	....	....	....	
Philadelphia and Erie 19½	18½	19	18	19	18½	
1st mortgage, 6s.....	103½	....	....	103½	....	
2d mortgage, 7s.....	112	112	112	....	....	
Pittsb., Cin. & St L. 7s	....	....	....	....	....	
Pittsb., Titusv. & Buff.. 14½	13½	14	14½	14½	14½	
7s..... 72	70	68	70	70	70	
Schuylkill Navigation..	....	....	....	....	....	
Preferred..... 16½	....	....	....	....	....	
6s, 1872.....	103	....	103	....	....	
6s, 1882.....	83	....	....	....	....	
United Co. of N. Jersey 154	154	....	....	155	156	
Hestonville, (Horse) 23½	23½	24½	24½	24½	24	
Chestnut & Wal. (do.). 72½	72½	....	....	72½	....	
Green and Coates (do.).....	....	....	....	....	90	
2d and 3d streets (do.).....	....	....	....	....	....	
13th and 15th sts (do.).....	....	....	....	....	82	

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 20.

	W. 14	Th. 15	F. 16.	Sat. 17.	M. 19.	Tu. 20.
Baltimore and Ohio	....	....	....	153½	....	
6s, 1880.....	....	....	....	....	....	
6s, 1885.....	....	....	....	....	....	
Central Ohio ($50).....	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s.....	....	108½	....	....	109	
2d mortgage, 7s..... 77½	79½	77½	78½	79½	79½	
3d mortgage, 8s..... 44	45	44½	44½	43½	45½	
Northern Central ($50)....	33	33	....	33	....	
2d mortgage, 6s 1885.....	....	....	....	....	....	
3d mortgage, 6s, 1900.....	109½	....	....	....	....	
6s, 1900, Gold.....	....	106½	....	....	....	
6s, 1904, gold..... 100	....	100	100	100½	100½	
Orange and Alex. 1st.....	....	....	....	....	....	
2d mortgage, 6s.....	....	....	....	....	....	
3d mortgage, 8s..... 76½	76½	76	....	....	78½	
4th mortgage, 8s.....	....	....	89½	....	....	
O., Alex. & Manassas 7s 79½	....	....	80	80½	80	
Pittsb. & Connellsv. 7s 111	....	....	....	....	....	
Virginia 6s, Consol .. 51	50½	50½	50½	51	51½	
Consol. Coupons 77½	77½	77½	....	77½	77½	
10-40 bonds.....	....	....	37½	....	37½	
Deferred Certificates. 10½	....	....	....	9	....	
Western Maryland ... 9½	....	....	....	9½	9½	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed.....	....	....	....	....	107	
2d M., end. Wash. Co....	....	....	....	....	....	
2d Mort., preferred .. 95	....	94	94½	....	96	
City Passenger R. R..... .. .	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 21.

	Th.15	F.16	Sat.17	M.19	Tu.20	W.21.
Adams Express	107	107½	107½	108	108	109
Albany and Susq	....	....	103½	103½	104	103½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	....	....	....	108	....	108½
Atlantic & Pacific Tel.	58½	....	....	58½	57	57½
Buri., C.R. & Nor	40½	40½	42½	42½	41½	41½
1st mortgage 5s	59	....	58½	60	58½	....
Canada Southern	90	90	89½	89½	90	89
1st mortgage guar	72½	72½	73	76½	71½	71½
Central of N. Jersey	90½	90½	90½	90½	91	91½
1st mortgage 1890	82½	83	82½	82	81½	81½
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific 6s, gold	....	....	....	....	....	....
1st M. (San Joaquin)	109	...	109½	....	....	109
1st M. (Cal. and Or.)	102½	....	103	103	....	....
Land grant 6s	....	101½	101½	....	....	....
Chesapeake and Ohio	....	....	104½	....	....	....
Chicago and Alton	21½	22½	22	22	22½	22½
Preferred	108½	107½	107	107	107	108
1st mortgage	....	....	....	120	....	....
Sinking Fund	....	....	....	....	116½	....
Chic., Burl. & Quincy	....	....	....	....	....	....
7s Consol, 1903	142½	143½	142½	142½	143	
8s, 1888	....	....	....	119	....	....
Chic., Mil. and St. Paul	....	....	....	....	....	....
Preferred	77	77½	77½	78½	77½	77½
1st mortgage, 8s	102½	102½	102½	102½	102½	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	111½	....	....	....	112½
1st M. (I. and M. div.	....	....	111½	111½	....	112
1st M. (I. and D. ext.)	....	....	....	....	111½	....
1st M. (H. & D. div.)	....	....	....	107½	....	107½
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	113	....	....	....	....	....
Chic. & Northwestern	109	....	....	....	....	....
Preferred	91½	90½	91½	91½	91½	90½
1st mortgage	107½	107	106½	107½	108½	107
Sinking Fund	111	....	112	....	....	110½
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	121½	121½	....	....	122
Do. reg	116	....	116½	115½	116	116½
Chic., Rock Isl. & Pac	....	....	....	....	....	....
6s, 1917	153	152	152½	....	....	152
7s	....	....	....	....	....	....
Clev., Col., C. and Ind.	78½	79½	79½	79½	78½	78
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	110	111½	111½	110½	112	111
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	108	....	....	....	....
Col., Chi., & Ind Cent	21½	21½	22½	22½	23½	23
1st mortgage	....	....	86½	88½	88	89
2d mortgage	52	....	....	....	....	....
Del. & Hudson Canal	75½	76	76½	75½	75	....
Reg. 7s, 1891	106	....	106½	....	....	105½
Reg 7s, 1884	....	....	....	105½	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	85½	86½	86½	85½	85½	85½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	120	....	121	....	....
2d mortgage	....	....	....	105	105	....
3d mortgage	107½	....	....	107½	107½	....
4th mortgage	102	....	....	....	....	....
5th mortgage	112½	....	....	....	....	....
7s, Consol. gold	117	117	117½	118	117½	118
Great Western 1st mort	....	....	110½	111	....	....
2d mortgage	101	100½	....	100½	....	100½
Hannibal & St. Joseph	36	36	38½	37	37½	38½
Preferred	68½	68½	69	67	68	68½
8s, Convertible	108½	109	109	....	109½	109½
Houston & Tex. Cent	62	62	64	65	67½	66½
1st Mortgage	106½	107	....	....	....	107
Illinois Central	102½	103	102½	103½	103½	105½
Kansas Pacific	97½	97½	105½	104	102	98
Lake Shore & Mich So	100½	101½	101½	101½	101½	101
Consol. 7s	....	....	....	121	....	....
Consol. 7s, reg	....	120	120	120½	120	120½
2d Consolidated	115	...	115	....	115½	116
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	116½	....	....
Louisville & Nashville	93	96	103½	113	110½	112
7s, Consolidated	....	....	....	....	....	115½
Manhattan	53	52	52	52	51½	51½
Metropolitan Elevated	119	118	....	....	116½	116½
1st Mortgage	101½	101½	101½	101½	101½	....
Michigan Central	89½	90½	90	90½	90½	90½
7s, 1902	....	....	119	119	119	....
8s 1882, S. F	....	....	....	....	....	....
M. S. and N. I. 1st, S.F	....	....	....	....	....	....
Morris and Essex	....	104½	104½	104	104	104
1st mortgage	....	....	125	...	125	125
2d mortgage	....	....	....	....	....	....
7s of 1871	113	....	112½	....	112½	113
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	109½	....	....	....	109½	....
N. Y. Cent. & Hud. Riv	134	134	133½	134	133½	....
6s, Sinking fund, 1883	....	106	....	106	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	126	....	....	....	....	....
1st mortgage reg	125	....	....	....	....	....
N. Y. Elevated	127½	126½	125½	124½	124	125½
1st Mortgage	110½	110½	110	111	111	110½
N. York and Harlem	....	....	....	160	160½	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	127	....	....	....
1st mortgage, reg	126½	126	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 21.

	Th.15	F.16	Sat.17	M.19	Tu.20	W.21.
N.Y., Lake Erie & W.	43½	44½	43½	43½	43½	43½
Preferred	69½	70½	70	69	69½	69
2d Consolidated	87½	88½	87½	87½	88½	88½
New 2d 5s fund	82	82½	....	82	....	....
N.Y., N. Haven & Hart	157	155½	....	156½	....	157
North Missouri 1st M	....	114½	114	114½	....	114
Northern Pacific	34½	35	35	35	34½	34½
Preferred	58½	58½	59	58½	58½	58
Ohio and Mississippi	30½	30½	30	30	30½	30½
Preferred	61	60½	....	60	60	60
2d mortgage	110	....	....	111	111	110½
Consolidated 7s	....	....	111	....	....	....
Consol. Sinking fund	110½	110½	....	111	....	....
Pacific Mail S. S. Co	40½	43½	42½	41½	41½	41
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	108½	....	108	....	....
2d mortgage	....	....	....	108	108½	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	69½	70	69½	69½	69½	69½
Pitts., Ft. W. & Chi. gtd	114½	....	114½	....	115½	....
1st mortgage	....	125½	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	111	117	117	118
Quicksilver Mining Co	23½	21½	22½	21	....	....
Preferred	68½	67½	68	....	....	....
St. Louis & San Fran.	43	42½	43½	43	42½	43½
Preferred	54	54	54½	55	55	56
1st Preferred	72½	72½	72	74½	73½	74
St. L., Alton and T. H.	28½	27½	27	26	26½	27½
Preferred	66	65	....	64½	65	66
1st mortgage	....	....	....	....	....	....
2d mort. preferred	99½	....	102½	....	....	....
Income bonds	93½	...	93	....	....	....
St. L., Iron Mt. & S. As	52½	54	53½	52½	52½	57
1st mortgage	....	....	....	115½	116	....
2d mortgage	....	99½	....	100	100½	....
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	97½	94½	96	96½	95½	95½
1st mortgage	109	109½	109	109½	....	109½
Land Grant 7s	....	....	....	....	113½	....
Sinking Fund 8s	....	116	116½	118	117½	....
United States Express	48½	48	....	....	....	48
Wabash	....	....	....	....	....	....
1st mortgage	109½	111½	....	111½	....	....
2d mortgage	101½	....	101	101	100½	....
7s, Consolidated	....	98	99½	99	99½	....
St. Louis Division	....	....	....	106½	107	107
Wabash, St. L. & Pac.	42½	43½	44	42½	43½	44½
Preferred	66½	67½	68	66½	67½	68½
New Mort. 7s	....	94½	....	....	....	....
Wells-Fargo Express	102	103½	101½	101½	100½	101½
Western Pacific bonds	105	104½	104½	....	105½	....
Western Union Tel	102	103½	104½	103½	104	103½
7s, S. F. conv., 1900	....	....	....	....	115½	....

Boston Stock Exchange.

Closing Prices for the week ending Jan. 21.

	Th.15	F.16	Sat.17	M.19	Tu.20	W.21.
Atch., Top. and San. Fe	134½	134	134½	135	135	135½
1st mortgage	115	....	....	114½	....	115
2d mortgage	128	128	127½	128	....	129
Land Grant 7s	....	113	....	....	....	113½
Boston and Albany	141	140½	141	141	....	141½
7s, reg	....	....	....	....	....	....
Boston and Lowell	88½	....	....	88	....	....
Boston and Maine	119½	119	119½	....	120	120
Boston and Providence	....	....	....	129	....	129
Boston, Hart. & Erie 7s	58½	58½	58	58	57½	57½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	141	140	139½	140	140	140½
6s, exempt	107½	....	....	....	....	....
7s	118½	143	....	142	142½	142½
Chi., Burl. and Quincy	143½	....	....	....	....	....
Cin., Sand. and Clev	18½	18½	18½	18½	18½	18½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	139	....	....	....	....
Eastern	26	26½	26½	26½	27	28½
New 4½ Bonds	84½	85	85½	85½	86	87
Fitchburg	124	124	124	124½	125½	125
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	90½	....	....	....	....	52
N. Y. & New England	54½	53½	53½	53½	53½	52
7s	110½	110½	110½	111½	112	....
Northern, N. H	....	....	89½	....	88	....
Norwich & Worcester	130	....	....	....	....	....
Ogden. & Lake Champ	28½	....	28½	28	28	29½
Preferred	....	69	69	....	70	71
Old Colony	111½	112	112	111½	112	112
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	....	68½	68½	....	68½	....
Portl'd, Saco & Ports	....	107	107	....	....	....
Pueblo & Ariz. Va	89½	89½	....	89½	90	90
7s	110	....	....	....	....	....
Pullman Palace Car	111	111½	....	....	118	....
Union Pacific	93	92½	95	97½	95½	95½
6s	....	....	109	....	....	....
Land Grant 7s	....	....	....	113½	....	....
Sinking Fund 8s	112½	112½	113	....	114	114½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	55	....
Cambridge (Horse)	120	....	....	....	....	....
Metropolitan (")	61½	61½	61½	....	....	61
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	235	240	242½	247½	245	
Quincy	32	32½	33½	37½	39½	40½

New York Stock Exchange.

Closing Prices for the week ending Jan. 21.

	Th.15	F.16	Sat.17	M.19	Tu.20	W.21.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	104½	....	104½	104½	104½	104½
U. S. 4s, 1907, coup	104½	104½	104½	104½	104½	104½
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	....	....	....	107½	....	....
U. S. 5s, 1881, reg	102½	....	....	....	....	....
U. S. 5s, 1881, coup	103½	....	103½	....	103½	....
U. S. 6s, 1881, reg	104½	104½	104½	104½	104½	104½
U. S. 6s, 1881, coup	104½	....	104½	104½	104½	104½
U. S. 6s, 1880, reg	....	....	....	....	....	103½
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	88	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	88½	....	89	89½	
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Jan. 2	Jan. 9
Atlantic & Gt. W. 1st mort., Certs.	60 — 62	65 — 67
Do. 2d mort., Certs	27 — 29	30 — 32
Do. 3d mort., Certs	12 — 13	13 — 14
Baltimore and Ohio (sterling)	111 —113	112 —114
Central of New Jersey $100 shares	82 — 85	83 — 86
Do. Cons. Mort. Oct. '79 coupon	106 108	106½—109½
Do. Adjustment bonds	106 —108	108 —110
Do. Income bonds	90 — 93	90 — 93
Det., Gd. Haven & Mil. Equip. bds.	106 —108	106 —108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	90 — 92	93 — 95
Erie shares $100 Recon. Ass. $6 pd.	46 — 48	46 — 48
Do Pref. Shares, R. T. Ass. $3 pd	70 — 80	70 — 80
Do. 1st Con. M. ex-Certs. 6 Cou.	118 —120	118 —120
Illinois Central $100 shares	102 — 103	104 —105
Illinois & St. Louis Bdge 1 mort. stg.	116 —118	116 —118
do do. 2 mort. stg	80 — 85	80 — 85
Lehigh Valley Consol. mortgage	108 —108	106 —108
N. Y. Cent. & Hud. Riv. Mt. bonds	125 —127	126 —128
Do. $100 shares	133 —137	133 —137
Do. Mort. bonds (stg.)	117 —117	116 —117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	117 —119	117 —119
Do. do. 2d do.	84 — 86	84 — 86
Do. 2d Consol. Mort. bonds	90 — 92	90 — 92
Pennsylvania, $50 shares	52½— 53½	52 — 53
Do. Con. Sink. Fund Mort	108½—109½	109 —110
Philadelphia and Reading $50 shs.	37 — 38	36 — 37
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	111 —113
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 22, 1880.

The markets have been irregular and unsettled the past week, with an upward tendency in all stocks and bonds, and sharp advances in general securities, owing to new combinations and syndicates in railroad ownership and control, while the markets outside of Wall Street have had the reverse tendency, without activity, closing lower in most cases for speculative articles, except in the iron market. Money has ruled steady and in good demand at about old quotations, ranging from 4 to 6 per cent. The bank statement shows a steady increase in surplus reserve, equal to over $3,000,000, while foreign exchange has been quiet at about the closing rates of last week, there having been no increase in the supply of commercial bills as the speculation in all the export staples at this port has kept the prices above a shipping basis notwithstanding the decline, because the foreign markets are oversupplied and have fallen off as fast as this.

There has been more doing at the Southern Ports beginning at Philadelphia, however, and this has in a measure counterbalanced the light supply of commercial bills here. The placing of the Syndicate stock of the New York Central road on the London Market has also no doubt affected exchange somewhat.

The return of money from the interior continues as shown by the bank statement, and yet Keene had to send $2,000,000 from Wall Street to Chicago to keep up his margins there on wheat and lard, in which there has been such shrinkage and accumulation of stocks that the banks west

and here are calling in their loans and reducing their advances on these staples largely, for fear of a collapse in the whole speculation. This compelled Keene to realize on his Wall street securities and the break in stocks late last week was due to this fact, and to rumors on the street that some of the large Wall street bulls in breadstuffs and provisions were in a tight place. With this exception however the stock market has been slowly but steadily upward since our last, while as above noted there has been a decided activity and advance in several stocks under the stimulus of combinations and syndicates. Of these the most important is that of the Louisville and Nashville which has absorbed the Southern system of railways West of the Alleghanies to the Mississippi River and from the Ohio River to the Gulf of Mexico, with an outlet through Georgia to the South Atlantic Seaboard, through Indiana to the Lakes, and is about completing running arrangements with the Pennsylvania Railroad, for an outlet over its lines to the North Atlantic Seaports.

Fuller particulars of this will be found in our editorial columns, as well as of the next most important consolidation of the Union and Kansas Pacific, followed by the purchase of 100,000 shares of the Central Pacific stock by a Wabash Syndicate under Gould. These comprise the new combinations and consolidation of lines and interests for the week, though several more are in contemplation, among which the proposed lease of the Louisville, Cincinnati and Lexington jointly by the Pennsylvania Railroad and the new Louisville and Nashville consolidation by which these two interests will exchange east and west bound traffic to their mutual advantage and thus secure new outlets for both, instead of the Pennsylvania Railroad leasing the whole as wrongly reported. Another proposed consolidation is that of the Illinois Central with the Chicago, St. Louis and New Orleans, which was incorrectly announced as effected. We are informed by the Illinois Central officers that no change in their ownership of a controlling interest in said road has been made, but that they are improving it, having one-half laid with steel rails and ballasted, and arrangements made for completing it.

The effect of all these changes on the stocks and bonds of the several companies interested will be seen from our tables of quotations of the daily prices of the Stock Exchange.

The next most important feature in railroad circles are the indications of another more or less extended railroad war on freight rates consequent upon the reduced volume of business owing to the speculation in breadstuffs and provisions which is unnaturally keeping back these supplies which are enormous, and will be carried forward to the opening of Lake navigation and loose this traffic to the roads which they naturally would get at this season. The Northwest pool is already broken up by the action of the Northwest in retaliation for the Wabash monopoly at Kansas City.

The Trunk lines have also been in conference to consider a reduction in rates, but they adjourned without effecting it, owing in great part, it is said, to the strenuous opposition of the big speculators in breadstuffs and provisions whose interest require their products to be kept back as long as possible.

A dispatch from Springfield, Ill., January 21, states: "A final decree was to-day entered in the United States Circuit Court foreclosing the mortgage upon the Chicago and Paducah Railroad, fixing the amount due for principal and interest at $3,710,509, and ordering the road to be sold at Chicago by John A. Jones, Master in Chancery, after sixty days' notice."

The subscriptions opened by Messrs. Woerishoffer & Co. for the $5,000,000 first mortgage bonds of the Texas Pacific Railway Company closed to-day. They amounted to $10,049,000.

The demand for investment continues active and there are but few undoubted securities selling below par, where known and bearing 6@7 per cent interest. The most active stocks beside those named above were the Kansas and Texas and the Iron Mountain, supposed to be also the result of said combinations.

The Mining stock market has been quite active but prices have been lower both for Pacific Coast and Eastern mines. The former fell off with the North End mines of the Comstocks in San Francisco, and with that market this market has sympathized and Eastern stocks fallen off with the Pacific shares.

Imports and exports were about $6,000,000 each. The returns of railroads so far reported, show an increase of 27 per cent in their December earnings over same time last year, and of 8 per cent for the whole year. The Central Pacific shares sold here after the syndicate sale at 85 @87 or at 10@12 per cent advance over the Syndicate price in one day.

The closing quotations on Thursday were: Adams Express, 107@108; American Express, 56@57; Atlantic and Pacific Telegraph, 41@42; Canada Southern, 70¾@71; Central of New Jersey, 80⅛@80¾; Chesapeake and Ohio, 22¼@22½; do. 1st pref., 30¾@31½; do. 2d pref., 24¼@25; Chicago, Burlington and Quincy, 142½@142¾; Chicago and Alton, 108⅛@108⅜; do. pref., 120@—; Chicago and Northwestern, 90¼@90⅜; do. pref., 105½@106; Chicago, Milwaukee and St. Paul, 76⅜@76¾; do. pref., 101¾@102; Chicago, Rock Island and Pacific, 150@152; Cleveland, Columbus, Cincinnati and Ind., —@78¾; Columbus, Chicago and Indiana Central, 23⅞@24; Delaware and Hudson Canal, 74⅞@75⅛; Delaware, Lackawanna and Western, 84⅜@84½; Erie, 43⅜@43½; do. pref., —@68⅞; Hannibal and St. Joseph, 37¾@38; do. pref., 67¾@68; Illinois Central, 105@105¼; Kansas Pacific, 90@97; Lake Shore and Michigan Southern, 100⅝@100¾; Michigan Central, 89¾@90¼; Morris and Essex, 104@104½; Manhattan Railway, 51½@52; Metropolitan Elevated, 116½@118; New York Elevated, 124@125; N. Y. Central and Hudson River, 133@134; New York and Harlem, 158@165; Northern Pacific, 34½@34¾; do. pref., 57½@58; Ohio and Miss., 30⅛@30¼; do. pref., 62@63; Pacific Mail, 39⅜@39½; Philadelphia and Reading, 68⅞@69; Quicksilver, 21¼@21⅜; do. pref., 65@—; St. Louis, Alton and Terre Haute, 25@—; do. pref., 60@65; St. Louis and San Francisco, 43¾@44; do. pref., 55@55½; do. 1st pref., 74½@75; St. Louis and Iron Mountain, 56@56¼; Union Pacific, 94¼@94⅜; Wells-Fargo Express, 100@101; Western Union Telegraph, 103@103¼; Wabash, St. Louis and Pacific, 43⅞@44; do. pref., 68¼@68⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chicago, St. Louis and New Orleans R. R, 44; do. 2d inc., 75½; Nashville, Chattanooga and St. Louis R. R., 80¼; do. 1st, 112; Rome, Watertown and Ogdensburg R. R., 27; do. 1st consol., 68; Lake Erie and Western R. R., 30; do. 1st, 96; do. inc., 93; Marietta and Cincinnati 1st pref., 17; do. 2d pref., 11¾; Mobile and Ohio R. R. ass., 25; do. 1st, 99⅞; do. 1st deben., 78¾; do. 2d deben, 48¾; do. 4th deben., 37; Missouri, Kansas and Texas R. R., 46¼; do. 7s, consol. ass., 104; do. 2d, 63⅝; Chesapeake and Ohio 1st pref., 32½; do. 2d pref., 24⅞; do. cur. int. def., 42; do. 6s, Series B, 67¼; Boston and New York Air Line pref., 56; Cedar Falls and Minn. R. R., 25¾; do. 1st, 103; Ind. Cin. and Laf. R. R, 5½; Warren R. R., 100⅛; Cin. and Spring. 1st, guar. by Clev., Col., Cin and Ind., 105; Ind., Bloom. and Western R. R., 32; do. 1st, 72¾; do. 2d, 61; do. inc., 57¼; Ohio and Mississippi 1st, Springfield div., 72; Oregon Railway and Nav., 1st. 91½; Am. Dock and Imp. bonds, ass., 108¼; St. Louis and San Francisco 2d, class B, 68¾; do. A, 88½; do. C, 67½; Kansas Pacific Inc. No. 16, 86; do. 6s, Denver Div. ass., with coup. certif., 106⅞; do. 6s, J. & D., 1896, with coup. certif., 115½; Keoknk and Des Moines R. R., 19½; Lehigh and Wilkesbarre consol. ass., 95¾; do. inc., 65; St. Louis and Iron Mt. 1st pref. inc., 89⅞; do. 2d do., 73¼; do. Cairo, Ark. and Texas 1st, 101; do. Arkansas Br. 1st, 101; Texas Pacific Income, L. G,. 78; Denver and Rio Grande 1st, 96⅞; St. Louis, Jacksonville and Chicago 1st, 112; Toledo, Peoria and Warsaw W. D., pur. com. rec., 125; Laf., Bloom. and Muncie 1st, 93; do. Inc., 66; Louisville, New Albany and Chicago R. R.; 67½; Ind., Dec. and Spring. 1st, 102; do. 2d, 73; International 2d, pur. com. rec., 41½; Erie and Pittsburg consol., 105; Central of New Jersey 1st consol. ass., 106; do. conv. ass., 106½; do. Adjm't, 106½; do. Income, 84¾; Albany and Susq. 1st consol., 109; Col., Chi. & Ind. Cent. Inc., 47; do. 1st mort. Trust Co. certif. ass., sup., 87¾; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 103½; do. Omaha div., 1st, 107½; do. St. Charles Bridge 1st, 104; Cairo and Fulton 1st, 105¾; St. Paul and Sioux City R. R., 41¼; do. pref., 80; do. 1st, 98¼; Houston and Gt. Northern 2d, pur. com. rec., 41; Boston, Hartford and Erie 1st, 57½; South Pacific 1st 102; Houston and Texas Central 2d M. L, 107; Del. and Hudson 1st, Penn. div., 111¼; Teledo and Wabash Equip., 40; Philadelphia and Reading Gen'l mort. 6s, coupon, 89; Rensselaer and Saratoga R. R., 116; Chicago, St. Paul and Minn. 47; do. 1st, 102; do. L. G. Inc., 93; Cleveland and Toledo S. F., 103; Clev., Col., Cin. and Ind. consol., 107½; Michigan Central 6s, 1909, 110; Buffalo, New York and Erie 1st, 1916, 116; Louisiana and Missouri River 1st, 110; Louisville and Nashville 2d, 104; Sutro Tunnel, 3½; Canton Co., 62; New Jersey Central L. and I. Co., 42; Climax Mining Co., 3⅛; Central Arizona 14⅛; Little Pittsburg, 28½; Standard, 82¼; Caribou, 5; Deadwood, 25; Homestake,

87⅛ ; Ontario, 38½ ; La Plata, 5¼ ; New Central Coal, 31 ; Maryland Coal, 27 ; Cumberland Coal and Iron, 68 ; Pennsylvania Coal, 210 ; Am. Dist. Tel., 73¼ ; Excelsior mfg. Co., 24⅞ ; Tennessee 6s, old, 33½ ; do. new, 32 ; Alabama Class A, 59⅞ ; Arkansas 7s, L. R., P. B. and N. O. R. R , 9 ; Georgia 6s, 104½ ; do. 7s, new, 111 ; South Carolina 6s, non fund, 5¼ ; Virginia 6s, old, 27 ; do. 6s, def., 10 ; do. 6s, consol., ex mat. coup., 52 ; Louisiana 7s, consol., 47¼ ; North Carolina Fund Act, 1866, 10 ; do. 1868, 10 ; do. special tax, 3d class, 6.

Boston.—Oswego Midland R. R., 7½ ; do. 2d, 7s, 14⅜ ; Chicago and West Michigan R. R., 66 ; Little Rock and Ft. Smith R. R., 55 ; do. 7s, 97 ; do. scrip, 93 ; Kansas City, St. Joseph and Council Bluffs R. R , 74 ; do. inc., 6s, 87 ; do. 7s, 108¼ ; Southern Kansas and Western R. R., 56½ ; do. 7s, 100 ; Republican Valley R. R., 138 ; do. 7s, E. D., 100¾ ; do. W. D., 100½ ; Kansas City, Fort Scott and Gulf R. R., 45⅞ ; do. pref., 75 ; do. 7s, 106½ ; Chicago, Clinton, Dubuque and Minnesota R. R., 57 ; Kansas City, Topeka and Western 7s, 113¾ ; New Mexico and Southern Pacific 7s, 108¾ ; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 101½ ; Kansas City, Lawrence and Southern R. R., 76½ ; do. 4s, 83 ; Atchison and Nebraska R. R., 75¼ ; Wisconsin Valley R. R., 41 ; do. pref., 60 ; do. 7s, 102 ; Marquette, Houghton and Ontonagon R. R., 20 ; do. 6s, 72 ; do. 8s, 112⅝ ; Atchison, Topeka and Santa Fe 7s, guar , 110 ; do. 8s, 108 ; Pleasant Hill and De Soto 7s, 105½ ; Detroit, Lansing and Northern 7s, 111¼ ; Iowa Falls and Sioux City 7s, 105½ ; Vt. Central Equip. 8s, 80 ; Boston and Maine 7s, 120 ; Chicago, Burlington and Quincy 5s, 99½ ; Florence, El Dorado and Walnut Valley R. R., 37¾ ; do. 7s, 101¼ ; Cin., Sand. and Clev. 7s, 90 ; Rutland R. R., 67⅛ ; do. pref., 26½ ; do. 1st, 6s, 95 ; Summit Branch, 20¼ ; Denver and Rio Grande R. R., 48 ; do. 7s, 96⅞ ; Iowa Central R. R , 13¾ ; Boston, Revere Beach and Lynn R. R., 94 ; Maine Central R. R., 40½ ; Wichita and Southwestern R. R., 79 ; Louisiana and Missouri River R. R., 17 ; Cheshire R. R., 52½ ; Indianapolis, Cincinnati and Lafayette R. R., 2 ; Nashua and Lowell R. R., 112½ ; Flint and Pere Marquette R. R , 15½ ; Portsmouth, Gt. Falls and Conway R. R., 13 ; do. 7s, 75 ; Wichita and Southwestern R. R., 80 ; Manchester and Lawrence R R., 143 ; Boston Water Power, 13⅜ ; Boston Land, 10¼ ; Brookline Land, 5¾ ; Atlantic Mining Co., 25 ; Blue Hill, 8⅜ ; Brunswick Antimony, 7¾ ; Copper Falls, 7¼ ; Calumet and Hecla fractions, 65 ; Chrysolite, 20 ; Central, 52 ; Dana, 1 ; Duncan Silver, 4⅜ Franklin, 41⅝ ; Humboldt, 1¾ ; Hungarian, ⅞ ; Hanover, 1 ; International, 70c. ; Minnesota, 6 ; Mesnard, 4½ ; Manhattan, 1⅛ ; National, 6⅜ ; Osceola, 42¼ ; Pewabic, 64 ; Pontiac, 1½ ; Phœnix, 10½ ; Ridge, 9 ; Rockland, 1⅛ ; Silver Islet, 27 ; Star, 2⅜ ; Sullivan, 11 ; Washington, 1 ; West Minnesota, 1 ; Winthrop, ⅛.

Philadelphia.—Connecting R. R. 6s, 109½ ; Pittsburg, Titusville and Buffalo Inc. 7s, 42 ; Schuylkill Nav. 6s, B. L., 80 ; Philadelphia and Reading scrip, 99½ ; do. consol. gold, 6s, 105 ; do. 6s, 1844 '80, 101 ; Warren and Franklin 7s, 100 ; Texas Pacific R. R., 38½ ; do. consol. mort. 6s, 89⅛ ; do. 1st mort., 104 ; Erie and Western Transp. 6s, 100½ ; Am. S. S. Co., 34½ ; do. 6s 101½ ; Philadelphia and Reading Coal and Iron mort. 7s, 90 ; Huntingdon and Broad Top Mt consol. 7s, 64 ; Union and Titusville 7s, 79¾ ; Pennsylvania Co. 6s, 103½ ; Pennsylvania Canal 6s, 81 ; Lehigh Nav. consol. mort. 7s, 101¾ ; Belvidere Delaware 3d mort., 103 ; Western Pennsylvania 6s, Pittsburg Br., 100 ; Sunbury, Hazleton and Wilkesbarre 5s, 82 ; Elmira and Williamsport 5s, 85 ; Oil Creek 1st mort., 97 ; Steubenville and Indiana 6s, A. & O., 103¾ ; St. Paul and Duluth R. R., 33½ ; do. pref., 64 ; Empire Car Trust, 100½ ; Nesquehoning Valley R. R., 53½ ; Philadelphia and Gray's Ferry R. R., 53½ ; Central Transp., 46½ ; Union Pass. R. R., 102 ; Philadelphia, Germantown and Norristown R. R., 103 ; People's Pass. R. R., 18 ; Frankfort and Southwark Pass. R. R , 116 ; Orion Silver Mining Co. of Arizona, 2⅜ ; Argent, 1⅞ ; Gold Hill, 6 ; Pittsburg Av. 7s, 107⅞, The latest quotations are : City 6s, 106@108 ; do. free of tax, 119½@119½ ; do. 4s, new, 100¾@101½ ; Pennsylvania State 6s, 2d series, —@101 ; do. 3d series, 106@106⅛ ; do. 5s, new loan, —@109 , do. 4s, new, 103@104 ; Philadelphia and Reading, 34⅝@34¾ ; do. consol. mort. 7s, coup., 112⅛@113½ ; do. reg. 114¼@— ; do. mort., 6s, 102@103 ; do. 7s, new conv., 100@— ; do. 7s, 1893, 116@— ; United New Jersey R. R. and Canal Co., 156@157 ; Pittsburg, Titusville and Buffalo R. R., 15⅛@15¼ ; do. 7s, 70@71 ; Camden and Amboy mort. 6s, 1889, 111@111¼ ; Pennsylvania R. R., 51@51⅛ ; do. 1st mort., 101⅝@105⅞ ; do. gen'l mort., coupon, 114⅜@114½ ; do. reg., 116@117½ ; do consol. mort. 6s, reg., 112@— ; Little Schuylkill R. R. 51@51⅝ ; Morris Canal, 54@64 ; do. pref., 145@150½ ; Susq. Canal 6s, 80@90 ; Schuylkill Nav. 8@— ; do. pref., 16@16⅜ ; do. 6s, 1882, 83@85 ; do. 1872, 102@103 ; Elmira and Williamsport pref., 51⅜@51⅝ ; do. 7s, 106@— ; do. 5s, 84@86¼ ; Lehigh Coal and Navigation, 37½@37⅝ ; do. 6s, 1884, 106¼@106¾ ; do. R. R. loan, 111@111⅜ ; do. Gold Loan, 103¾@104 ; Northern Pacific 34⅝@34¾ ; do. pref., 58@59 ; North Pennsylvania, 51⅞@52⅛ ; do. 6s, 108⅞@109⅛ ; do. 7s, 116@117 ; do. Gen'l mort. 7s, reg., 113½@— ; Philadelphia and Erie, 18½@18⅝ ; do. 6s, 103⅛@103⅜ ; do. 7s, 112@116 ; Minehill, 55@56¼ ; Catawissa, 15¾@16¼ ; do. pref., 48⅞@49⅛ ; do. new pref., 47½@48 ; do. 7s, 1900, 116@— ; Lehigh Valley 51¾@52⅛ ; do. 6s, coupon, 115@116 ; do. reg., 115½@— ; do. 2d mort. 7s, 124¾@125¼ ; do. consol., mort., 110⅛@110½ ; Fifth and Sixth streets (horse), 110@116 ; Second and Third, 95@100 ; Thirteenth and Fifteenth, 81@85 ; Spruce and Pine, 53¾@53⅝ ; Green and Coates, 92@— ; Chestnut and Walnut 72¼@73 ; Hestonville, 23¾@29⅞ ; Germantown, 65½@70 ; Union 102@103 ; Lombard and South, 10@20 ; West Philadelphia 82@90 ; People's, 17⅞@18½ ; Ridge Av., 75@85.

Baltimore.—Virginia and Tennessee 8s, 116 ; Petersburg 2d mort. 8s, 65 ; Northern Central 5s, 76¾ ; Wil., Col. & Aug., 47 ; Atlanta and Charlotte, 9 ; Baltimore and Ohio scrip, 153 ; do. 2d pref , 105 ; Parkersburg Br., 7 ; Louisville Water 6s 108 ; Cincinnati 7.30s, J. & J., 117½ ; Maryland 6s, exempt, 111½ ; Virginia Peelers, 29½ ; do. 10.40 coupons, 80¾ ; Baltimore City 6s, 1890, 113 ; do. 6s, 1884, 106½ ; do. 6s, 1900, 115½ ; do. 6s, 1893, 115 ; do 5s, 1916, 109¾ ; do. 5s, 1894, 108⅝ ; Lake Chrome, 0 54 ; Ore Knob, Copper, 4¾ ; George's Creek Coal, 95½ ; Atlantic Coal, 1.65 ; Silver Valley, 1.00. The latest quotations are : Baltimore and Ohio, 152½@153⅜ ; Northern Central, 82⅞@83 ; do. 6s, 1900, 109@— ; do. 6s, 1900, gold, 106¾@— ; do. 6s, 1904, gold, 100¼@100⅜ ; Marietta and Cincinnati 1st mort. 1892, 108½@110 ; do. 2d mort. 7s, 78¼@79 ; do. 3d mort. 8s, 44½@44½ ; Central Ohio 1st mort., 108½@— ; Western Maryland 1st, unindorsed, 107@— ; Orange, Alex. and Manassas 7s, 79¼@81 ; Virginia consol. 6s, 51⅜@51½ ; do. 2d series, —@29½ ; Virginia Consol. coupons, 77⅞@— ; Virginia 10-40 bonds, 37@37¼.

Sale of 100,000 Shares Central Pacific Stock.

ARE THE UNION AND CENTRAL PACIFIC TO BE CONSOLIDATED?

The announcement on Wednesday of the sale of 50,000 shares of the Central Pacific stock with an option of 50,000 more at 75 and 80 respectively, by C. P. Huntington and his associates to a syndicate of bankers and capitalists including Jay Gould, was as much of a suprise to the street and in railroad circles as was Vanderbilt's sale some months ago ; only that it was of far less magnitude and does not carry the same control as did the latter sale, nor does it change the directory of the Road. The stock is to be placed at once upon the New York Stock Exchange and the sale leaves the old managers of the road in control of the proprietory interest as before. That it is a part of the consummation of Gould's dream of a complete transcontinental line from ocean to ocean virtually under his control, cannot be doubted however ; for by his control of the Eastern connections he can have a voice in the Central Pacific at one end as with Vanderbilt at the other. Hence we ask if this is the first step toward a consolidation of these two roads, as was done with the Kansas Pacific. Virtually this was done before as to running arrangements, and as this purchase can give Gould no greater advantage unless he seeks eventually to control this management also by ownership, we cannot but regard this sale as a step in that direction.

The syndicate is composed as follows : R. P. Flower & Co., Prince & Whitely, Hatch & Foote, Kuhn, Loeb & Co., Hallgarten & Co., May & King, Marx & Co., I. & S. Wormser, Philip Speyer & Co., Fisk & Hatch, Brewster, Sweet & Co. of Boston, William R. Travers, August Rutten, Morton, Bliss & Co., Speyer Brothers & Co. of Holland, Russell Sage and Jay Gould. An Executive Committee, consisting of R. P. Flower, J. D. Prince and J. D. Probst, has been chosen to conduct the affairs of the syndicate. The stock will not be sold by subscription, but a portion of it will be offered early next week on the Stock Exchange. The length of the main line and of the branches operated with it is a little over 1,213 miles. The capital stock is $54,275,500, and the funded debt, exclusive of United States Subsidy bonds, is $56,-391,000. In recent years the company has paid dividends on its stock of 8 per cent which have been reduced since the passage of the Thurman bill to 6 per cent. In 1875 dividends amounting to 10 per cent were paid.

☞ The Miami Valley and Columbus (Ohio) Railroad has been graded to near Harveysburg.

Philadelphia and Reading Railroad.

We gave in our last a portion of the Report of the Philadelphia and Reading Railroad Company for the year ending November 30, 1879, including the income account, etc., of the Philadelphia and Reading Coal and Iron Co. The following is a continuation of the report:

The report of the Chief Engineer of the Coal and Iron Company, and the usual tables of statistics, will be found in the appendix to this report, which also contains the report of the Superintendent of the Rolling Mill, including with other data the usual annual table showing the life of the iron rails of the company's own manufacture in the tracks of the railroad, and exhibiting the gratifying result, that with an average annual tonnage of about ten millions of tons for the period embraced, but 22.7 per cent, or 38,949¼ tons, have been worn out and removed, out of 171,182 tons of rails made and laid in the track during the last twelve years.

In the month of May last, this company took possession, as lessees for 990 years, of the railroads, properties, and plant of the North Pennsylvania Railroad Company and the Delaware and Bound Brook Railroad Company, under leases which provide for the payment of an annual rental equal to the fixed charges of the lessors, and annual dividends to their shareholders of 6 per cent for the next two years, and 8 per cent for the remainder of the term.

By these leases the company not only secures to itself the future growth of the valuable local and suburban traffic of the North Pennsylvania Railroad, which, in connection with improved terminal facilities in Philadelphia, is capable of great expansion, but obtains by the Bound Brook Route, in connection with the Central Railroad of New Jersey, an independent and valuable line for the transportation of passengers, merchandise and coal to the city and harbor of New York. It was expected that when the leases were taken that the first year's business might show a loss of from $60,000 to $100,000, and that after the coal traffic of the company was turned upon the new line, all subsequent years would show a profit. Instead of this loss, however, the actual loss in working both lines for the first seven months of the lease has been but $6708.15, after payments of all rentals, and against this loss there is to be credited a profit of $91,796.07 represented by that amount of value of railway supplies and materials turned over to the company at the date of the leases without charge, but included in the items of the cost of working the roads as if paid for.

In order to provide at once for the shipment of coal over the new lines, the wharves of the Delaware, Lackawanna and Western Railroad Company at Elizabethport, formerly used by that company for its coal shipments over the Central Railroad of New Jersey, have been leased for three years and put into order, and the company is now prepared to transport direct, by its own cars and engines, to the harbor of New York the large amount of coal tonnage which heretofore, at a cash cost of fully 85 cents per ton, had to be transported over lines of other companies. As the actual cost of moving this coal from Philadelphia to New York over the new line (the entire expenses of which are already provided for by its own business) cannot exceed 40 cents per ton, the difference of 45 cents per ton on a yearly tonnage of about a million tons, amounting to $450,000 per annum, will represent the saving to the company by the acquisition of the new lines, in addition to the profit which will undoubtedly be made upon them from traffic other than that of through coal to New York.

During the year the Berks County Railroad, extending from a point below Reading through the latter city to Slatington, on the Lehigh, was sold under foreclosure of a mortgage debt of $1,590,000, of which debt this company already held $444,000 of bonds. The road was bought for the bondholders under an agreement by which it becomes the property of this company, in consideration of bonds dated May 1st, 1878, payable in twenty years, bearing interest at the rate of 3, 4, 5 and 6 per cent, for the first, second, third and subsequent years respectively, issued at the rate of $600 for $1000 of the Berks County Railroad Company bonds, or $900,000 for the entire $1,500,000 of the latter. As will be seen by reference to the balance sheet, $586,600 of the new bonds have already been issued. An agreement has been entered into with the Wilmington and Northern Railroad Company, which formerly ran in connection with the Berks County Railroad, whereby the latter obtains entrance into Reading over either of the lines of this company, under traffic arrangements which, it is believed, will be advantageous to both companies.

The line of the Philadelphia, Newtown and New York Railroad has been connected with the tracks of the North Pennsylvania Branch, and run in connection with the latter line since November 20th last. The company has agreed to guarantee the only debt of the former company—$700,000 of 6 per cent mortgage bonds—upon receiving $120,000 out of the $700,000, and securing an effectual union of interests between the two lines. Whatever deficiency of earning power, if any there may be, in the line to earn its interest upon the debt, will be much more than made up by increase of earnings upon the lines of the Reading Company from the coal traffic to the new line.

* * * * * * * * *

The bad result of the year's business just closed is due entirely to the low price of coal and the low rates of transportation. As compared with the last few years of depression, the average rates and price realized are shown in the following table:

Year.	Average Rate of Transportation per ton received by the Railroad Company.	Average Price of Coal received by the Coal and Iron Company at Schuylkill Haven.
1876....	$1 19.9	$2 10
1877....	1 03.4	1 30.8
1878....	1 22	1 53.4
1979....	88.2	1 33.5

If the views of the future of the trade above given are correct, the period of low prices, either for transportation or for coal, has passed, and with the admitted fact of a present consumption and demand fully greater than the present power of production, the company will be enabled to realize fair prices both for transportation and for coal, and to earn large revenues for its shareholders and readily to extricate itself from all financial difficulties.

The following table shows the average receipts for transportation per ton of coal carried by the company during the seven years preceding those shown in the first list:

1869	$1 58	1873	$1 39.1
1870	1 40.3	1874	1 40 5
1871	1 38.1	1875	1 38.7
1872	1 21.5		

The average rate for the seven years is $1 39, and there is no reason whatever to doubt that with the improved prospects of the coal trade, and the greatly increased prosperity of the iron trade, the company will be able to realize, in the present year, a rate of transportation equal to the above average, although in the detailed estimates hereafter given $1 35 per ton is assumed as the average gross receipts per ton of coal to be transported during the coming year. Roughly stated, the total net earnings of the railroad company for the past year were equal to 50 cents per ton for each ton of coal transported, and the losses of the Coal and Iron Company were 17 cents per ton for each ton mined. At the average price of coal at tidewater for 1880 will undoubtedly be $1 50 per ton higher than it was in 1879, as the railroad company will move about 9,000,000 of tons, and the Coal and Iron Company will mine nearly 5,000,000 of tons, and as the increase of merchandise and passenger business may be relied upon to cover the increased expense of working the road, the net profits of the company, after payment of all charges, except interest, may be expected to be:

For the railroad company	$8 700,000
For the Coal and Iron company	2,500,000
	$11,200,000
Deduct fixed charges and full sinking fund, say	7,000,000
	$4,200,000

Equal to 12 per cent on the share capital of the company.

The following table, showing a comparison between the actual results of 1879 and the managers' estimates for 1880, will produce the same result, and is believed to be strictly within the bounds of reasonable expectation. In the table for 1879 the total receipts, expenses, and rentals of the North Pennsylvania Railroad and the Delaware and Bound Brook Railroad for an entire year, are included, in order to facilitate comparison with 1880:

	1870.	1880.
Coal transportation	$7,291,989	$12,150,000
Merchandise transp.	4,156 055	5,000,000
Passenger transportation	2,233,656	2,500,000
Miscellaneous receipts	118,263	150,000
For shipping coal at Port Richmond and Elizabethport		400,000
	$13,799,963	$20,200,000
All expenses, except interest on debt	9,810,351	11,500,000
	$3,989,612	$8,700,000
	Loss.	Profit.
Coal and Iron Company.	699,450	2,500,000
	$3,290,162	$11,200,000
Interest account, including full sinking funds for 1879 on all sinking fund debts		$7,000,000
Net earnings		$4,200,000

No account is taken in the above of profit on steam colliers and barges, or of loss on canals, as the former may be expected to cover the latter. With such an earning power properly established and demonstrated, the company will be able to command money upon the most reasonable terms, and to extricate itself from all financial difficulty by funding into some proper, permanent security all of such indebtedness as must be removed before cash dividends are resumed. Assuming that the option to take the $5,000,000 of general mortgage bonds will be exercised during the next few months, there will then remain the following indebtedness, which must be paid or funded before cash dividends are made:

Floating debt, say	$4,500,000 00
Income mortgage bonds	2,218,000 00
Coupon scrip	5,305,733 10
	$12,023,733 10

To pay this out of net earnings would require from two to three years of prosperous times, and the shareholders would then be entitled to a distribution of share capital to represent the earnings devoted to the payment of indebtedness, first deducting therefrom the present debt balance of profit and loss of $2,104,862 72. If however, the improved credit of the company enables the managers to pay off the entire $12,023,733 10 out of the proceeds of any new security, the issue of which would not increase the fixed charges of the company, they would consider it their duty to do so; first giving to each shareholder the option of taking his pro rata portion of such new issue, and in the event of the success of such a scheme (which may be considered highly probable), reasonable cash dividends could be resumed. The managers have reason to congratulate the shareholders upon the advent of better times, and to

thank them for the great confidence shown in the management during the four years of adversity and disaster through which the company has safely passed.

It is gratifying to be able to record the fact that during all the vicissitudes of the last few years, the great majority of the shareholders have held on to their property, and that nearly three-quarters of the entire share capital of the company is still held by those who were shareholders at the date of the last dividend.

All of which is respectfully submitted. By order of the Board of Managers.

FRANKLIN B. GOWEN, President.

Philadelphia, Jan. 12th, 1880.

New York Central and Hudson River R. R.

The balance sheet of the New York Central and Hudson River Railroad Company, October 1, 1879, is as follows:

ASSETS.

Railroad and equipment:		
Cash expended by former companies and by this company to this date		$100,773,416 74
Certificates issued at consolidation in 1869 (and since converted into stock), representing additional cost of road and equipment to the new (this) company		31,157,904 00
Lines owned, but the organizations not technically absorbed into this company		5,825,830 90
		$137,757,151 64
Fuel and supplies		1,322,565 72
Land in New York outside of road	$1,066,216 52	
Land in Troy, outside of road	57,351 81	
		1,123,568 33
Stock and bonds		1,603,920 12
Cash	301,309 93	
Cash assets	1,859,109 68	
		2,160 419 61
Sundry open accounts		101,771 56
Total		$144,069,396 98

LIABILITIES.

Capital stock	$89,428,300 00
Funded debt	39,733,333 33
Bonds and mortgages assumed	685,174 61
	$129,846,807 94
Operating expenses unpaid	$2,878,591 76
Connecting lines	2,201,650 30
	5,080,242 06
Sundry open accounts	41,807 57
"Income account" (balance)	9,100,539 41
Total, as above	$144,069,396 98

Railways In Central America.

The London Times says that the utmost activity is being shown in pushing forward the preparations for the new line across the Isthmus of Tehuantepec, for which the Mexican Government have granted a 99 years' concession. The chief engineer, Mr. Van Brocklin, is already on the spot at the mouth of the Goatzacoalcos river, levelling and grading, preparatory to laying the rails. In Costa Rica, Messrs. Keith and Co. have concluded a contract for the completion of the line between Port Limon, on the Atlantic seaboard, and San Jose, the capital. A portion of this railway, from Alajuela and Cartago, 42 miles long has been open since 1878. It is eventually intended to extend it to the port of Caledras, on the Gulf of Nicoya, on the Pacific side, and this makes a second railway communication between the two seas. In Nicaragua the works on the railway between Corinta and Monbila, on the Lake Managua, are progressing rapidly; eight miles have been already completed. Convict labor is largely employed, and is found to be very advantageous. It is intended shortly to commence the section between Chinandeza and Leon.

Burlington and Missouri River Railroad in Nebraska.

The earnings, expenses, etc., of the Burlington and Missouri River Railroad in Nebraska and leased lines for the years ending December 31, 1878 and 1879 were as follows:

	1878.	1879.
Earnings	$1,909,518 84	$2,160,926 36
Expenses and taxes	664,689 18	743,835 23
Net earnings	$1,244,829 66	$1,417,091 13

—showing an increase in earnings of $251,407 52, or 13.17 per cent, in expenses and taxes of $79,146 05, or 11.91 per cent, and in net earnings of $172,261 47, or 13.84 per cent. The taxes, which are included in above, were in 1878 $72,345 59, and in 1879, $82,036 94, an increase of $9,691 35. The operating expenses, exclusive of taxes, were in 1878, $592,343 59, and in 1879 $661,798 29, an increase of $69,454 70. The per cent of earnings to operate were in 1878, 31.02; in 1879, 30.62, a decrease of 0.40 per cent. The per cent of earnings to operate and pay taxes were in 1878, 34.80; in 1879, 34.42, a decrease of 0.38 per cent. The average mileage of 1878 was 376.31; in 1879, 442.03, an increase of 17.46 per cent. The earnings per mile in 1878 were $5,074 32, and the expenses, $1,766 33; in 1879 the earnings per mile were $4,888 64, and the expenses $1,682 77. The tonnage was in 1878 879,879 48; and in 1879, 487,105 50, an increase of 28.20 per cent

The land sales were as follows: 177,095.11 acres South Platte lands for $1,266,458.68; 192,336 79 North Platte lands for $321,053.01—total, 369,431.90 acres for $1,587,511 69. Average per acre of total sales, $4 30.

Lands on hand: South Platte, 382,532.45; North Platte, 508,499.58; due from United States, 8,337.23.

TRIAL BALANCE, December 31, 1879.

Lands sold—1,574,392.06 acres		8,556,782 42
Interest to accrue on contracts		2,495,788 50
Forfeited payments		495,817 58
Special deposits		96,201 52
Extra interest and rent of lands		62,673 49
Town lots		2,941 04
		$11,710,204 55
Expenses:		
Taxes, commissions, and all other disbursements		$2,091,904 19
Discounts allowed		191,900 48
Premiums for improvements		264,230 61
Assets:		
Due of principal on 9574 sales—1,138,164.17 acres		5,816 528 13
Due of interet on 9574 sales—1,138,164.17 acres		1,260,875 87
Other good assets		44,382 73
Paid assistant treasurer		2,040,383 04
		$11,710,204 55

☞ A certificate has been filed with the Secretary of State of Ohio for the incorporation of the Lake Erie and Shenango Valley Railroad Company, terminus Connaut, in Ashtabula county, and near Vernon Center, in Trumbull county, passing through the counties of Ashtabula and Trumbull. Capital, $1,000,000, by S. Hayward and others.

New York and Texas Land Co.

In November, 1878, the bondholders of the International and Great Northern Railroad Company agreed upon a plan of reorganization under which the holders of the second mortgage bonds of the International and the Houston and Great Northern Railroads, previously consolidated into the International and Great Northern Railroad Company, were to receive as their share of the proceeds of the sale of the road certain lands, town sites, stock, and scrip of other companies, &c., then among the general assets, in lieu of all claims upon the reorganized company. The second mortgage bondholders, having accepted these terms, appointed a Purchasing Committee to look after their interests. At a meeting held in the office of J. S. Kennedy & Co., on the 19th inst., the committee reported that they had succeeded in acquiring title to all the property named in the plan of reoganization, and that they held it in trust for the bondholders. They also submitted a plan for the organization of a new company, separate and distinct from the reorganized railroad company, to be known as the New-York and Texas Land Company, for the purpose of holding and managing the property in the interest of the bondholders; stock to be issued and distributed to the latter in proportion to their holdings of second mortgage bonds in the above named corporation. The plan was unanimously ratified, and the Purchasing Committee were authorized to proceed with the organization of the proposed company, and with the transfer to it of the property now in their keeping.

Grand Trunk Railway of Canada.

The gross receipts, working expenses, etc., of the Grand Trunk Railway Company for the month of November, 1879, were:

	1879.	1878.
Gross receipts	£174,088	£165 530
Working, expenses	122,671	123,460
Net profit	£51,417	£42,070

—showing an increase in receipts of £8,558, a decrease in expenses of £789, and an increase in net profit of £9,347.

The aggregate for five months from July 1 to Nov. 30, 1879 is as follows:

	1879.	1878.
Gross receipts	£815,446	£785,429
Working expenses	592,769	690,705
Net profit	£222,677	£194,724

—showing an increase in receipts of £30,017, in expenses of £2,064, and in net profit of £27,953.

New York, Lake Erie and Western R. R.

The following is a comparative statement of earnings and working expenses of the New York, Lake Erie and Western Railroad for the month of Nov., 1878 and 1879.

	1878.	1879.
Gross earnings	$1,381,391 25	$1 515,884 84
Working expenses	863,309 83	957,687 53
Net earnings	$518,081 42	$558,197 31

—showing an increase in net earnings for the second month of $40,115 89. The net earnings of the first two months of the present financial year, compared with those of the same period last year, show an increase of $136,351 27.

Product of Our Mines for 1879.

WELLS, FARGO & COMPANY,
Exchange, Banking and Express,
San Francisco, Dec. 31, 1879.

DEAR SIR: The following is a copy of our annual statement of precious metals produced in the States and Territories west of the Missouri River, including British Columbia, (and receipts in San Francisco by express from the West Coast of Mexico) during 1879, which shows aggregate products as follows: Gold, $32,539,920; Silver, $38,623,812; Lead, $4,185,769. Total gross result, $75,349,501; being less by $5,805,121 than for 1878.

California shows a decrease in gold of $140,342, and in silver of $589,146—a decrease of $729,488. Nevada shows a total falling off of $13,184,235, the yield from the Comstock being only $8,830,562, as against $21,295,043 for 1878—a decrease of $12,464,481 from that locality. The product of Eureka District is $5,859,261, as against $6,981,406 for 1878—a decrease of $1,122,145. Utah shows a falling off of $595,734. Colorado shows an increase of over $8,000,000, chiefly from Leadville District. It has been exceedingly difficult to arrive at the actual production of Leadville, the two most reliable reports varying more than $2,000,000. We have adopted an average based upon the conflicting figures. Dakota shows an increase of $993,183.

Statement of the amount of precious metals produced in the States and Territories west of the Missouri River, including British Columbia, (and receipts in San Francisco by express from the West Coast of Mexico,) during the year 1879.

	Gold dust and bullion by express.	Gold dust and bullion by other conveyances.	Silver bullion by express.	Ores and base bullion by freight.	Total.
California	$16,348,730	$817,486	$739,440	$285,367	$18,190,973
Nevada	168,847	.....	16,622,472	5,206,395	21,997,714
Oregon	943,601	$4,360	.....	.....	1,037,961
Washington	77,579	7,757	.....	.....	85,336
Idaho	1,035,804	207,160	578,336	270,000	2,091,300
Montana	1,907,053	95,352	1,194,889	482,226	3,629,020
Utah	211,640	21,164	2,559,042	2,677,033	5,468,879
Colorado	3,144,697	314,469	1,594,349	9,360,000	14,413,515
New Mexico	19,800	.....	603,000	.....	622,800
Arizona	212,722	21,272	1,046,038	662,373	1,942,403
Dakota	2,674,155	534,831	.....	.....	3,208,987
Mexico (West Coast)	92,916	.....	1,249,965	341,000	1,683,871
British Columbia	976,742	.....	.....	.....	976,742
	$27,814,287	$2,113,801	$26,187,019	$19,234,394	$75,349,501

The bullion from the Comstock Lode contains 41.2 per cent gold and 58.8 per cent silver. Of the so-called base bullion from Nevada, 27 per cent was gold, and of the whole product of the State, 27.5 per cent was gold.

The gross yield for 1879, shown above, segregated, is, approximately, as follows:

Gold, 43.2 per cent	$32,539,920
Silver, 51.25 per cent	38,623,812
Lead, 5.55 per cent	4,185,769
	$75,349,501

The outlook for 1880 does not indicate a greater product than for 1879.

Annual products of lead, silver and gold in the States and Territories west of the Missouri River, 1870–'79.

	Products as per W., F. & Co.'s Statements, including Amounts British Columbia and West Coast of Mexico.	Product after deducting Amounts from British Columbia and West Coast of Mexico.
1870	$54,000,000	$52,150,000
1871	58,284,000	55,784,000
1872	62,236,959	60,351 824
1873	72,258,693	70,139,860
1874	74,401,045	71,965,610
1875	80,889,057	76,703,433
1876	90,875,173	87,219,859
1877	98,421,754	95 811,582
1878	81,154,622	78,276,167
1879	75,349,501	72,688,888

The net product of the States and Territories west of the Missouri River, exclusive of British Columbia and West Coast of Mexico, divided, is as follows:

	Lead.	Silver.	Gold.
1870	$1,080,000	$17,320,000	$33,750,000
1871	2,100,000	19,286,000	34,398,000
1872	2,250,000	19,924,429	38,177,395
1873	3,450,000	27,483,302	39 206,558
1874	3,800,000	29,699,122	38,466,488
1875	5,100,000	31,635,239	39,968,194
1876	5,040,000	39,292,924	42,886,935
1877	5,085,250	45,846 109	44,880,223
1878	2,452,000	37 248,137	37,576,030
1879	4,185,769	37,032,857	31,470,262

The exports of silver during the present year to Japan, China, India, the Straits, etc., have been as follows: From Southampton, $33,000,000; Marseilles and Venice, $5 000,000; San Francisco, $8,000,000. Total, $46,000,000, as against $39,000,000 from the same places in 1878.

JNO. J. VALENTINE,
Gen'l Superintendent.

Western County Bonds.

The Supreme Court of the United States has just rendered a decision of great importance to all holders of Western county bonds. It seems that in 1868 Gallatin county, Ill., voted a donation of $100,000 of the bonds of that county, in aid of a railroad company, though the bonds were not issued until October, 1870. In the meantime the new constitution of Illinois went into operation in August, 1870. The constitution contained a provision that no county should ever become a subscriber to the capital stock of any railroad, "or make donation or loan its credit" in aid of any such corporation; provided, that the adoption of this prohibition should not effect the right of the county "to make such subscription" when the same had been authorized by a vote of the people prior to such adoption. It had already been held, by the Supreme Court of the United States, in a previous case, that the above proviso should not be construed to extend to a "donation," being confined to a "subscription," and that therefore the donation, being made after the adoption of the constitution, was void.

In a suit on these bonds issued by Gallatin county, the District Court of Illinois followed this decision, and gave judgment for the county. In the meantime the Supreme Court of Illinois had in two cases decided that the proviso included donations as well as subscriptions, and that therefore such donations were legal.

In an appeal from the District Court of Southern Illinois, the Supreme Court of the United States now reverses their previous decision, and accept that of the Supreme Court of the State, and direct judgment against Gallatin county. At the time the Supreme Court of the United States rendered its first decision it had not heard of the contrary decisions by the State court.

This decision is of importance for two reasons, principally. In the first place it affords another evidence that the courts are refusing to lend countenance to repudiating communities that try to avoid the payment of their just debts through legal technicalities. In the second place it lays down the doctrine that in the interpretation of State laws and State constitutions the Supreme Court of the United States will adopt the construction of the Supreme Court of the State, whenever that court does not itself make conflicting decisions.

Ocean Steam Navigation.

The man to whom England chiefly owes the establishment of her oceanic steam navigation was Isambard Kingdom Brunel. To his original genius, and to the honorable rivalry between him and the younger Stephenson, we are indebted for the broad-gauge railway, and, in no small degree, for the high speed of the locomotive. In 1819 an American ship of 500 tons burden, with engines of small power, and paddles made to ship and unship, actually made two voyages across the Atlantic. But no serious steps thus to link together the two hemispheres were made until October, 1835, when, at a meeting of the Directors of the Great Western Railway, one of the party spoke of the enormous length, as it then appeared, of the proposed railway from London to Bristol. Mr. Brunel exclaimed, "Why not make it longer, and have a steamboat to go from Bristol to New York, and call it the Great Western?" The suggestion, treated at first as a joke, soon engaged the serious attention of three of the leading members of the board. A tour of the great shipbuilding ports of the Kingdom was made in order to collect information. In the report of the result of the inquiry, Mr. Brunel inserted a paragraph which laid down the principles on which the success of oceanic steam navigation wholly depends. It was simply this, that the resistance to the passage of vessels through the water increases at a lower rate of progression than their tonnage. At equal speeds, a vessel twice the size of another will encounter four times the resistance. But its capacity or tonnage will be eightfold that of the smaller vessel. By a well-proportioned increase of size, therefore, it is possible to employ far more powerful engines to carry enough coal for the consumption of a long voyage, and at the same time to have ample accommodation for passengers and goods. So true is this principle, that it is now admitted that the economical limit to the size of vessels is imposed rather by the dimensions of ports and harbors than by the exigencies of the shipwright. Speed, also, may be considerably increased by the employment of more powerful engines; the limit to ocean speed being imposed by another physical law, to the effect that the resistance increases as the cube of the velocity. The logical soundness of Mr. Brunel's position was impugned by these scientific men of the day who were not engineers. At a crowded meeting of the mechanical section of the British Association at Bristol, in August, 1836, Dr. Lardner declared that a vessel of 1600 tons, provided with 400-horse power engines for a voyage to New York, must carry 1348 tons of coal, besides the weight of the engines, which he puts at 400 tons. He thought it would be a waste of time, under these circumstances, to say much more to convince them of the inexpediency of attempting a direct voyage to New York.—[Edinburgh Review.

☞ The Quebec Government took possession on the 16th inst. of the Eastern Division of the Quebec, Montreal, Ottawa and Occidental railway, which will be run by the Department of Public Works in the same manner as the Intercolonial railway is by the Dominion Government.

Old Scrap Iron.

Although the latest statistics show that the number of iron furnaces in blast January 1, 1880, was 384 as compared with 257 in blast January 1, 1879, and although only 293 furnaces were out of blast Jan. 1, 1880, as against 433 Jan. 1, 1879, pig iron and its subalterns, so to speak, are advancing. The last move is caused by the threatened labor troubles, which may throw many furnaces out of blast, and at any rate tend to make the furnace men very cautious in contracting ahead. A Pittsburg manufacturer was in town at the close of last week buying old scrap iron to send to Pittsburgh, and we hear of sales as high as $1 75, when a week ago the price was $1 55, and even Friday $1 65. Old rails, which we recorded as having moved up to $43, are now $45, and a cable from the other side reports a price so that to lay them down here they would cost about $48. Pittsburgh makers of sheet iron have put up the price to 5¾ cents for Nos. 23 and 24, which is an advance of ¾ of a cent. Pig is up to $40 to $41 at shipping port. In regard to the Pittsburgh buyer in this market, it ought to be said that this is not the first time this season of such visits, and such buyers can ship a carload of scrap iron to Pittsburgh at $3 per ton, while to Nashua N. H., the rate is $2 per ton. A customer in the latter place, hearing of the statement of $3 per ton, at once complained of the rate charged for the short distance, which is a discrimination that exists all over New England. When Pittsburgh can buy scrap iron and send it all the way to the great iron metropolis to be worked over, it also shows an apparent scarcity which is hard to discredit, in spite of the immensely increased production.—[Boston Journal, Jan. 19.

☞ The receipts into the New Jersey State Treasury during the year 1879, from taxes on railroads were $577,785 73, constituting the largest item of State revenue. The State holds $1,161,487 11 securities, principally Camden and Amboy Railroad stock. The total receipts of the State fund were $1,895,393 35, and the total disbursements $1,079,548 95.

☞ The Board of Trustees of the Chrysolite Silver Mining Company have declared a dividend (No. 3) of Two per cent on the $10,000,000 capital stock, amounting to $200,000 or $1 per share, out of the third month's net earnings, payable at the Central Trust Company, on the 26th inst.

☞ The St. Albans (Vt.) Messenger says that the Vermont and Massachusetts branch of 21 miles of railroad between Brattleboro' and Millers Falls has been purchased by the New London Northern Railroad Company.

☞ George B. Roberts, Vice President of the Pennsylvania Railroad Company, has been elected President of the Pennsylvania Company. J. N. Du Barry has been elected President of the Pittsburg, Virginia and Charleston Railroad.

☞ The Governor of Illinois has appointed Robert T. Lincoln, of Chicago, as one of the Trustees of the Illinois Central Railroad Company, to succeed Morris Ketchum, of New York, recently deceased.

☞ The debt of the State of Mississippi is $2,618,900. During the last two years the debt has been reduced $220,000. The cash balance in the treasury Dec. 31, 1879, was $800,757.

☞ Best & Co., contractors for grading the extension of the Shenandoah railroad from Shepherdstown, W. Va., to Hagerstown, have commenced work on the north side of the Potomac.

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THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM NO. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

Cincinnati Southern Railroad.

At the annual meeting of the stockholders of the Cincinnati Railroad Company, lessees of the Cincinnati Southern Railway, held in Cincinnati on the 19th inst., a report was submitted showing that for a fraction of a year, beginning May 28 and ending Dec 31, 1879, the receipts from the road between Cincinnati and Somerset, a distance of 157 miles, were $461,263. The operating expenses proper were $248,000, to which should be added $20,500 interest on the capital, leaving a net profit of $192,763. The company expects to have the entire road to Chattanooga in operation by Feb. 1st. The old Board of Directors was re-elected.

☞ The report and decree of the court examiner and master, in Philadelphia, in the matter of the fraudulent issue of the stock of the West Philadelphia (Market Street) Railway Company, declares that the genuine shares of the company amount to 8,000 and the over issue to 11,401 shares; that the company shall give 7,000 shares of genuine stock in exchange for 7,000 shares of over issued stock, and that of the balance of 4,401 over issued stock the company shall pay to the holders $75 per share. The amount drawn out of the bank deposit of the company by John S. Morton, the defaulting president of the company, and perverted to his own use, was $93,957.

☞ The preliminary measures for building a railroad from Haddonfield to Medford, N. J., to connect with the Camden and Atlantic track at Haddonfield, have been completed, the route located, and the survey and specifications of detail and costs finished. The company is organized, and the papers required by law will soon be filed with the Secretary of State, at Trenton. The enterprise is under the management of the Camden and Atlantic Railroad Company, who intend having it in readiness for use by the first of June.

☞ The Wytheville (Va.) Enterprise says that upwards of $100,000 worth of furnaces and mineral lands have changed hands in Wythe county within the last few weeks, Messrs. Lobdell & Co. of Delaware, and Messrs. Hendricks & Co. of New York, being the principal purchasers. Negotiations are pending also for other valuable mineral properties, which will no doubt be disposed of in a short time.

☞ The Board of Trustees of the La Plata Mining and Smelting Company, of Leadville, Col., have declared a dividend of Seven and a half cents per share (par value $10) on the capital stock, payable on Saturday Jan. 31, at the office of the company, No. 58 Broadway. The statement of the financial condition of the company will be found in our advertising columns.

☞ The Toledo, Peoria and Warsaw Railway was sold at Chicago on the 20th inst. under a decree of foreclosure entered in the United States Circuit Court for the Northern District of Illinois. The sale was made by Henry W. Bishop, Master in Chancery, and the road was purchased by a committee of bondholders representing bonds amounting to $6,000,000.

☞ The eleventh annual report of the Railroad Service in Massachusetts shows that during the year ending September 30 last only eleven miles of additional railroads were completed in the State.

☞ According to the biennial message of Gov. Gear, the state debt of Iowa amounts to $545,345, payment of which he recommends at maturity, July 1, 1881, to free the State entirely of debt.

☞ At a special meeting of the stockholders of the Texas and Pacific Railway Company, held in Philadelphia on the 20th inst., the mortgage on the Rio Grande division was affirmed.

☞ The Hanover Branch (Mass.) Railroad Company have declared an annual dividend of three per cent.

OFFICE OF LA PLATA MINING AND SMELTING CO., OF LEADVILLE, COL., No. 58 BROADWAY, ROOMS NOS. 12 AND 13, NEW YORK, Jan. 15, 1880.

DIVIDEND NO. 5.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value $10) on the capital stock, payable on Saturday, Jan. 31, inst., at the office of the company. Transfer books will close on Wednesday, January 21, and reopen Monday, February 2, 1880.

Statement of the financial condition of the company:

Cash capital	$100,000 00
December 1, 1879.—Balance surplus account	35,651 80
January 1, 1880.—Net earnings for month of December	16,027 78
	$151,679 58
Dividend of 7½ cents per Share, 200,000 Shares	15,000 00
Leaving cash balance January 1, 1880	$136,679 58

W. B. ALLEN, Assistant Secretary.

CHRYSOLITE SILVER MINING CO.,

ROOMS NOS. 51 TO 57 BOREEL BUILDING, No. 115 BROADWAY, NEW YORK, Jan. 16, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 3) of TWO Per Cent. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS ($200,000,) or ONE DOLLAR PER SHARE ($1), out of the third month's net earnings, payable at the Central Trust Company, on the 26th inst.

Transfer-books will close January 22, and re-open January 27.

DRAKE DE KAY, Secretary.

OFFICE GREEN MOUNTAIN GOLD MINING CO., OF CALIFORNIA, No. 54 BROAD-ST., NEW YORK, January 12, 1880.

DIVIDEND NO. 7.

THE BOARD OF TRUSTEES HAVE THIS DAY declared the seventh monthly dividend of FIVE CENTS PER SHARE on the Capital Stock of this Company for the month of DECEMBER, and an extra dividend of TWO AND A HALF CENTS PER SHARE from the accumulated surplus of the company, both payable on the 26th instant.

Transfer-books close on the 20th and re-open on the 28th of January.

L. D. CORTRIGHT, Secretary.

OFFICE OF THE HOMESTAKE MINING COMPANY, No. 31 BROAD-ST., NEW YORK, Jan. 12, 1880.

DIVIDEND NO. 13.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for December, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 26th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, 9 NASSAU STREET, NEW YORK, Jan. 8, 1880.—THREE DOLLARS PER SHARE will be paid on presentation of Dividend Warrant No. 9, on or after February 1, at this office, or at the company's office in San Francisco.

C. P. HUNTINGTON, Vice-President.

THEO. SUTRO,

Attorney and Counsellor at Law,

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☞ Mining-Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869. until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, January 30, 1880.

Railroad Investigating Committee's Report.

The conclusions of the committee upon the evidence taken in the late railroad investigation, as made public in their report to the Assembly, put at rest the doubt that has recently been thrown upon the opinions and action of its members. This report is accompanied by recommendations, which are endorsed by every member of the committee, except one, of a remedy for abuses which the committee declare have been proven to exist in the railroad management of this State.

The alleged bill of the committee, which surreptitiously got into print recently, is thus shown to have been a gross exaggeration, and is supposed to have been thus put forth by the friends of the roads to prejudice public opinion in advance against any legislation. Six separate bills are presented to effect the committee's recommendations for remedial legislation, as they find the main charges of discrimination fully sustained, as also the evils of the proxy system. It is found that the abuses in this respect are so great that prompt legislation is rendered necessary to prevent the same in future. Stock watering was also found to be a prolific source of abuse in railroad management, and it is severely criticised. More complete annual reports to the State Engineer are also required.

To any one who followed the investigation it is not necessary to say that the committee's conclusions are abundantly sustained by the evidence before it. It is not to be expected therefore that there will be resistance to the legislation proposed from any intelligent disinterested sources. That the railroads and their organs will misrepresent the committee and allege ulterior motives for their action is to be expected, and should be regarded by the public as the efforts of any attorney for his clients; but public opinion should not be swerved from the ends proposed by the committee to meet the demands of this opinion as expressed in the unanimous call for this investigation. Otherwise the whole trouble and expense will have been lost, and this question remanded to the future when this whole ground will have to be fought over again; for there is no doubt that such legislation must come to protect both stockholders and the public, each of whom are now at the mercy of boards of irresponsible capitalist directors who can elect themselves and continue in office in spite of either to manage these vast properties in the interest of Rings who thus fasten themselves upon both corporations and the public and fatten on both. These bills also provide for the appointment by the Governor of three Railroad Commissioners, one chief and two associates, to hold office five, four and three years respectively, with a salary of $5,000 and $4,000. There seems to be something lacking in this provision in that it leaves the composition of the commission at the mercy of the Governor who may be but the creature of corporations as we fear has been the case before in this State. It would appear that the appointing power ought to be more distributed, for proper safeguards, between the Executive and Representatives of the people, or be delegated to the people themselves by suffrage like other State officers.

The Railroads and the Grain Blockade.

There is no law, statute or moral and no public opinion to prevent vast combinations of capital to control staples of commerce for speculation. Hence we must look to the natural laws of trade, which means simply the opposing of one selfish interest against another, for a remedy to the evils of the gigantic speculations in staples of commerce which have come into fashion the past two years, or since Wall Street tactics were introduced into the produce markets by Keene. In our issue of October 4, 1879, under the caption of "Evils of Speculation in Staples of Commerce," we showed that the cause of the ruinously low rates of freight for the first six months of 1879 were due to the speculation in wheat and provisions by Keene which held back the stocks of those articles in Chicago unnaturally, and until the opening of navigation in the Spring when by controlling the vast supplies on which both water and rail routes were dependent for traffic, he was able to dictate terms, at which he contracted for their shipment.

Now, in 1880 we have a repetition of these same tactics only in a doubly aggravated form, for the reason that the speculation and hence the locking up of stock is on a doubly extended scale, with crops so large that all our transportation routes would be fully employed the whole year at remunerative rates to bring them forward. While therefore our railroads were unable to move the old and new crops of

1878-'79 together as fast as offered in the last six months of 1879, they are now unable to get freight in the first month of 1880 and will be, so long as this speculative blockade lasts, with the prospect of being unable to move the crops of 1879-'80 as fast as offered in the last six months in the year, thus repeating the experience of last season with the lowest rates in the history of our railroads for the first half of the year and the highest for several years for the last half of 1879. We here touch this question only from a railroad point of view, although the results are equally disastrous upon the ocean carrying trade and the mercantile community, which interests are almost wholly dependent upon the railroads for their employment. What then can control our trunk line managers to cause them to take the suicidal action they did at their recent Conference in refusing to reduce the present prohibitory freight rates from the West in order to get freight? Are they controlled by the grain and provision speculators, or are they interested in these speculations with them, to an extent that they will thus sacrifice these stockholders' interests to hold up their speculations? It is openly asserted at the Produce Exchange that heavy pressure was brought to bear upon the trunk line managers at their recent conference by the grain combination as well as that in provisions, and that this was why the reduction was not made as it would break the markets for these staples by letting out the vast stocks back in the interior as well as points of accumulation. If this is true then Mr. Keene and his associates in these huge speculations, who are also directors in our great railroads, ought to be compelled by their stockholders to resign; and Mr. Vanderbilt ought to be taught by the English investing and consuming public that he cannot play fast and loose with their interests in this manner, and then expect them to take his stock recently offered in London and leave him in control to injure their property for the purpose of helping a lot of speculators who are at the same time endeavoring to force England to pay more for our breadstuffs than they are naturally worth. If there were not ample proof already that railroad legislation is needed in this State, this action will furnish it and should be taken into account in the remedies proposed. There should be a law forbidding, under penalty, a large shipper of produce or speculator therein from holding a directorship in any railroad which he is using for his legitimate business and may use for his illegitimate operations as is now apparently being done by the Trunk lines. What we have said of Vanderbilt's relations to his English stockholders, and the English public is equally applicable to Scott, Jewett and Garrett, except that their inconsistency is not quite so conspicuous as his, since he has just asked through his Syndicate, the English public to take his stock as an undoubted investment under his management. It is a good time for the English investing public to teach our railroad managers a lesson in responsibility to stockholders by refusing to take this Syndicate stock off their friends' hands.

Union Pacific Railway Co.

At a meeting of the directors of the Union Pacific Railroad Co., the Kansas Pacific Railroad Co., and the Denver Pacific Railway Co., held in this city on the 24th inst., it was voted unanimously to consolidate the three companies under the name of the Union Pacific Railway Company. The following board of directors was elected: Frederick L. Ames, Boston; Carlos S. Greeley, St. Louis; E. H. Baker, Boston; Elisha Atkins, Boston; F. Gordon Dexter, Boston; Sidney Dillon, New York; G. M. Dodge, Iowa; Russell Sage, New York; Jay Gould, New York; Solon Humphreys, New York; David Dows, New York; Wm. L. Scott, Erie, Pa.; S. H. H. Clark, Omaha, Neb.; Thomas T. Eckert, New York, and John Sharp, Salt Lake, Utah. The officers are: President, Sidney Dillon; Vice-President, Elisha Atkins; Secretary and Treasurer, Henry McFarland.

The stock and funded debt of the companies will not be changed in amount by the consolidation. The new company will issue stock to the exact amount of the combined capital of the three companies, which will amount in the aggregate to $50,452,250, and the bonded debts will remain a lien upon the several divisions of the road upon which they were originally placed.

The Union Pacific owns and operates 1,042 4 miles of road, (and controls 576.5 miles;) the Kansas Pacific, 672 miles, and the Denver Pacific, 106 miles—a total of 2.396.9 miles.

The Illinois Central's Gulf Division.

In answer to our inquiries regarding the recently reported consolidation of the Illinois Central with the Chicago, St. Louis and New Orleans Railroad, which reports we contradicted in our last, we are informed by the officers of the Illinois Central that whatever may be done in that direction lies in the future. What is being done in the present is of much more importance to the road and the public outside of Wall Street where the rumor seems to have been started for speculative purposes. The Illinois Central owns a controlling interest in the stock of the Chicago, St. Louis and New Orleans as it has for some time and is improving its entire property from Cairo to New Orleans. It has laid new steel rails and ballasted the road more than half the distance already, and has contracted at prices ruling early in the season for the material and work for the balance of the line. This line is nearly straight from Chicago and is about 200 miles shorter than the route of the new Louisville and Nashville consolidation, from which no additional competition is expected because the smaller roads embraced in the consolidation have hitherto been in the same relation as now, only that it will be easier to arrange with them under one head than formerly under many.

All the bridges and structures upon the line have been rebuilt; 30,000 tons of steel rails already purchased; large additions made to its rolling stock, and the line has been extended up to a point on the Ohio directly opposite the depot of the Illinois Central, three and three-quarter miles, and the transit is now made across the river in twenty minutes.

Missouri, Kansas and Texas Railroad.

At a meeting of the directors of this company held in this city on the 27th inst. the resignations of eight members of the board were accepted and the following persons were chosen to succeed them: Jay Gould, Russell Sage, William Bond, George J. Forrest, Sidney Dillon and G. M. Dodge, New York; F. L. Ames, Boston, and F. S. Bond, Philadelphia. These, with N. L. McCready, New York, E. D. Barbour, Sharon, Mass., H. C. Cross, Emporia, Kansas, C. H. Pratt, Humboldt, Kansas, and B. P. McDonald, Fort Scott, Kansas, who were members of the former Board, constitute the new directory. Officers were chosen as follows: Jay Gould, president; F. S. Bond, first vice president; N. L. McCready, second vice president; H. B. Hensen secretary. It is said to be the intention of the directors to consolidate the road with the Missouri Pacific Railroad, which changed hands a few months ago. Both roads are owned by substantially the same persons. The main line of the Missouri, Kansas and Texas Railroad runs from Hannibal, Mo., across that State and a corner of Kansas, thence through Indian Territory, and into Texas, terminating at Denison City. It has one branch from Holden, Mo., to Paolo, Kan., and another from Parsons, Kan., to Junction City, on the line of the Kansas Pacific Railroad. It crosses the Wabash and Pacific Railroad at Moberly, Mo., and the Missouri Pacific at Sedalia, Mo. When the Atlantic and Pacific line is built it will cross it at Vinita, Indian Territory. Its present mileage is 786. The company has authority to extend its road across Texas in the general direction of Waco and Austin to the Rio Grande, an estimated distance of 650 miles, and to build southwardly to Galveston Bay, with a branch to Sabine Bay, a distance of 350 miles. A short extension from Denison to Fort Worth will join the Missouri, Kansas and Texas road with the Texas and Pacific, which it is proposed to extend westward to the Pacific slope.

Chicago, Burlington and Quincy Railroad.

The directors of the Chicago, Burlington and Quincy and the Burlington and Missouri River Railroad Companies have decided to consolidate the two roads. A scrip dividend of 20 per cent and a cash dividend of $1 25 per share are to be paid to the holders of the stock of the former company, and the stock of the latter company, amounting to $9,390,800 is then to be retired, and new stock of the Chicago, Burlington and Quincy Railroad Company is to be issued in its stead. The main lines of the two roads connect at Plattsmouth, Neb., and the new company will have a continuous line from Chicago to Kearney City on the Union Pacific main line, with numerous branches and leased lines aggregating about 1,800

miles. The capital stock of the Chicago, Burlington and Quincy Company was $28,000,000. That of the new company will consequently be about $43,000,000. The surplus money in the treasury will be sufficient to pay the cash dividend and leave a handsome balance.

Cincinnati, Hamilton and Indianapolis Bonds.

Nine years ago the road from Hamilton to Indianapolis was sold for $1,500,000, and the Cincinnati, Hamilton and Dayton Railroad Company guaranteed the bonds and interest on them, the bonds having been issued by the Cincinnati, Hamilton and Indianapolis Company to pay for the road. The road was managed by the Cincinnati, Hamilton and Dayton Company, but did not pay, and payment on the interest ceased. Much litigation followed, and a Board of Arbitration, consisting of Jacob D. Cox, M. E. Ingalls, and Charles Francis Adams, was chosen to settle questions between the Cincinnati, Hamilton and Dayton Company, and the bondholders of the Cincinnati, Hamilton and Indianapolis Company. The arbitrators were to take into consideration all the circumstances fairly applicable to the subject, including the earning capacity of the roads. The arbitrators in their report made on the 24th inst. say the re ult of their investigation has been exceedingly favorable to the Cincinnati, Hamilton and Dayton Company, it being only one year in the past (1877) when it was not able to meet its entire maturing interest, and the prospects for the future were very assuring. In view of these facts the arbitrators suggest the conversion of the bondholders' claims for unpaid coupons into pre ferred stock of the Cincinnati, Hamilton and Indianapolis Railroad, to be entitled to dividends out of the earnings of the Cincinnati, Hamilton and Indianapolis Road whenever these more than pay the interest; the Cincinnati, Hamilton and Dayton Road to pay maturing coupons hereafter at the full rate of 7 per cent. It is understood that this award is satisfactory to all interested.

Wilmington, Columbia and Augusta R. R.

At a meeting of holders of first mortgage bonds and registered certificates of the Wilmington, Columbia and Augusta Railroad Company, held in Baltimore on the 21st inst., a plan for reorganization was adopted. Messrs. B. F. Newcomer, Thos. C. Jenkins, John S. Gilman, J. A. Tompkins and Frank P. Clark, a committee appointed November 5, 1878, and who on October 1, 1879, at a foreclosure sale at Wilmington, N. C., purchased the road for the first mortgage bondholders for $860,500, submitted the plan of reorganization. The sum paid for the road was equal to 20 per cent of the total amount of principal and interest secured by the first mortgage. The reorganized company will start with a capital stock of $960,000, and is authorized to issue $1,600,000 in thirty-year first mortgage bonds of $1,000 each, principal and interest payable in gold in New York, with the Safe Deposit and Trust Company of Baltimore as trustee. The holder of each $2,000 of old bonds and their accompanying certificates for $210 of funded coupons will be entitled to a $1,000 new bond and six shares of capital stock. In other words, every holder of old bonds, overdue coupons or certificates for funded coupons of any amount with all interest computed on the same at the rate of 7 per cent to date of purchase, will be entitled to 37½ per cent of such accumulated value in new bonds, and will receive in addition thereto six shares of capital stock for every $1,000 in new bonds to which he may be entitled. A board of directors was elected as follows: R R. Bridgers, president; Wm. T. Walters, Samuel M. Shoemaker, Benj. F. Newcomer, H. B. Short, Geo. S. Brown, George C. Jenkins, H. B. Plant, J. D. Cameron and Enoch Pratt. Mr. Bridgers, who was receiver of the road previous to its sale under foreclosure, was at the meeting. The road is 191 miles long, extending from Wilmington, N. C., to Columbia, S. C. The sale last October included the franchise, rolling stock, etc. After $20,000 in cash had been paid, the purchasers were allowed to pay in outstanding bonds or the coupons thereof. Proper steps will be taken in the Carolinas to put in operation the plan of reorganization as above recited.

Canada Southern Railway Bonds.

The case of Wm. H. Gebhard vs. the Canada Southern Railway Company, which was argued before Judge Wallace in the United States Circuit Court, this city, was decided by him on the 24th inst. The suit is brought to recover several instalments of interest due the plaintiff upon the first mortgage bonds of the company. The road is wholly in Canada, and the bonds were executed and issued there, but were made payable in the City of New-York. The company claims that it is discharged from the payment of the bonds by virtue of an act of Parliament of the Dominion, passed April, 1878, whereby the company was authorized to issue new bonds payable in thirty years in substitution of its first mortgage bonds and bearing a lower rate of interest. The act de clares that the assent of the holders of the first mortgage bonds shall be deemed to have been given to the substitution of the new bonds, but the plaintiff in fact never gave his assent to the change. Judge Wallace says:

"On first impression the defence seems an extraordinary one; it rests upon the theory that the original bonds, having been issued in Canada, are contracts controlled, as respects the obligation and its discharge, by the law of Canada, and that the Canadian Parliament, in the exercise of its unlimited powers, has discharged or modified the obligation of the contract, and that even though this be an arbitrary or unjust act it is conclusive upon the rights of the parties. * * *

The act of the Canadian Parliament is an attempt to impair and destroy the obligation of a contract. Undoubtedly it was supposed, in view of the financial embarrassment of the defendant, that the new obligations, authorized by the act would be acceptable to the holders of the original bonds, and would be of equal, if not of greater, value. But the plaintiff was entitled to the money due by the terms of his bond, and any legislative act which attempts to deprive him of it by compelling him to accept something different, violates fundamental principles of justice, and is in effect an arbitrary confiscation of the plaintiffs property.

Although by the theory of the British constitution Parliament is omnipotent, the jurists and statesmen of England have denied its right to transcend the boundaries which confine the discretion of Parliament within the ancient land-marks. * *

A contract is property; to destroy it partially is to take it, and to do this by arbitrary legislative action is to do it without due process of law.

If any of our own States had passed such an act as the one under consideration, it would have been the duty of the courts of that State to treat it as an unlawful exercise of power; and certainly it cannot be expected that this Court will tolerate legislation by a foreign State, which it would not sanction if passed here, and which, if allowed to operate, would seriously prejudice the rights of a citizen of this State. Comity can ask no recognition of such unjust foreign legislation, and the case falls under the qualification of the general rule which prescribes that when the foreign law is repugnant to the fundamental principles of the lex fori it will be ignored. Judgment for the plaintiff."

New York, Ontario and Western Railway.

The reorganization of the New-York and Oswego Midland Railroad was completed on the 22d inst. The new corporation is to be known as the New-York, Ontario and Western Railway Company. The names of the directors are as follows: C. N. Jordan, H. Amy, F. P. James, Edwin Parsons, W. C. Whitney, O. S. Williams, Theodore Houston, W. S. Bartlett, Coe F. Young, N. A. Cowdrey, W. H. Fenner, Jr., Edward Livingston and L H. Meyer. C. N. Jordan was elected President, and Theodore Houston Secretary. Under the provisions of the agreement between the first mortgage bondholders and other interests as to the reorganization of the company, the holders of the junior securities and obligations of the New York and Oswego Midland Company have 30 days in which they may participate in the benefits of the reorganization by the payment of 20 per cent. and the surrender of the obligations of the old company. The thirty days proviso will run from Jan. 22.

Texas and Pacific Railway.

A dispatch dated Dallas, Texas, January 22, says active work is going on to hasten operations on the Texas and Pacific Railway under the new contract with the construction syndicate, and then adds:

Ex-Governor John C. Brown has arrived and will be in charge of the railroad interests in Texas, Mr. F. C. Bond, the other Vice-President, having returned to Philadelphia, where he will remain in charge of the business of the office there.

Under the new arrangements, when completed the Texas and Pacific Railway will form a line 1,044 miles long, capitalized with a bonded indebtedness of $25,000 and $25,000 stock to the mile.

The road in addition owes $8,000,000 income bonds, secured on a land grant of 5,000,000 acres of Texas lands. As new construction progresses additional lands will pass to the company under the General Railroad law of Texas at the rate of sixteen sections, or over 10,000 acres, per mile.

It is supposed that negotiations are in progress to possess the link between Shreveport, La., and Vicksburg, Miss.

☞ We learn from the report of the Ontario Commissioner of Public Works for 1879, that eight new railroads, having a total length of over four hundred miles, have been in progress during 1879, viz: the Credit Valley, Huron and Erie, Georgian Bay and Wellington, Midland Extension, Prince Edward County, Canada Central extension, Stratford and Lake Huron, and Grand Junction roads. At the date of Confederation, 1867, there were 1,464 miles of railway in the province; since that date 1,947 miles have been constructed and 470 are building or under contract.

☞ Mr. Brunel and party, who have been exploring the Nipsissing district of Canada, have returned to Ottawa. They report having found a practicable route for the Sault Ste. Marie Railway on the north shore of Lake Nipsissing, between the Spanish river and the Sault.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 2½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and Gulf guar..100	786,476	M. & N.	Nov. '78 3½
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept. '79 3
Augusta and Savannah..100	1,022,900	J. & D.	June '79 3½
Avon, Genesseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '79 4
" " pref..100	4,569,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. '79 1½
Boston and Albany 100	20,000,000	M. & N	Nov. '79 4
Bos., Clin., F. & N. Bed.100	1,247,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar..100	60,000	J. & D	June '76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov. '79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M & N	Nov '79 3
Boston and Providence..100	4,000,000	M & N	Nov. '79 3½
Attleborough Branch..100	131,700	J. & J.	Jan. '80 3½
Bost. Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June '79 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Jan. '77 2
" " pref. 50	838,311	quarterly	Nov. '79 3½
Camden & Burl. Co.....100	381,925	J & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June '79 3
Catawissa*..... 50	1,159,500	Oct. ber	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	Nov. '79 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov. '79 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov. '79 1
" " pref 100	769,600	F. & A	Aug. '79 3½
Central of Georgia.....100	7,500,000	J & D.	June '79 2½
Central of New Jersey..100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" pref..... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb '80 3
Chemung*.....100	380,000	quarterly	Oct. '79 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. '79 3
" pref...100	2,425,400	M. & S.	Sept. '79 3½
Chicago, Burl. & Quincy.100	20,928,900	M. & S.	Dec. 79 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi, Mil. and St. Paul..100	15,404,281	A. & O.	Oct. '79 2½
" " pref.....100	12 279,483	A. & O.	Oct. '79 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" pref.100	22,025,608	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '73 4
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '79 4
Cleveland & Pittsburg*.. 50	11,238,150	quarterly	Dec. '79 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept. '79 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord..... 50	1,500,000	M. & N.	Nov. '79 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. 79 3½
Conn. & Passump Riv..1 0	2,175,100	F. & A	Feb '80 1½
Connecticut River..... 10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 79 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '79 4
" 2d pref... 50	243,000	A. & O.	Oct. 79 4
Danbury and Norwalk . 5	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '79 1½
" pref. 50	1,211,250	quarterly	July '79 2
Delaware*..... 50	1,230,950	J. & J.	July '79 3
Del. & Bound Brook*....100	1,500,000	quarterly	Aug. '79 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '79 2½
Detroit, Lans. & N. pref.10	2,503,300	F. & A.	Aug. '79 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '80 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '79 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '79 2½
Eel River.....	2 750,000	— & —	Oct. '79 $1
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept. '79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '79 2½
" " pref. 50	500,000	J. & J.	July '79 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept. '79 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 5
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and D	Dec. '78 3
Han. June., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '79 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '80 2
Illinois Central.....100	29,000,000	M. & S	Sept. 79 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Nov. 79 1
Ia. So. & Mo. Northern. 100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Aug. '79 1½
Joliet and Chicago*.....100	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West.100	2,250,000	.....	Feb. '80 3
Kentucky Centra 100	4,500,000	J. & D.	June '78 1
" " pref.100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So...100	19,466,500	F. & A	Feb. '80 4
" " (guar.).	533,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Oct. '79 2
Lehigh Valley 50	27,232,565	quarterly	Jan. '80 1
" " pref. 50	106,300	quarterly	Jan. '80 2½
Little Miami*..... 50	3,871,450	quarterly	Sept. 79 2
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov. '79 5
Marietta & Cincinnati... 50	1,409,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug. 79 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug. '79 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000.000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov. '79 3
Nashua and Rochester .100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur..100	1.529,000	J. & D.	June '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Oct. '79 1½
Naugatuck 100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '79 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '79 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	... .	annually	Apl. '79 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3
New York Elevated.....100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '79 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '79 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref..100	90,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov. '79 1½
Northern Central 50	5 842,000	A. & O.	Apl. '76 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*...100	482,400	F. & A.	Aug. '79 4½
Panama.....100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '79 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Jan. '80 1½
" Special Imp.100	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams...100	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" " pref.100	4,600,000	....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '79 3½
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '79 3
Shore Line*..... 100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July 79 3½
Stony Brook*..... 100	267.300	M. & N.	Nov. '77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.).....100	331,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*....100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J	July '79 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	P. & A.	Nov. '79 2
Wilmington & Weldon.100	1,453,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Milla...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)...100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 3½
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brooklyn.100	500,000	— & —	.....
Continental (Phila.)..... 50	180.000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	J. & J.	Oct. '79 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	100,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Nov. '79 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '79 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Delaware Division..... 50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson....100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 2
American Coal.....100	1,500,000	M. & S.	Sept. '77 2½
American Express.....100	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec. '79 5
Calumet and Hecla Mining.	100,000 S	F.M.A.N	Feb. '80 $5
Central Mining Co.....100	.....	Annual.	Feb '78 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Mokugona Coal Co.....100	306,200	quarterly	Jan. '79 2
National Tube Works...100	1.000.000	quarterly	Jan. 80 2
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sept. '80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov. '79 3
Pullman Palace Car....100	5,938,200	F.M.A.N	Nov. '79 2
Quicksilver, common....100	5,700.000	.....	.....
preferred....100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	F. & A.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,060,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,531	446,529	438,583	340,932	3,950,868
1879	315,985	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,363	97,277	111,924	100,132	116,950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,999
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,020,758	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	341,075	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,093	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,610	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,655	7,976,703
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3 294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,998	403,307	448,514	391,421	260,450	3,729,606
1879	199,742	246,245	340,920	356,482	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,380	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,306,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	231,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
St. Louis, Kans. C. & North'n:													
1876	246,099	282.879	271,230	236,237	236,082	229,338	218,479	255,838	232,990	328,124	282,511	264,059	3,143,866
1877	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,338	258,685	3,150,477
1878	264,289	234,661	299,825	248,522	258,132	205,733	237,629	309,103	321,362	347,172	312,592	279,905	3,317,816
1879	256,519	265,828	320,188	255,484	229,770	180,746	192,285	.....	.....	132,372	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
Union Pacific:													
1876	664,987	697,138	873,351	1,054,188	1,201,955	1 154,315	978,781	1 363,176	1,305.986	1,265,509	1,236,487	990,986	12,886,859
1877	811,764	851,101	1,027,512	1,088,280	1,109,063	1,101,099	1,033,592	1,012,437	1 159,332	1 329,171	1,022,354	973,252	12,744,816
1878	037,340	719,962	835,409	1,075,058	1,099,389	1,154,232	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,002,004	12,873,658
Wabash:													
1877	315,526	332,510	326,669	369,829	357,439	353,847	300,027	531,222	462,901	472,966	407,373	375,897	4,585 913
1878	386,919	294,635	388,019	411,265	393,191	328,801	382,035	579,119	544,660	517,613	452,740	360,547	5,024,105
1879	312,677	328,010	333,051	351,793	333,324	300,430	417,453	522,719	607,835	663,923	470.272	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	.....
Loan of February 8, 1861 ..... registered	$18,415 000	6	Jan. & July.	1880	108¼
.. .. coupon	3,685,000	6	" "	1880	103¼
Oregon War Bonds of March 2, 1861...coupon	821 300	6	Jan. & July.	1881	.....
Loan of July 17, and Aug. 5, 1861....registered	130,554,500	6	Jan. & July	1881	104½
.. .. coupon	51,970,850	6	" "	1881	104½
Loan of March 3, 1863..... registered	54,835,050	6	Jan. & July.	1881	104½
.. .. coupon	16,803,850	6	" "	1881	104½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	286,937,750	5	F. M. A. & N.	1881	103
.. ..coupon	221,452,600	5	" "	1881	104½
.. ..registered	157,981,900	4½	M. J. S. & D.	1891	107½
.. ..coupon	82,018,100	4½	" "	1891	107½
.. .. registered	492,645,450	4	J. A. J. & O.	1907	104½
.. ..coupon	245,845,100	4	" "	1907	104½
Refunding certificates of Feb. 28, 1879.....	2,355,400	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	14,671,925	...	.....	.....	....
Debt bearing no interest.....	393,711,879	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	122
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	63½
.. Substitution (B) bonds; R. R. do.....	593,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	" "	1906	62
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	7
California—($3,395,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,060	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)..	13,743,250	3.65	Feb. & Aug.	1924	90½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	112
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1385	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	738,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	239,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	48½
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	150,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bond s, 1864.....	2,330 000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,536	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals,.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1865) bonds.....	3,328.750	6	Jan. & July.	1883	107½
.. State Loans (1870 to 1874).....	915,....	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	501,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875).....	4,350,000	6	" "	'95-'97	105
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'80-'90	107
.. Han. & St. Jo. R. R. Loans (& renewals	8,000,000	6	" "	'87-'96	106½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	116½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115½
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	....
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	9½
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'93-'99	6
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,288,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan.....	814,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	181,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,284	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	31½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'78-'00	31½
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000.000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,363,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered..	6,139,250	6	Jan. & July.	'86-'95	25
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,483	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	9½
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,987,000	7.3	Jan. & July.	New York.	1896	117
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	44
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1903	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115
Land Grant Mortgage (gold)	3,119,500	7*	April & Oct.	Boston.	1900	114
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	129
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	....
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,629,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	800,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
3d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	514,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	....
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	103
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	121
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000 / 357,200	7 / 6	Apr. and Oct. / " "	Boston. / "	1893 / 1893	.... / ....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	58
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	52½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	992,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	116
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,389,000	7	June & Dec.	New York.	1916	116
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1898	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	90
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1882	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	108
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	93½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	...
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	...
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.		86-'94	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	104
1st Mort. (W. to Minn. Lea.)	1,334,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	113½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	114½
2d Mortgage, gold, $4,000 p. m..	926,000	7*	April & Oct.	" "	1901	80
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1880	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	119
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	106½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	85
Consol. Mort. for $25,000,000....	16,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	106½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	103½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	104
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	106
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	103
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	103
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,800	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	330,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	155,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	116½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	113½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118½
Bonds of 1978, Sinking Fund...	415,000	5	June & Dec.	"	1893	100
Consol. Mortgage for $30,000,000.	14,630,500	7	" "	"	1903	119½
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar.	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1898	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,000,000	2,000,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	117
Chicago and Mich. Lake Shore:						
1st Mortgage.....	450,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	114½
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	107½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	691,000	7	" "	" "	1899	114½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	113
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,204,000	7	Jan. & July.	" "	1905	108½
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	972,200	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	113
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 243 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	110
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1896	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	116
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,246,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	92½
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	350,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	93½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	100
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	106
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'76-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	108
Clev.& Mahoning V.(A.& G.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1938	....
3d(now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	602,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.	1,096,000	6	" "	" "	1892	108
Consol. sinking fund guar.	1,487,000	7	May & Nov.	" "	1900	118½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103½
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	108
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	94½
2d Mortgage skg fund	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible	3,947 000	7	" "	" "	1890	47
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Loganasport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95.000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (")	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1891	104
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,498,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	101
Des Moines and Ft. Dodge:						
1st Mortgage(ecrupon)	2,400,000	8	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)	770,000	8	" "	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	18.6	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6a7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	109½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868	.....	6	" "	"	'88-'89	....
Loan of 1869	.....	6	May & Nov.	"	1889	....
Ten year coupon notes	.....	7	.....	"	1882	....
Ten year coupon notes	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876	13,276,000	4½*	" "	Boston.	1906	89½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Eliza'bethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	100½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	86
Erie Railway:						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York	1897	121½
2d Mortgage	2,174,000	5*	March & Sept.	" "	1919	105
3d Mortgage	4,852,000	7	" "	" "	1883	108
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	104
5th Mortgage convertible	709.500	7	June and Dec.	" "	1888	112½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage	3,000,000	7	June and Dec.	" "	1893	116½
1st Consol Mortgage gold	16,656,000	7*	March & Sept.	N Y & London.	1920	118½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	89
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1905	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1953	....
1st Mort.(Bay C. & Holly) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 000,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov		1902	....
Construction Loan	280,400	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold.	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold.	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees.	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	102½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	110
1st Mort. (Q. & Palm. R. R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300 .000	6	April & Oct	Brpt. & Bost.	1889	....
Equipment Bonds	150 ,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	107½
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	105
1st Mort. (Waco & N W. Div.).	940,000	8	" "	" "	1903	106½
Income and Indemnity bonds	1,389,500		May & Nov.	"	...	98
Consolidated Mortgage	2,864,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	112
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1896	67
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund.	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200.000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,5 10,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'88	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage skg. bar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,980,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1.2
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	110
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo.& CB.78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept.	" "	1890	109½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	107½
1st Mort. (1,000,000 acres).....	—	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1868	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	95
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	7,925,000	7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	120½
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	116½
Bonds of 1882 (Reg. & Coupon)	3,284,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	118
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1890	..
3d Mort. (" " ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" " ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" " ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" " ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	.....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3 200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	116
1st Mortgage (")reg... }		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	110½
General Mort., registered.... }		6*	" "	"	1922	110½
Lewisb., Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	99½
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	105½
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	116
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1896	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	110½
$1,100,000 Loan, tax free.....	756 960	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	96
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	97½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	110½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	83½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	53
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	112½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'93	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	92
Tennessee State Loan.....	1,814,142	6	" "	" "	.....	....
Income Bonds.....	600,000	10	March & Sept.	" "	73-'74	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	103
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	110
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gvid, guaranteed..	400,000	7	April and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.)	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.	1,184,000	7	" "	" "	1906	68
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	5*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 5*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	6	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold	1,040,000	5*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	125
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	115
Convertible bonds	384,000	7	Jan. & July.	" "	1900	...
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	109
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	109
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	112
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103
Newark & New York (C. of N. J.)						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	800,000	7*	March & Sept.	N. Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	89
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1891	....
New Jersey West Line						
1st Mort. gold for $3,000 000	1,300,000	7*	May & Nov.	New York	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d "	600,000	7	June and Dec.		1892	....
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
Bonds for R. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F.	1,794,000	7	.....	" "	1885	110
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	125
1st Mort., reg'd }		7	" "	" "	1903	124
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	128
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	126
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	110
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	113
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	115
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	109
2d Mortgage	1,500,000	7	May & Nov.		1896	116
General Mortgage	2 035,000	7	Jan. & July.		1903	116
North Shore (Flush., N. S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	106
Mortgage registered	205,000	6*	April & Oct.	"	1900	...
Consol. Gen. Mort. S. F. Coup.	2,838,000	6*	Jan. & July.	Lond. & Balt.	1904	100
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon	3 000,000	5	"	Baltimore.	1926	80
Second General Mort. coupon	1,000,000	6	"	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106
Northwestern Union (C. & N. W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94
Equipment Mortgage	200,000	8	" "	"	1879	94
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	111
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	112
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	112
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	77
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds	205,100	7	Feb. and Aug.	"	1881	105

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	97
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,960,000	7*	April & Oct.	New York.	---	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	640,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	114½
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	112½
State lien for $7,500,000, skg f'd	4,287,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1831	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	113
1st Mortgage guaranteed	1,500,000	7	" "	"	1900	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Peteraburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6		"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	1[illegible]
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	103½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	114½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	863,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,800	7	Jan. & July.	"	1893	98
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	80
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	72½
Funding income	800,000	7	" "	" "	1896	42

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	108½
Loan of 1875	800,000	6	" "	" "	1906	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	83
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	111
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	125½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	123
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	118½
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	....
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	149,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	Jan. & July.	Portland.	1888	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	..
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	103½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	116½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	104
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	90
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	6	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	6	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	2,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	...
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York	1890	93
2d Mortgage	460,000	7	Jan. & July	" "	1901	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	88
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110
St. Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	113
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	103
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	92½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	116
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	102
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	103
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	115
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	109
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	89
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	69
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,673,200	6	" "	U.S.Treasury.	1898	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	94
3d preferred bonds	452,800	6	" "	" "	'84-'90	88
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'88-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens, Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	115
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	105
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	59
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	87
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	...
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $8,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	112
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	112
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	111
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	103
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	108
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	102
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	102
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	103
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100
Consol. 2d mort. gold	2,184,100	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (o) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6o	Jan. & July.	N. Y. & Bost.	'96-'99	110
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,906,000	8	March & Sept.	New York.	1894	120
Omaha Bridge Bonds Sterling..	2,225,000	8o	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6o	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6o	Jan. & July.	New York.	1899	84½
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	79½
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	105
Sterling Loan £369,200 (U. Co's)	1,846,000	5o	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6o	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6o	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Morig. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111½
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	6	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	116
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1890	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7o	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	100
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9o	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	86
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	101
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98½
3d Mort " ")	600,000	8	May and Nov.	"	1873	77
4th Mort " ")	700,000	8	March & Sept.	"	1880	41½
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynch'b'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	210,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,00[illegible]	256,000	7o	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	115
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	...
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,168,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7o	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	115
Sterling Bonds, Sinking Fund..	981,234	6o	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	107
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	106
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	56
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6o	Jan. and July.	New York.	1899	108
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	100
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109½
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7o	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7o	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	38½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6o	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7o	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7o	Jan. and July.	New York.	1896	104½
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	....
Extension mortgage bonds.....	4,313,000	7o	June & Dec.	" "	1910	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,800	7o	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	70
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5o	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	93
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1880 reg. 3d series, Jan. 1, 1871)	3,500,000	7	Jan. and July.	New York.	1884	105½
	5,000,000	7	" "	" "	1891	106
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	110½
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	105½
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6o	March & Sept.	"	1894	107½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6o	June & Dec	"	1897	104
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	101½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100½
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,806,000	6	Jan. and July.	Philadelphia.	1910	51
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	105
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	83
Improvement bonds.....	260,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	80
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	49
Pref. Int. Bds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1911	
2d Mortgage.....	200,000	6			1910	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	966.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Feb. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,618,000	1,750,000	571,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,180	Albany and Susq. (D. & H.)..New York.	7,374,745	1,693,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,326	1,006,211	456,579	7	100	103
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,986	Allegheny Valley.....Pennsylvania.	21,711,734	2,413,863	591,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	42,425	18,076	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	79
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	134
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point.....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,839	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf (1)..Georgia & Florida.	7,863,086	*	18,829	1,013,294	4,476,677	3,686,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio(1)..Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,865,800	3,706,158	2,427,860	423.0	1,433,025	149,577	540,966	1,781,710	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio (1)....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,300	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,057	4,039,612	8	100	133
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch (1).....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	282.6	1,349,691	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	26	47	6	268	Baltimore and Potomac.....Maryland.	8,403,785	696,010	37,538	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9¾ mos.)	.....	168,534	69,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.....Mass. & N. York.	24,368,716	3,145,400	2,433,360	955,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,611	2,612,555	6,633,533	2,219,536	8	100	140½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	79½
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal.....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,617	6	100	124
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	98
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	208,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	119½
Sept. 30, 1878	60.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	800,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	368,490	6	100	129
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	99½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany (1).....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	680,000	.....	—	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y.,L.E.&W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	26	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	139,122	599,295	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,724	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,061	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	59
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	140½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174.437	32,234	7,186	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	393,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	118.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	56,641	1,215,711	987,000	142,658	369,417	67.0	278,180	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	8.7	—	12	10	4	208	Canada Central..... Canada.	3,376,400	*	.....	.....	978,400	2,178,900	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,891	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,430,270	233,045	—	100	71
Mar. 31, 1879	242.0	—	12.2	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	—	—	—	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113.370	—	100	25
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,620 000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	110
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,582	508,458	7,500,000	3,617,000	396,718	.....	712.6	952,966	.....	.....	2,721,624	1,525,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.5	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4 325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	127
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31.850,276	4,203,658	.....	334.6	4,324,938	4,501,718	3,226,822	5,589,528	2,302,770	—	100	81½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	15	8	341	Central Ohio (B. & O.).....Ohio.	4,947,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	76½
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,974,188	1,787,642	17,530,858	8,744,740	—	100	84
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta...N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,480	195.0	415,383	88,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	21½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,835	1pf	100	54
Dec. 31, 1878	243.5	121.9	126.0	—	160	75	23	3,261	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392.850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	107½
Dec. 31, 1878	486.5	1,117	455.8	102.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	146
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,166,600	.....	280,334	.....	221.8	313,592	87,572	235,933	533,595	260,947	—	100	61
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,556	823,054	3,714,154	220,611	115,718	152.2	563,439	111,058	493,127	784,556	229,510	—	100	98
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (O&NW). Ia.	4,695,900	—	.....	.....	3,916,200	779.700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	138
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,181	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	79½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,285,937	13,420,606	6,816,912	7pf	100	90½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	168,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	119
Dec. 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O. Ky., T., M. & La.	25,911,501	*	.....	.....	5,663,650	17,217,851	120,695	.....	571.5	1,818,819	227,184	436,158	2,819,019	818,723	—	100	41

Sept.30,	1878,	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis	Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749		739,936	787,943	—	50	51
Dec. 31,	1878,	170.6	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,941	—		245.6	387, 56	205,294	197,687	488,784	80,908	—	100	65
Mar. 31,	1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,827,078	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794		59.9	567,951	950,520	759,569	907,211	141,193	—	100	....
Mar. 31,	1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton &Ind. (C.,H.& D.).O.& Ind.		2,436,088	229,072	60,080	.....		2,500,000	1,180,356	.....		98.4	388,764	152,052	210,283	341,676	78,167	—	—	....
June 30,	1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic...O. & Ind.		4,054,000	*	.....	.....	1,929,200	1,898,000	300,000	.....		75.3	328,970	.....	.....	408,188	127,599	—	100	....
Mar. 31,	1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&D.).Ohio.		826,733	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	83,175	1-6,3/1	188,448	33,468	—	50	....
June 30,	1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,784	84,437	4,434,787	2,178,726	562,189	—		190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	35
June 30,	1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)O.		3,751,000	———	.....	.....	1,100,000	2,651,000	1,342,982	.....		86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31,	1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	28,000	.....		109.5	230,022	.....	.....	195,710	52,263	—	100	....
Dec. 31,	1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,225		391.2	4,598,561	695,955	1,314,674	3,528,714	707,899	—	100	18
Jun. 30,	1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & MahoningVal. (A. &Gt.W.).Ohio.		4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335		123.4	188,619	53,002	524,032	403,400	309,459	7	100	....
Dec. 31,	1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)...	O.	4,628,871	*	208,148	37,678	1,768,798	2,969,000	669,275	—		156.5	410,716	228,693	259, 23	382,698	64,971	—	100	....
Dec. 31,	1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	733,214		225.8	1,885,566	554,237	1,434,207	2,474,654	1,168,580	7	50	112
Dec. 31,	1878	118.0	74.2	13.0	—	19	14	5	188	Colorado Central	Col. & Wy.	4,430,360	*	.....	.....	3,971,300	2,459,000	.....	.....		192.2	.....	[11 m	onths.	669,448	280,558	—	100	....
Dec. 31,	1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I		38,851,097	*	.....	58,000	13,969,823	24,859,724	79,555	.....		580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	23
Dec. 31,	1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley	Ohio.	3,701,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631		105.4	725,074	138,372	913,907	871,563	391,127	8	50	....
Jun. 30,	1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.&C.)...	Ohio.	2,000,000	———	.....	.....	1,000,000	1,000,000	23,250	.....		.....	.....	.....	.....	230,797	65,942	—	50	....
Dec. 31,	1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo	Ohio.	2,816,106	*	640 590	114,223	897,168	2,416,000	229,316	28,496		117.7	416,580	145,288	348,605	517,871	222,259	—	50	....
Mar. 31,	1879	35.0	7.0	78.0	—	38	44	16	946	Concord	New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	———	178,750	153,226		141.7	617,254	509,103	673,471	733,004	318,847	10	50	162
Jun. 30,	1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	436,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	59
Sept.30,	1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,638	241,859	176,675	226,486	2,100,000	206,400	154,862	578,887		79.8	377,739	946,900	332,900	504,670	199,034	8	100	139
Dec. 31,	1878	58.0	11.0	8.1	—	19	11	6	750	Corning, Cowanesque & Antrim.NY.&P.		2,400,000	*	.....	.....	1,900,000	500,000	.....	.....		64.0	181,905	58,582	507,185	404,665	113,334	6	50	....
Dec. 31,	1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878		185.0	321,495	325,551	316,696	512,121	199,560	10	50	....
Sept.30,	1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973.940	164,740	15,264	26,711	600,000	500,000	———	80,645		33.8	97,380	222,212	51,818	157 953	41,279	—	100	....
June 30,	1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*	.....	.....	3,520,000	1,710,000	196,827	.....		160.6	187,487	81,582	67,043	222,627	17,738	—	100	....
Mar. 31,	1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.)	Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921		142.7	683,849	209,674	422,303	545,238	271,432	3	50	....
July 31,	1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,308	*	.....	.....	457,817	413,500	152,701	.....		69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31,	1878	83.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P.W.& B.)	Delaware.	2,367,508	———	.....	73,198	1,450,323	760,000	160,400	69,983		94.8	268,998	.....	.....	365,580	109,674	6	25	....
Dec. 31,	1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,534	*	.....	.....	1,514,000	1,500,000	279,621	.....		30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31,	1878	115.0	92.5	223.7	—	150	82	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125		207.5	2,468,754	474,16.	3,193,531	3,699,601	2,320,481	—	50	86
Dec. 31,	1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350		106.0	.....	.....	.....	147,022	38,098	—	100	....
Dec. 31,	1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,938	47,552	132,828	773,322	342,676	—	100	60
June 20,	1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge	Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....		87.2	111,664	48,646	66,946	182,812	52,477	—	160	....
Oct. 31,	1878	189.0	2.6	29.8	—	34	36	9	528	Detroit, Grand Haven & Milw	Mich.	———	———	.....	.....	.....	.....	.....	.....		191.6	.....	.....	[9¾ mos.	828,657	265,893	—	100	....
Dec. 31,	1878	166.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	158,540		197.3	785,106	872,722	364,737	970,034	372,199	—	100	90
Dec. 31,	1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)	Iowa.	5,882,000	———	31,453	.....	5,000,000	882,000	.....	31,453		.....	.....	.....	.....	925,228	323,830	5	100	66
June 30,	1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721		272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....
Sept.30,	1878	41.4	7C 6	106.2	—	75	136	35	1,281	Eastern	Massachusetts.	7,000,000	905.000	1,691,481	249,876	4,997,600	13,589,022	1,488,349	.....		.....	1,557,775	4,197,991	697,987	2,422,394	841,268	—	100	27
Dec. 31,	1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	85,514	2,792,120	———	27,221	78,562		93.8	197,696	64,795	208,595	206,555	67,542	2	100	50
Dec. 31,	1878	81.0	8.5	56.8	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	———		84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30,	1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶	Maine.	———	———	.....	.....	.....	3,223,800	.....	74,934		133.0	260,406	154,015	141,533	356,858	126,507	—	100	....
Aug.31,	1878	109.0	21.9	18.0	—	22	11	5	460	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,803		109.0	335,938	143,603	332,700	564,809	160,538	4	50	80
Apr. 30,	1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind.& Ill.	1,649,800	*	17,068	5,815	458,661	1,100,000	118,822	.....		69.3	.....	.....	.....	242,896	94,236	—	100	....
Sept.30,	1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,435		169.1	1,638,610	2,166,503	1,115,771	1,794,837	439,715	7	100	124
Dec. 31,	1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,800	7,157,905	1,923,826	———		280.0	1,095,422	640,556	408,053	1,056,017	438,203	—	100	19
Dec. 31,	1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag	Mich.&Ind.	2,702,247	373,551	3,920	30,879	1,196,450	2,000,000	1,564	———		100.0	247,733	96,932	136,029	245,051	95,071	—	100	....
Dec. 31,	1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin	Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....	———		104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31,	1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	485,000	*	315,000	.....	600,000	200,000	.....	— —		26.0	.....	.....	.....	38,397	19,196	—	100	25
Dec. 31,	1878	51.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C.&P.)	Neb.	1,350,000	———	.....	.....	690,000	.....	.....	———		51.1	55,216	19,772	45,352	138,159	46,053	—	100	....
Dec. 31,	1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶	Tex.	9,474,077	809,723	2,239,241	481,660	6,450,000	5,686,927	494,500	373,574		215.0	488,151	60,193	157,938	1,325,846	792,014	—	100	....
Dec. 31,	1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶	Tex.	3,495,385	*	15,805	81,488	1,000,000	1,500,000	275,596	817,032		50.0	122,350	55,055	174,300	495,440	184,595	—	100	....
Sept.30,	1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)	N. Y.	1,481.297	*	.....	.....	850,000	600,000	192,249	.....		75.6	388,066	95,811	501,852	264,996	df.16,139	—	100	....
Mar. 31,	1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,931	511,323		275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31,	1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)	Mich. &Ind	11,096,085	*	65,504	246,787	2,800,000	5,000,000	2,164,707	———		423.6	1,188,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec. 31,	1878	856.0	158.2	218.5	—	434	274	84	8,173	Grand Trunk ¶	Canada.	152,044,870	*	2,311,480	.....	118,498,280	35,812,710	45,610	———		1390.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....
Jan. 31,	1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶	Canada.	33,424,430	7,877,010	2,851,045	.....	33,106,835	18,221,095	.....	———		1,089.3	3,616,829	1,206,332	1,854,663	4,216,835	1,297,055	—	100	....
Sept.30,	1878	213.9	—	12.0	—	16	11	3	800	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,469,135	.....	8,000,000	3,979,000	1,777,941	———		213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31,	1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)	S Car.	3,623,905	*	374,200	193,895	1,515,166	2,178,768	989,222	———		164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31,	1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶	Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....		66.8	242,592	4,340	202,584	112,358	29,706	—	100	....
Jun. 30,	1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....		146.7	103,153	146,651	70,466	127,084	40,991	—	100	....
Dec. 31,	1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶	Missouri.	13,492,427	.....	.....	.....	14,251,724	8,700,000	.....	.....		292.8	1,354,767	257,916	543,472	2,045,450	780,355	—	100	43
Sept 30,	1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.	———	———	.....	.....	.....	.....	.....	.....		58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept.30,	1878	74.0	—	3.0	—	19	21	10	436	Housatonic	Connecticut.	2,581,006	*	225 836	78,762	2,000,000	550,500	161,348	164,256		126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30,	1879	845.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central ¶	Texas.	21,870,021	1,831,342	6,864,922	358,302	7,722,900	14,901,995	2,773,600	5,521,092		521.7	1,499,283	242,559	457,840	3,031,361	1,326,905	—	100	66
Dec. 31,	1878	45.0	16.8	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929		61.3	172,915	43,618	394,788	238,889	114,145	—	50	20
Dec. 31,	1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	———	2,013,892		1,255.5	4,247,628	1,728,236	2,067,832	7,111,184	3,631,559	6	100	104
Dec. 31,	1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland	Illinois.	6,175,000	*	.....	.....	2,000,000	4,175,000	1,154,299	———		175.7	278,504	79,962	128,132	236,895	20,661	—	100	....
Nov. 30,	1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	1,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119	———		333.9	1,415,561	284,843	460,028	1,342,823	266,078	—	100	10
Jun. 30	1878	168.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.	O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200	———		194.5	896,503	549,587	457,135	1,309,057	494,388	—	50	6
Dec. 31,	1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.)	Ind.	4,233,911	*	50,301	346,200	600,000	3,500,000	2,245,360	———		266.6	1,585,274	243,098	538,619	1,347,246	313,908	—	100	....
Dec. 31,	1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)	Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602	———		116.6	300,467	101,892	186,628	282,558	5,349	—	100	....
Dec. 31,	1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern ¶	Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806	———		519.3	822,430	117,055	224,113	1,636,585	571,983	—	100	....
Dec 31,	1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.)	Ia	7,577,500	———	.....	.....	4,625,000	2,952,500	.....	———		183.7	.....	.....	.....	476,265	166,693	—	100	....
Mar. 31,	1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n	Ia. & Mo.	6,200,000	———	.....	.....	3,200,000	5,000,000	.....	———		.....	.....	.....	.....	769,600	5	100	....
Dec. 31,	1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw* (M.C.)	Mich.	6,312,933	———	.....	.....	1,966,800	3,648,000	698,138	———		236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec 31,	1878	111.0	118.8	34.3	—	44	38	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)	Ind.	6,508,718	*	182,640	86,155	2,000,000	5,000,000	82,738	———		224.8	1,046,156	667,981	1,535,380	1,150,015	422,988	7	100	....
Apl. 30,	1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,008,000	———	.....	.....	504,000	504,000	.....	.....		84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1878	638.6	34.0	68.8	—	94	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,359,841	*	3,807,520	3,989,461	9,689,950	28,433,100	6,747,484	———		672.6	1,505,813	198,178	667,736	3,610,224	1,198,662	—	50	98
Dec. 31,	1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*	.....	.....	36,000	348,000	.....	.....		43.0	.....	72,704	39,315	84,578	33,867	—	100	....
Dec. 31,	1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	.....		155.9	777,592	142,286	466,286	833,825	115,567	—	100	46
Dec. 31,	1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n	Kan.	1,000,000	*	.....	.....	5,000,000	5,000,000	.....	.....		208.5	320,322	.....	.....	343,343	92,939	—	100	74
Dec. 31,	1878	197.3	56.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl	Mo.& Ia.	9,250,128	1,281,878	116,232	458,279	2,789,414	7,485,197	698,466	83,451		253.8	1,166,361	229,622	674,194	1,533,651	448,059	—	100	74
Dec. 31,	1878	137.5	66.3	3.3	—	—	—	—	—	K. City, Top. & West. (A., T.&S.Fe.)	Kan.	3,199,800	———	174,200	190,729	2,250,000	1,054,000	37,206	226,524		———	.....	.....	.....	768,515	208,387	—	100	112
Apl. 30,	1879	99 0	49.5	16.5	—	19	17	7	351	Kentucky Central	Ky.	6,045,060	*	.....	138,956	5,000,000	1,045,000	23,523	115,732		198.5	379,111	.....	.....	553,389	208,750	4	100	....
June 30,	1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines (C.,R. I.& P.)	Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	459,130	———		162.2	402,461	157,078	202,985	566,763	148,433	—	100	19
June 30,	1878	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,725	———	1,466	49,894	1,000,000	1,520,000	6,585	———		80 3	155,603	67,012	91,553	177,546	55,485	—	100	....
Apr. 30,	1878	114.2	—	11.2	—	10	6	2	213	Lafayette, Muncie & Bloomington	Ind.	.....	.....	.....	.....	.....	.....	.....	.....		118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec. 31	1878	100.0	10.0	6.0	80.0	6	3	3	81	Lake Erie and Louisville	Ohio.	1,699,997	*	4,732	7,289	1,500,000	———	202,018	———		110.0	195,599	107,743	77,588	158,161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisk (*) covering the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec 31, 1878	40.4	484 3	671.6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,037	60 000,000	37,024,000	1,925,820	3,248,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	103½
Dec. 31, 1878	105.0	49.7	96.8	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	490	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,238	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,360,676	27,228,865	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,966	5,632,788	3,075,811	4	50	104
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	Little Rock and Ft. Smith ¶ .....Ark.	6,561,375	*	490,682	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,057,971	850,950	624,564	1,224,691	384,621	8	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	5,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	328,648	116,857	—	100	59
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	8,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	17
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	57	3,239	Louisville & Nashville .....Ky. & Tenn.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978 083	294,160	—	100	....
Dec. 31, 1878	288.2	—	26.0	—	23	12	8	459	Louisville, N. Albany & Chicago....Ind.	24.006,920	*	7,500,120	803,939	9,007,819	17,400,722	2,5e2,673	3,304,765	978 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	124
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	57½
Jun. 30, 1878	187.3	87.9	183.6	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	23,605,988	*	2,584,932	391,220	3,932,050	11,307,511	7,509,691	.....	312.0	2,277,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	3,530,000	*	200,000	3,844	.....	3,530,000	20,113	.....	99.7	171,715	74,140	45,114	110,777	9,467	—	100	20
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	668,276	566,453	299,181	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220.000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n...T. & Ky.	4,419,584	*	.....	408,169	1,500,000	2.850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	(No report since reorganization.)								115.0	156,463	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	28,437,938	*	6,159,161	345,178	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433.937	1,530,737	6,872,094	2,707,353	4	100	101½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,855	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	2,529,000	—	.....	.....	2,000,000	366,000	155,000	.....	...	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee...Miss. & Tenn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska...Mo. & Ia.	2,956,654	*	.....	163,917	825,400	1,982,900	324.445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas...M.K.& Tex.	3,838,149	*	.....	308,672	1,457.225	1,800.000	329,969	559,678	86.0	116,920	39,000	105,000	98,827	8,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	548,483	—	100	47½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,448	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	3,166,261	557,454	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,188	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.739	.....	528.6	1,166,773	233,067	186,638	2,098,500	279,351	—	100	27½
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex.....New Jersey.	3,142,909	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Morris and Essex.....New Jersey.	17,710,791	12,144.240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	291,354	72,614	—	100	....
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	.....	.....	.....	.....	.....	.....	2,710,117	782,328	7	100	109
Jun. 30, 1878	321.0	132.5	46.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	316,183	90,764	53 7	424,029	869,726	271,417	497,456	158,403	2	100	112
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv., Chattanooga & St. L..T. Ala. &Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	48.8	.....	.....	.....	95,932	43,276	5	100	68½
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,567	—	.....	781,382	1,642,557	2,105,000	389,024	39 ,308	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	86
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Naugatuck .....Connecticut.	1,928,845	234,087	108,797	57,969	2,090,000	.....	20,696	309.002	122.3	356.841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge.....Cal.	591,164	*	7,427	756	242,200	250.000	37,500	59,647	61.2	286,538	274,412	178,208	493,470	206,301	10	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800.000	149,102	.....	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3½).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	55,358	52,472	605,000	.....	881	336.032	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	286	New Haven and Northamp.Conn. & Mass.	4,005,281	796,616	82,628	61,270	2,460,000	2,181,000	236,993	67,702	14.9	193,381	130,508	982,560	268,143	126,789	24	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.)..... Conn.	2,052,708	1,231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	231,389	294,880	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile.La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,886	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15961	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,058	.....	4,000,000	4,000,000	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York Central & Hudson River.N.Y.	82,163,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	66.7	—	66.7	—	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,969,040	8	100	131
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		.....	.....	8	—	....
Sept. 30, 1878	460.0	96.5	1,179	—	476	311	96	—	N. Y., Lake Erie & Western. N. Y. &Pa.	118,019,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009.114	—	100	100
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	568.111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	43½
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865.382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	54½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	58	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,184,455	1,373,778	1,537,029	15,500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	158
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston...Conn.& R.I.	2.645.021	559,487	1,089,987	.....	3.000.000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,456	10	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	Northeastern ¶.....S. C.	2,148,131	*	47,317	47,417	899.350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	8.9	452.301	141,209	401,922	426,874	107,372	5	100	85½
Dec. 31, 1878	137.0	18.0	192.9	—	152	68	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4,196.107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,893	5,903,371	3,723,456	1,118,960	—	50	67
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,296	Northern Pacific...Minn.Dak.,Wash.&c.	19,588,650	1,115,378	130.694 587	120,347	100,000,000	.....	50,342.761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	34½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,145	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,607	251,639	4,264, 50	6,000.000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	104
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.&Mass.	3,205,436	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	127
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	28
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50.578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	31½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832.238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	111½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35 0	—	15.6	—	14	13	6	286	Oswego and Syracuse.....N.Y.	1,752,540	*	.....	.....	1,320,400	461.500	8.801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4 277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	182
June 30, 1878	67.4	—	7	—	—	—	—	128	Pekin Line and Decatur..... Ill	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128		Pennsylvania ¶	Pennsylvania.	58,787,686	*		77,082,509	11,369,491	68,870,200	55,114,760	19,696,387	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	104
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,536	1,183,126	.....	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	618,042	—	50	....
Apl 30 1878	44.0	6.0	8.0	—	6	3	1	86	Pensacola	Florida	650,000	*	.....	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	83.0	—	15.7	—	18	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31 1878	51.7	—	5.2	—	6	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	.....	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	37
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	.....	29.3	.....	.....	.....	.....	.....	—	50	205
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59		Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,505,396	34,278,175	75,300,797	11,196,198	.....	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,521	—	50	68
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	.....	112.2	1,613,936	2,248,781	793,365	2,660,446	1,198,048	8	50	137
Dec. 31, 1878	192.8	8.1	64.0	—	105	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,863,455	.....	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,918,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	.....	174.0	1,579,169	761,307	1,829,455	1,642,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,383,586	13,510,000	.....	75,125	.....	468.4	7,348,579	2,253,731	3,026,250	7,820,110	3,689,197	7	100	116
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	283	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	30
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pittsb., Wheeling & Kenucky	W. Va.	599,393	*	.....	34,827	399,600	200,000	32,620	.....	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,533	77,496	48,317	1,052,186	2,642,500	231,094	54,215	.....	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	.....	52.5	185,659	118,583	92,052	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	268	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,055	.....	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	.....	22.8	49,019	92,207	35,466	86,497	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,863	2,000,000	1,176,000	629,130	110,555	.....	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	.....	97.0	.....	44.615	.....	242,478	107,185	—	100	120
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	.....	332.6	718,320	1,126,484	602,540	1,823,369	754,346	8	100	....
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	.....	82.9	174,311	128,000	48,321	-312,032	151,858	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,582,629	878,241	63,965	547,553	.....	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	163	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,346	*	.....	.....	22,094	2,187,400	109,386	.....	.....	91.0	207,201	109,369	191,428	366,489	96,278	3	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	.....	408.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	32
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	.....	186.0	.....	.....	[rental, etc.	295,812	278,758	—	100	84
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	.....	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	.....	22.0	25,068	11,516	38,633	38,566	15,425	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	2,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	.....	.....	.....	.....	.....	555,302	534,932	}	100	24
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H	Ill. & Ind. } Belleville Branch	Illinois. } 11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	.....	175.2	395,390	184,988	473,648	506,459	239,621	}	100	
Dec. 31, 1878	—	18.8	—	—	—	—	—	—												684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	55
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	(C. & A.)-Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	598.8	.....	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	539,000	.....	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	45
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	818	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	.....	208.2	658,203	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,025,709	*	.....	.....	10,841 100	5,145,000	.....	.....	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	26
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	.....	121.3	266,669	86,179	206,913	602,754	289,506	—	100	39
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	.....	116.3	841,442	191,069	731,146	657,682	234,227	—	50	....
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	.....	111.3	.....	.....	.....	303,883	26,016	—	100	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	.....	100.0	333,049	155,114	147,842	282,153	128,878	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,300,000	94,170	9,471	.....	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke.	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,606,000	66,749	.....	.....	46.0	.....	33,533	349,229	254,039	135,281	—	50	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	.....	50.0	.....	.....	43,405	317,978	101,539	8	100	....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	.....	158.5	246,968	299,154	136,055	414,477	100,090	—	100	....
Dec. 31, 1878	107.4	—	12.6	—	18	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	6,350,080	*	.....	.....	2,068,400	3,056,000	.....	.....	.....	165.745	59,316	136,055	414,477	100,090	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	4,461,767	6,131,000	575,875	.....	.....	190.0	552,986	79,038	718,952	844,689	293.649	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	.....	243.0	691,202	104,065	252,366	1,011,262	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	3,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	.....	114.0	413,552	149,484	440,071	462,906	142,850	—	100	....
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,689,900	.....	.....	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	48	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	.....	310.5	441,390	.....	.....	739,233	352,631	8	100	....
Sept. 30, 1878	48.5	—	8.0	—	3	4	2	17	Springfield, Athol and Northeastern.	Mass.	1,576,126	53,399	49,800	26,278	816,480	660,000	271,861	.....	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,688,600	236,500	.....	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	83 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,809	2,004,000	2,020,000	216,696	65,804	.....	81.0	378.111	150,916	810,886	610,532	224,624	3	100	
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,000,000	291,968	1,280,393	.....	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100
Dec. 31, 1878	108.0	—	6.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0.000	1,142,000	548,854	125,095	.....	108.0	.....	.....	86,398	220,137	74,284	—	100	49
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,678	167,318	6,993,000	18,806,225	1,349,575	327,998	.....	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	13
Dec. 31, 1878	227.4	19.6	86.2	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,460,000	.....	.....	.....	247.0	1,022,612	230,965	702,510	1,388,290	472,211	—	100	....
Sept. 30, 1878	34.7	—	13.1	—	16	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	.....	52.9	405,324	294,879	595,904	560,344	274,717	2	100	....
Sept. 30, 1878	74.0	—	6.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,682	.....	.....	74.0	104,733	82,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,581	*	6,549,845	.....	20,190,400	20,098,548	1,545,956	.....	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,683,229	10	100	156
Dec. 31, 1878	1.038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	.....	103.8	5,846,580	188,315	844,019	11,121,272	7,744,686	—	100	94
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	.....	111.5	.....	.....	[9 mos.	193,124	62,069	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	22	10	210	Utica and Black River	New York.	2,378,791	418,847	295,152	18,694	1,771,720	1,112,000	57,808	168,956	.....	180.1	339,339	218,258	103,560	453,144	289,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,604,100	1,500,000	355,438	.....	.....	118.0	211,252	108,365	88,120	147,542	def. 3,911	—	100	....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,860,000	900,000	6,264	38,902	.....	58.8	.....	.....	[rental.	153,197	150,197	5	100	115
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	96	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	.....	52.7	158,810	.....	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	52.2	1.6	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....
Dec. 31, 1878	462.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,311,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	.....	678.0	5,316,700	858,879	1,962,003	4,798,372	1,654,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	473	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	.....	52.7	99,745	29,169	27,126	102,363	22,337	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	.....	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,435	.....	128.5	440,545	615,330	119,632	541,678	202,985	—	50	70
Dec. 31, 1878	59.5	—	18.4	—	20	52	11	222	West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,188	1,359,750	2,400,000	71,539	39,592	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	.....	90.0	419,331	368,956	136,021	347,201	129,926	—	100	8
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	.....	212.7	370,604	239,094	462,341	1,067,654	304,401	—	100	55
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	518,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633	.....	189.0	.....	58,850	.....	609,698	98,658	—	100	115
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	.....	140.5	406,277	.....	.....	312,171	176,277	3	100	112
Sept. 30, 1878	163.6	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,423	68,078	1,466,200	1,619,100	52,182	315,434	.....	94.5	342,755	325,977	313,962	473,240	168,351	—	100	56
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H.& Mass.	2,136,480	390,066	534,980	75,045	1,789,300	1,000,000	117,024	229,767	.....										

South Carolina Railroad.

A dispatch to the Charleston News and Courier says that a syndicate of capitalists has been formed in this city for the purpose of taking control of the South Carolina Railroad, and releasing it from the litigation which now keeps it in the custody of the United States Court, with a view to making it without delay the terminal link in the chain of roads connecting the great railroad systems of the West with the Atlantic seaboard at Charleston. By the programme of this syndicate sixty miles of road are to be built immediately to connect the south Carolina railroad, via Spartanburg, Henderson and Wolf Creek, with the Cincinnati Southern Railroad. Among the members of the syndicate mentioned are Samuel Sloan, Moses Taylor and Richard Lathers.

Statement of the Public Debt of the United States, January 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$552,450 00
6 per cent. bonds, 1881 (Oregon,) 1861	821,300 00	24,639 00
6 per cent. 1881 bonds, 1861..	182,525,350 00	5,475,760 50
6 per cent. 1881 bonds, 1863..	71,828,900 00	2,149,167 00
5 per cent. funded loan of 1881	508,440,350 00	4,237,002 92
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	738,490,500 00	7,384,905 56
Refunding Certificates.....	2,355,400 00	23,554 00
5 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest.....	$1,786,686,850 00	$20,994,978 92
Interest due and unpaid		2,691,718 97

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
6 to 6 per cent. old debt, 1837	$57,665 00	$64,174 51
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,350 00	46 17
6 per cent. 5-20 bonds, called June, 1864	71,050 00	75 83
6 per cent. 5-20 bonds, called 1865	124,150 00	59,108 20
5 per cent. 10-40 bonds, called, 1864.....	6,446,050 00	340,766 02
6 per cent. Consol. bonds, called, 1865.....	790,100 00	4,903 43
6 per cent. Consol. bonds, called, 1867.....	4,641,150 30	343,916 36
6 per cent. Consol. bonds, called, 1868	1,614,800 00	114,657 16
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,375 00	2,380 85
5 per cent. 2 year notes, 1863.	37,000 00	1,962 99
6 per cent. compound interest notes, 1863-64.....	249,520 00	50,674 63
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,250 00	5,590 52
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$14,691,925 26	$997,658 83

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,350 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency, 1862-3-4	15,674,303 78	
Coin certificates, 1863.....	12,337,100 00	
Silver certificates, 1878.....	8,712,910 00	
Unclaimed interest.....		7,597 03
Aggregate of debt bearing no interest.....	$393,711,679 78	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$273,400,550 00	
Bonds at 5 per cent.....	5 8,440,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,490,550 00	
Refunding certificates.....	2,355,400 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,786,686,850 00	$23,686,697 99
Debt on which interest has ceased since maturity.....	14,691,925 26	997,658 83
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,366 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency.....	15,674,303 78	
Coin and Silver Certificates.	21,050,010 00	
	$393,711,679 78	
Unclaimed interest.....		7,597 03
	$2,195,030,455 04	$24,691,953 75
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,219,782,408 79

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,691,718 97
Debt on which interest has ceased.....	14,691,925 26
Interest thereon	997,658 83
Gold and silver certificates.....	21,050,010 00
U S Notes held for redemption of certificates of deposit.....	10,245,000 00
Cash balance available Jan. 1, 1880.....	158,307,590 86
	$207,983,903 92
Debt, less amount in Treasury, Jan. 1, 1880.	$2,011,798,504 87
Debt, less amount in Treasury, on the 1st ult.	2,016,049,722 83
Decrease of debt during the month.....	$4,251,217 96
Decrease of debt since June 30, 1879.....	$15,408,751 50

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $43,712,450 58; interest repaid by transportation of mails, &c., $13,520,474 19; balance of interest paid by United States, $30,191,976 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for December, 1879, as compared with the same month in 1878, shows:

An increase in gross earnings of..... $848,629
An increase in expenses of..... 268,509

An increase in net earnings of.... $580,120

The twelve months of 1879, as compared with the same period in 1878, show

An increase in gross earnings of..... $2,983,544
An increase in expenses of..... 1,913,746

An increase in net earnings of... $1,069,798

All lines west of Pittsburg and Erie for the twelve months of 1879 show a surplus over liabilities of $1,526,817, being a gain over the same period in 1878 of $1,082,836.

☞ The Norfolk Virginian urges the completion of a connecting link between Careysville, Tenn., and Danville Junction, (on the Cincinnati Southern railroad,) which would give an all rail line between Cincinnati and Norfolk, Va., via Knoxville, Tenn., and Bristol, Va., the distance being only 725 miles, against 980 miles via Chattanooga, Knoxville and Bristol.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 27.

	W. 21.	Th. 22	F. 23.	Sat. 24	M. 26.	Tu 27.
Alleghany Val. 7 3-10s.....	....	....	....	....	....	117
7s, Income.....	42	43	43½	43½	44	44½
Camden & Am. 6s, 1885....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	32	32	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	16	....	....	....	....	....
Preferred.....	49	49	....	....	....	....
New preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	116½	116½
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	51½	....	....	....	....	....
7s.....	....	....	....	....	....	....
Hunt. & B. Top Mt	10	....	10	10½	10	....
Preferred	14½	....	....	13½	14	13
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37½	37½	37	37½	37½	37½
6s, 1884.....	106½	....	....	107½	....	....
Gold Loan.....	103½	104	103½	....	104	....
Railroad Loan.....	....	....	....	....	....	110
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	52	51½	51½	51½	51½	51½
1st mort. 6s, coupon....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	125	....	....	....	125	....
Consol. mort. 6s, reg.....	....	110½	110½	110½	....	....
Little Schuylkill...	....	....	51½	51½	....	....
Minehill & Sch. Haven	....	....	56	56	....	....
North Pennsylvania	52	....	52	52	52	52
1st mortgage 6s.....	109	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	116	....	....	....
Northern Central.	33	34½	33	33	33	33½
6s.....	....	....	78	78	....	80
Northern Pacific	34½	34½	34½	34½	34½	34½
Preferred	58	58	57½	57½	58	58½
Pennsylvania R. R. ..	51	51½	51½	51½	52½	52½
1st mortgage.....	101½	101½	....	103½	....	....
Gen'l mortgage.....	114½	....	....	....	....	....
Gen'l mort. reg.....	....	....	117	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	112½	....
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	....
Penn. State 6s. 2d series	100½	100½	....	....	....	....
do. 3d series	....	106	106	....	....	....
do. 5s, new.....	....	....	109½	....	....	110½
Phila. and Reading.....	34½	34½	34½	34½	34½	34½
1st Mortgage 6s.....	103½	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s..	114½	....	....	....	....	....
Consol. mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie	18½	18½	18½	....	....	18½
1st mortgage, 6s.....	103½	....	....	....	103½	....
2d mortgage, 7s.....	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff..	15½	15½	15½	15½	15½	15½
7s.....	70	72	72½	72½	72½	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	16	....	16½	16½	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	84	....	....	84	....	....
United Co. of N. Jersey	156	156	155	155	....	....
Hestonville, (Horse).	22½	23½	23½	24½	24½	....
Chestnut & Wal. (do.).	72½	....	....	....	....	....
Green and Coates (do.).....	....	....	....	91½	....	....
2d and 3d streets (do.).....	....	....	96	96	....	....
13th and 15th sts (do.).....	....	82½	85	85	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 27.

	W. 21.	Th 22	F. 23.	Sat. 24.	M. 26.	Tu 27.
Baltimore and Ohio ..	153	152½	152½	151½	....	150½
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	109½
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	109	109	109½	110½	110½	110½
2d mortgage, 7s.....	79½	80	80½	83½	86	85½
3d mortgage, 8s.....	46½	47½	49½	50	55½	54½
Northern Central ($50)	33	....	33	33	33	33½
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	109½	110
6s, 1900, Gold.....	....	....	....	....	....	106½
6s, 1904, gold.....	100½	100½	100½	100½	100½	100½
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	77	....	....	....	....	....
4th mortgage, 8s.....	42	....	....	....	....	....
O., Alex. & Manassas 7s	79	79	....	80½	81½	86
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	51½	51½	51	51	51	50½
Consol. Coupons	78	....	77½	....	....	77½
10-40 bonds.....	37½	36½	36	36½	37	37
Deferred Certificates.....	....	....	....	8½	....	....
Western Maryland ...	9	9	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	107	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
3d Mort., preferred ..	96	....	....	....	....	96½
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 28.

	Th.22	F.23	Sat.24	M.26.	Tu.27.	W.28.
Adams Express..	107½	108	108	108	108	108
Albany and Susq.	103¾	....	....	104	....	103¾
1st mortgage	....	....	....	....	....	....
2d mortgage	108¾	....	....	....	....	....
American Express	5 f	56	56	55	56	57
Atlantic & Pacific Tel.	41¼	....	41¼	41	....	41¼
Burl., C.R. & Nor.	....	....	58	....	....	....
1st mortgage 5s	89¼	89¼	89¼	89¼	89¼	90
Canada Southern	71	70½	71¼	71¼	71¼	71¼
1st mortgage guar.	92	92¾	93¼	93¼	93¼	93¼
Central of N. Jersey	80½	80¼	80¼	81¼	82	82
1st mortgage 1890	119	....	....	....	....	....
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific 6s, gold	109¾	....	109¼	....	109¼	109¼
1st M. (San Joaquin)	....	103	103¼	....	....	103¼
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	104¼	105	....	....	....	....
Chesapeake and Ohio	22¼	22	22¼	21¼	21¼	21¼
Chicago and Alton	108	108¼	108¼	....	108	108
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	107¼	....	....	....	....
Chic., Burl. & Quincy	142¼	144¼	148	149	148	146¼
7s Consol, 1903	119	119¾	119¼	....	119¼	119¼
8s, 1883	....	....	....	....	....	....
Chic., Mil. and St. Paul	76¾	77¼	77¼	77¼	78¾	79¼
Preferred	102¼	101¾	102	102¼	102¾	103¼
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	112	....
1st M. (La Crosse div.	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	114¼	....	....	....
Consolidated S. F.	108	108	....	108	....	....
Chic. & Northwestern.	90¼	90¾	90¼	89¾	90¼	91¼
Preferred	106	105¾	105	105	104¾	105¼
1st mortgage	....	....	....	....	112¼	....
Sinking Fund	....	....	107	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	116	....	....	116	116¼	....
Do. reg	....	115¾	....	115¾	....	....
Chic., Rock Isl. & Pac.	150	151	150	150	150	150¼
6s, 1917	....	....	116	....	116	....
Clev., Col., C. and Ind.	78¼	77¼	77¼	77¼	77¼	77¼
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	111¼	....	111	111¼	112¾	113
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	24¼	24¼	27¾	25	24¼	24¼
1st mortgage	....	....	92	96	95	94¾
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal.	75	74¾	75	74¼	74¼	74¾
Reg. 7s, 1891	....	106	106¼	....	....	....
Reg 7s, 1884	104¾	....	....	....	....	....
7s, 1894	110¾	....	....	110¼	....	....
Del., Lack. & Western.	84¼	84¼	84¼	84¼	85	85¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	121¼	....	....	121¼
2d mortgage	105	....	....	....	....	....
3d mortgage	....	....	....	....	....	108
4th mortgage	....	....	....	....	....	103¾
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	117¼	118	118¼	118¼	118	118¾
Great Western 1st mort	....	....	....	112	....	....
2d mortgage	100¾	100¾	101	....	101¾	102¼
Hannibal & St. Joseph	32	37¼	37¼	37¾	39¼	41¼
Preferred	67¾	68	67¾	68¼	69¾	71¾
8s, Convertible	....	....	....	110	110	110
Houston & Tex. Cent.	67¾	74¾	75¾	76¼	76	77
1st Mortgage	107¼	107	107¾	107¾	107¾	107¾
Illinois Central	105¾	104¼	104¾	103¾	104¾	104¾
Kansas Pacific	....	....	98	94¾	....	94
Lake Shore & Mich So.	100¾	101¼	100¾	100¾	102¾	104¼
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	121¼
2d Consolidated	115¾	116	....	....	....	116¾
Leh. & W.B. 7s, Con	112¾	112¾	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	126	121	124	124¼	123¾	124
7s, Consolidated	....	....	....	....	....	....
Manhattan	51¾	51¼	50¾	51	53	....
Metropolitan Elevated	117	117¼	116	116	116	116¾
1st Mortgage	101¾	101¾	101¼	101	101	101¼
Michigan Central	90¾	90	90	89¼	90¾	92
7s, 1902	....	119	....	....	....	120
8s 1882, S. F.	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	110
Morris and Essex	104	....	103¾	103	103	102¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	115	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	109	....	....	109	....
N. Y. Cent. & Hud. Riv	128¾	130¼	131	131	130¾	131¾
6s, Sinking fund, 1883	....	....	....	106	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	126	....	125¼
1st mortgage reg.	....	....	....	....	....	124
N. Y. Elevated	....	....	....	124¼	123	123
1st Mortgage	111	110¾	110¼	....	....	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
7s' Mortgage, reg.	....	....	....	....	135¾	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
N.Y., Lake Erie & W.	43¾	44¼	45	46¼	46¼	46¾
Preferred	69	68¾	70¾	72¼	71¾	72¼
2d Consolidated	87¼	88¼	88¾	89¾	89¾	89¾
New 2d 5s fund	....	82¼	82¼	84	83¾	84¼
N.Y., N. Haven & Hart	157	157	157¼	158	158¾	159
North Missouri 1st M.	....	....	....	115	....	....
Northern Pacific	34¼	34¼	34¾	34	54¼	34¼
Preferred	58¾	57	57¾	58¾	58¾	58
Ohio and Mississippi	30¼	21¼	31¾	32¼	31¾	31¾
Preferred	63	63¼	65¼	67	68	67¼
2d mortgage	....	111¼	111¾	111¾	112¼	....
Consolidated 7s	111	....	....	....	....	....
Consol. Sinking fund	....	....	....	112	112¾	....
Pacific Mail S. S. Co.	39¼	39¼	39¾	40	37¾	40¾
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	108	....	107¼	....
2d mortgage	....	....	....	....	....	....
Panama	....	176	177	....	180	....
Philadelphia & Reading	68¾	69	69	68	68¾	68
Pitts., Ft. W. & Chi. gtd	116¾	....	117¼	....	114¾	117
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	118¾	....	....	....	....	....
Pullman Palace Car	117¾	117	....	121	126	124¾
Quicksilver Mining Co.	21¼	..	21	20¾	20	20¼
Preferred	65¼	67	67¾	66¼	67	66¾
St. Louis & San Fran.	44¼	44¾	45	43¼	42¾	43¼
Preferred	55¾	55¾	57¾	55	54¼	55¾
1st Preferred	74¼	76¾	78¾	73	73¾	75
St. L., Alton and T. H.	26	25	24¾	....	....	24
Preferred	66	....	63¼	....	....	63
1st mortgage	....	....	....	....	....	....
2d mort. preferred	102¾	101¾	....	....	....	....
Income bonds	....	....	....	92¼	....	....
St. L., Iron Mt. & S. As.	57	55¾	56¼	56¼	56	56¼
1st mortgage	....	....	....	....	116¾	....
2d mortgage	....	101	102¼	103	102¾	102¾
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	94¾	94	93¾	94	94¼	94¼
1st mortgage	109¾	109¾	109¾	....	109¾	109¾
Land Grant 7s	....	....	114	113¾	....	....
Sinking Fund 8s	117¾	118	119	120	....	....
United States Express.	48	48¼	....	49	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	112
2d mortgage	....	....	101	101¼	102¼	102
7s, Consolidated	98¾	99¼	99	99¾	100¾	100
St. Louis Division	107¾	107¾	107¾	....	108	....
Wabash, St. L. & Pac.	44	44¼	44	46¼	46¾	47¼
Preferred	68¾	68	67¾	70	71¾	72¼
New Mort. 7s	....	....	....	94¾	....	....
Wells-Fargo Express.	101¾	100	101	100¾	101¾	101¼
Western Pacific bonds	....	....	....	106	....	106
Western Union Tel	102	104¼	103¾	103¾	103¾	104
7s, S. F. conv., 1900	115	....	115	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Jan. 28.

	Th.22	F 23.	Sat.24	M 26.	Tu.27.	W.28.
Atch., Top. and San. Fe	135	135	131¼	134	133	134¼
1st mortgage	....	114¾	115¼	115	115	115
2d mortgage	....	129	....	....	....	....
Land Grant 7s	113¾	113¾	113¾	....	113¾	114
Boston and Albany	141¾	142	141¼	141¼	142	141¼
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	90	90	....	90	90
Boston and Maine	120	....	119¾	....	120	120
Boston and Providence	....	....	..	129	127¼	....
Boston, Hart. & Erie 7s	56¾	56¾	57¼	58¼	58¼	58¼
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	141	142	143¾	145¾	....	143
6s, exempt	....	....	....	....	....	....
Chi., Burl. and Quincy	142¾	145	146¼	147¼	147¼	146
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	18¾	18¾	18¾	18¾	18¾	18
Concord ($50)	....	....	....	....	....	....
Connecticut River	141	....	....	141	....	141
Eastern	29¼	31	33¾	36¼	36¾	36
New 4½ Bonds	87	87	....	88	89	89¾
Fitchburg	126¾	125¾	....	125¾	....	125¾
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	90	....
N. Y. & New England	52¾	52¾	53	54¼	54¼	54¼
7s	111¾	111¾	111¾	113	....	....
Northern, N. H.	....	88	89	....	....	....
Norwich & Worcester	....	....	131	....	....	....
Ogden. & Lake Champ	32	34¼	32¼	34	32	33
Preferred	75	73	....	75¾	81	81¼
Old Colony	112¾	112¼	....	112¾	112¾	112¾
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	69	68¾	68¾	69	69	69
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ariz. Va.	90¾	....	89	89	87¾	89¼
7s	....	....	....	....	....	....
Pullman Palace Car	118	117¾	117	120	124	....
Union Pacific	95	94¼	....	....	95	95
6s	....	109	....	....	....	109¾
Land Grant 7s	....	111¾	....	....	....	....
Sinking Fund 8s	114¾	114¾	....	116	115¾	116¼
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	117	....	....	....	....	119
Worcester and Nashua	....	58	58¼	58¼	58¼	59
Cambridge (Horse)	120¾	121¾	122	....	....	....
Metropolitan (")	....	....	....	61¼	....	61¾
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	242	242¼	....	241¾	243	241
Quincy	40¾	40¼	37	38	40¼x	44

New York Stock Exchange.

Closing Prices for the week ending Jan. 28.

	Th.22.	F.23.	Sat.24	M.26.	Tu.27.	W.28.
Federal Stocks:—						
U. S. 4s, 1907, reg.	104¼	104¼	104¾	104¾	104¼	104¾
U. S. 4s, 1907, coup.	104¾	104¾	104¾	....	104¾	....
U. S. 4½s, 1891, reg.	....	....	107¼	....	....	....
U. S. 4½s, 1891, coup.	107¾	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	103¾	104¾	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	104¾	....	....
U. S. 6s, 1881, coup.	....	....	104¾	....	104¾	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	89¾	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	90	90¾	90¼	90	....
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Jan. 16.	Jan. 9
Atlantic & Gt. W. 1st mort., Certs.	67 — 69	65 — 67
Do. 2d mort., Certs.	34 — 36	30 — 32
Do. 3d mort., Certs.	17 — 18	13 — 14
Baltimore and Ohio (sterling)	113 — 115	112 — 114
Central of New Jersey $100 shares	83 — 87	83 — 86
Do. Cons. Mort. Oct. '89 coupon	108¾ — 109¼	108¾ — 109¼
Do. Adjustment bonds	108 — 110	108 — 110
Do. Income bonds	88 — 92	90 — 93
Det., Gd. Haven & Mil. Equip. bds.	106 — 108	106 — 108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	95 — 97	93 — 95
Erie shares $100 Recon. Ass. $6 pd.	45 — 47	46 — 48
Do Pref. Shares, R. T. Ass. $3 pd	70 — 80	70 — 80
Do. 1st Con. M. ex-Certs. 6 Cou.	119 — 121	118 — 120
Illinois Central $100 shares	106 — 107	104 — 105
Illinois & St. Louis Bdge 1 mort. stg.	116 — 118	116 — 118
do do. 2 mort. stg	80 — 85	80 — 85
Lehigh Valley Consol. mortgage	110 — 112	106 — 108
N. Y. Cent. & Hud. Riv. Mt. bonds	126 — 128	126 — 128
Do. $100 shares	136 — 140	133 — 137
Do. Mort. bonds (stg.)	116 — 117	116 — 117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	117 — 119	117 — 119
Do. do. 2d do.	84 — 86	84 — 86
Do. 2d Consol. Mort. bonds	90 — 92	90 — 92
Pennsylvania, $50 shares	52 — 53	52 — 53
Do. Con. Sink. Fund Mort.	109 — 110	109 — 110
Philadelphia and Reading $50 shs.	35¾ — 36¼	36 — 37
Pittsbg, Ft W. & Chic. Equip bds.	111 — 113	111 — 113
Union Pacific Land Grant 1st mort.	114 — 116	114 — 116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, January 29, 1880.

There has been more activity in the Wall Street markets the past week and generally strong and higher prices have ruled and been maintained to the close. The chief activity however has been confined to a few stocks lately consolidated or affected by consolidations noted in our last issue, except Erie which has been unusually active and higher on strong buying from an unknown source though rumor has hinted that it was included in the Wabash plan for the ultimate consolidation of a through transcontinental line from New York to San Francisco. The Missouri Kansas and Texas securities of all kinds have been active and higher upon its virtual consolidation with the Wabash system, through the Missouri Pacific, since the election of Mr. Gould as President of the former during the week. In sympathy with this movement or otherwise, Wabash has been active and higher, while the other Gould stocks have continued strong but not so active as these specialties. Early in the week the Vanderbilt shares were generally depressed as compared with the balance of the market, but for what cause it is not clear unless it be the apparent inconsistency between the course of the market for New York Central and the alleged placing of 200,000 shares thereof at the close of the previous week at prices, which though kept secret, were understood to be higher than the price has been since. This has thrown some suspicion on the genuineness of the alleged subscriptions to the syndicate stock, and we have heard it intimated that the bulk of these were made by the members of the syndicate themselve

As this belief grew it seems to have been counteracted by a bull movement in Lake Shore which carried up all the other Vanderbilts in sympathy, on the report that this road would hereafter continue to pay 8 per cent dividends. Considering that the last dividend has not yet been paid it is a little early to bull the stock on the next, and we incline to the belief that it was done as a counter-movement to remove the doubts of the Central sale and of the future course of that stock, aided at the outset it is said, by a short interest in Lake Shore. The other active shares and those in which there has been such frequent and wide fluctuations as to delight the wildest operators, were those of the Louisville and Nashville combination, noted in our last, of which Nashville and Chattanooga was the most conspicuous, on the prospects of the president of the latter road contesting the consolidation arranged by the aid of his directors. A harmonious agreement of this interest is now said to be recovered. The Texas and Pacific securities have been dealt in more freely also, while the Central Pacific Syndicate's stock was placed on the Exchange with a perfect boom, on Thursday morning, by an opening sale of 6,000 shares at 82½ from which it rapidly rose to 87 and fell back to 85. This was looked upon here as a sort of fire works, on the part of the syndicate, to give their stock a big send off, and it is not likely the public was interested in these dealings. Houston and Texas Central and the coal stocks, as well as Pacific Mail, and Iron Mountain came in for a share of the activity and advance, but in a less degree. The Ohio Central securities are also coming in from an increased coal traffic. Indianapolis Bloomington and Western also attracted more attention, on some proposed new connections. Pullman Palace Car Stock also advanced as well as Chicago, St. Louis and New Orleans, and Denver and Rio Grande se-securities,

Mining shares on both boards have not been as active or as strong as expected after the New Year, and declined early in the week in sympathy with San Francisco, where more legislation is anticipated against speculation in stocks. It is said that dealings on the Mining Stock Exchange of this city are far larger than in San Francisco, and if true we do not see why our dealers should allow the "tail to wag the dog" any longer in this market. There is capital enough and holders enough of these Pacific stocks to make their value here, when not subject to the San Francisco mismanagers' assessments, and it is time this was done, in such shares, while the best remedy for stock-jobbing assessments would be to leave such shares alone in this market and isolate them with their dishonest managers in San Francisco, and leave them to the tender mercies of Kearney to fight out their war like 'Kilkeney cats', it being a good thing for the community if they succeed in destroying each other. In the meantime the public would do well to isolate a similar class of mining stocks and mine mismanagers here in the East, who are using their official position and the Mining Stock Exchange for similar stock jobbing operations. The Moose management is one of these, whose only excuse to deluded stockholders for promised dividends, unpaid, is that they are running the mine to "freeze out" some large stockholders.

Railroad bonds of all undoubted issues are getting very scarce, even at considerable premium for seven per cents, and even sixes are by no means plenty at par, while all speculative varieties have been active and advancing, in some cases sharply.

State bonds of the Southern States are beginning to grow in favor at last as low priced securities with a future based upon the improved commercial and financial condition of the South, whose honesty is justly regarded as improved with its ability to pay. Hence there has been quite a movement in Louisianas and Tennessees.

Government bonds have been in steady request for investment, as the supply is gradually growing less, and hence speculation in them is subsiding, in the absence of any recent movement at Washington in the direction of the public debt.

Sterling Exchange early in the week declined sharply, but afterwards recovered on a better demand, and a continued scarcity of commercial bills, as the decline in wheat has not been followed by a corresponding movement in exports. The decline was in anticipation of the effects of the alleged sale of Central stock in London, and the break in wheat, neither of which were realized.

The Money market has ruled a little stronger than last week on a more active demand to accommodate the activity in stocks and also to keep up the speculators' and combination's margins on wheat and other speculative staples of commerce which have been blockaded, until the accumulations of stocks have caused distrust in banking circles and a calling in and reduction of loans on these collaterals, which helped on the heavy decline in wheat and brought about the failure of several small speculators in this market who were long of this staple. Call loan rates have averaged 5@6 per cent on stocks and 4@5 on Governments.

The bank statement also favored a little closer money market as there was an unexpected reduction in the surplus reserve of over $1,000,000, which is not explained except by the withdrawal of additional amounts to Chicago by the wheat clique to hold up the market, as it will be remembered in our last we noted a shipment by Keene alone of $2,000,000 for this purpose.

Exports have not increased nor fallen off, remaining about $6,000,000. Imports of gold are insignificant, being a little over $200,000.

Breadstuffs have been heavily depressed under the sales of long wheat held by outsiders, while the clique either from inability or interest let the market go until it became panicky on the failure of several operators here and the closing out of more. At this junction they came in and bought till the decline was checked. It is thought, however, that the clique itself has lost faith in the high prices looked for a month ago, and that they will meet exporters on the present basis. Other export staples have been dull and depressed also without important changes. Ocean freights continue disastrously dull and low, and losses on charters to arrive are enormous; and damages on vessels so chartered are equally heavy and steamer rates equally low and trade dull, all owing to the blockade in export staples caused by the dogged and gigantic speculation on Europe's necessities, which are regarded as so great as to force her to take these products at our price. The break in wheat has shown in part the fallacy of this position, and it is likely to be demonstrated in provisions and cotton also, as Europe is not compelled to buy of this country or starve and lie idle as was expected.

The closing quotations on Thursday were: Adams Express, 107½@108; American Express, 56½@57¼; Atlantic and Pacific Telegraph, 41⅛ 41⅞@; Canada Southern, 70⅞@71; Central of New Jersey, 81¾@81⅞; Central Pacific, 83@ 83½; Chesapeake and Ohio, 21½@21⅞; do. 1st pref., 30½@32; do. 2d pref., 23@24; Chicago, Burlington and Quincy, 145@146; Chicago and Alton, 107@108; do. pref., 120@125; Chicago and Northwestern, 91@91⅛; do. pref., 105¼@105½; Chicago, Milwaukee and St. Paul, 79½@79⅝; do. pref., 102⅞@103; Chicago, Rock Island and Pacific, 149½@151; Cleveland, Columbus, Cincinnati and Ind., 77@78; Cleveland and Pittsburg, 112½@113; Columbus, Chicago and Indiana Central, 23⅜@23½; Delaware and Hudson Canal, —@75½; Delaware, Lackawanna and Western, 86¼@86⅜; Erie, 46⅛@46¼; do. pref., 71¼@ 72; Hannibal and St Joseph, 40¼@40½; do. pref., 70¼@70¾; Illinois Central, 103¾@104; Lake Shore and Michigan Southern, 103¾@104; Louisville and Nashville, 123½@123¾; Michigan Central, 91¼@91½; Morris and Essex, 103@ 103½; Manhattan Railway, 52@53; Metropolitan Elevated, 116@116½; New York Elevated, 123 @125; N. Y. Central and Hudson River, 130½@ 131¼; New York and Harlem, 160@161; Northern Pacific, 34@34¼; do. pref., 57⅝@57⅞; Ohio and Miss. 31¼@31⅜; do. pref., 66@66½; Pacific Mail, 39¼@39⅜; Panama, 180@185; Philadelphia and Reading, 68⅛@68¼; Quicksilver, 20¼@20¾; do. pref., 65½@66½; St. Louis, Alton and Terre Haute, 24½@26½; do. pref., —@65; St. Louis and San Francisco. 45¼@45¾; do. pref., 56½@57; do. 1st pref., 76@76½; St. Louis and Iron Mountain, 55¾@56; Union Pacific, 93⅝@95; United Statef Express, 47@48; Wells Fargo Express, 101@102; Western Union Telegraph, 103½@103⅝; Wabash, St. Louis and Pacific, 46¼@46½; do. pref., 71⅜@71½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Missouri, Kansas and Texas R. R., 48¼; do. 7s, consol. S. F. ass., 106¼; do. 2d, 69⅜; Boston, Hartford and Erie 1st, 58¾; do. guar., 52¾; Houston and Gt. Northern 1st, pur. com. rec., 103½; do. 2d, do., 51; Texas Pacific Income, L. G,. 87¾; Chicago and Eastern Illinois 1st, 96¼; Col. Chi. & Ind. Cent. Inc., 48½; do. 1st mort. Trust Co. certif. ass., sup., 94¼; Cairo and Fulton 1st, 108; Lake Erie and Western R. R., 31⅞; do. 1st, 96½; do. inc., 65⅜; Mobile and Ohio R. R. ass., 25; do. 1st, 100; do. 1st deben., 74½; do. 2d deben., 48; do. 4th deben., 74⅛; Oregon Railway and Nav., 108; do. 1st, 91; International 2d, pur. com. rec., 51; do. 1st, do., 103; Erie and Pittsburg consol., 107; Balt. and Ohio 1st, Parkersburg Br., 108½; Chicago, St. Louis and New Orleans R. R., 41¾; Chicago, St. Paul and Minn. R. R., 51; do. L. G. Inc., 97; do. 1st, 107; Buffalo and State Line 7s, 110⅞; Cin., Laf. and Chicago 1st, 92½; Chesapeake

and Ohio 1st pref., 31 ; do. 2d pref., 23¾ ; do. 6s, Series B, 67 ; do. cur. int. def., 41⅞ ; Ind., Bloom. and Western R. R., 43½ ; do. 1st, 75 ; do. 2d, 65 ; do. inc., 69 ; Nashville, Chattanooga and St. Louis R. R., 86⅞ ; Buffalo and Erie 7s, new, 118 ; Denver and Rio Grande 1st, 101⅛ ; Louisville and Nashville 2d, 104½ ; do. Cecilian Br., 105½ ; Cedar Falls and Minn. R. R., 26 ; do. 1st, 104 ; Toledo and Wabash fund. int. consol., 84 ; St. Louis and Iron Mt. 1st pref. inc., 88¾ ; do. 2d do., 71¼ ; do. Cairo, Ark. and Texas 1st, 102 ; do. Arkansas Br. 1st, 103½ ; Central of New Jersey 1st consol. ass., 106¼ ; do. Adjm't, 106½ ; do. conv. ass., 106 ; Morris and Essex const. bonds, 109 ; Lehigh and Wilkesbarre inc., 69 ; do. consol. ass., 96¾ ; Chicago, Mil. and St. Paul 1st, La. C. and D. D., 89¾ ; do. S. W. D., 100½ ; Ind., Dec. and Spring. 2d, 75 ; do. 1st, 102 ; Laf., Bloom. and Muncie 1st, 92¾ ; do. Inc., 72 ; Del. and Hudson 1st, Penn. div., 111½ ; Am. Dock and Imp. 7s, ass., 108 ; Ohio and Mississippi 1st, Springfield div., 78½ ; Kansas Pacific 6s, Denver Div. ass., with coup. certif., 108¼ ; do. 6s, J. & D., 1896, do., 116½ ; do. Inc. No. 16, 87½ ; Lake Shore div. bonds, 118 ; St. Louis, Kansas City adn Northern, R. E. 7s, 1895, 109 ; do. Omaha div., 1st, 107½ ; do. St. Charles Bridge 1st, 106 ; Rome, Watertown and Ogdensburg R. R., 32 ; do. 1st consol., 68⅞ ; St. Louis and San Francisco 2d, class B, 69¾ ; do. C, 68¼ ; do. A, 89 ; Hudson River 2d, S. F., 110 ; South Pacific 1st, 103½ ; Houston and Texas Central M. L., 112 ; Clev., Col., Cin. and Ind. consol., 108 ; Syracuse, Binghamton and New York 1st, 115 ; Cleveland and Toledo S. F., 108 ; Quincy and Toledo 1st, 103½ ; Albany and Susq. 1st ccnsol., 109⅜ ; Cin. and Spring. guar. by Lake Shore, 107¼ ; Ind. Cin. and Laf. R. R, 6½ ; Boston and New York Air Line pref., 57 ; Marietta 1st pref., 16¾ ; do. 2d pref., 12 ; St. Paul and Sioux City R. R., 39 ; do. pref., 77½ ; do. 1st, 99 ; Central of New Jersey Land and Imp. Co., 40 ; Keoknk and Des Moines R. R., 19½ ; do. 1st, 95 ; Sutro Tunnel, 3⅝ ; Am. Dist. Tel., 72 ; Canton, 62 ; Deadwood Mining Co., 22½ ; Little Pittsburg, 28½ ; Central Arizona 12½ ; Leadville, 3½ ; La Plata, 6¼ ; Standard, 31¾ ; Climax, 3½ ; Ontario Silver, 38½ ; Caribon, 4¾ ; Excelsior, 23½ ; Homestake, 35 ; New Central Coal, 30½ ; Consol. Coal, 32½ ; Cumberland Coal and Iron, 70 ; Arkansas 7s, L. R. & F. S. R. R., 10 ; do. to M. & L. R. R. R, 9 ; Alabama Class C, 60 ; do. A, 60⅛ ; South Carolina 6s, non-fund, 7⅝ ; Louisiana 7s, consol., 48½ ; North Carolina special tax, 1st class, 7 ; Tennessee 6s, new, 31½ ; do. old, 34 ; Virginia 6s, def., 9 ; Missouri 6s, 1887, 106¾ ; Quebec 5s, 1908, 98.

Boston.—California Pacific R. R., 24 ; Rutland R. R., 8⅛ ; do. pref., 29⅛ ; do. 1st, 6s, 96⅛ ; do. 5s, 66 ; Little Rock and Ft. Smith R. R., 59 ; do. 7s, 99½ ; New Mexico and Southern 7s, 108½ ; Kansas City, Lawrence and Southern R. R., 76 ; do. 4s, 84¼ ; Oswego Midland R. R., 8 ; do. 2d, 7s, 13⅞ ; Denver and Rio Grande R. R., 60 ; do. 7s, 96 ; Kansas City, Fort Scott and Gulf R. R., 46 ; do. pref., 76½ ; do. 7s, 106¼ ; Chicago and West Michigan R. R., 65 ; Flint and Pere Marquette R. R., 19½ ; Chicago, Clinton, Dubuque and Minnesota R. R., 61 ; do. 7s, 1910, 103½ ; Summit Branch, 21 ; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 110⅛ ; Boston, Revere Beach and Lynn R. R., 99¾ ; Kansas City, St. Joseph and Council Bluffs R. R., 74 ; do. 7s, 109½ ; do. inc., 6s, 90 ; Framingham and Lowell 7s, 75 ; Quincy and Warsaw 8s, 1890, 115½ ; Florence, El Dorado and Walnut Valley 7s, 93½ ; Cin., Sand. and Clev. 7s, 93½ ; Southern Kansas and Western 7s, 102 ; Central of Iowa R. R., 12⅞ ; do. 1st, 114½ ; do. 2d, 60 ; Cedar Rapids and Missouri River R. R., 110 ; Boston, Clinton, Fitchburg and New Bedford pref., 95 ; Maine Central R. R., 48½ ; do. 7s, consol., 110¼ ; Central Pacific 7s, 1883, gold, 103⅞ ; do. 1884, State Aid, 104 ; Wisconsin Valley pref., 75 ; do. 7s, 1909, 104 ; Atchison and Nebraska R. R., 79 ; Burlington and Missouri River R. R. in Nebraska 6s, nonexempt, 101¾ ; Republican Valley 6s, E. D., 101½ ; Eel River R. R., 50⅛ ; Iowa Falls and Sioux City R. R., 50 ; do. 7s, 106 ; Wichita and Southwestern R. R., 77¾ ; Pleasant Hill and De Soto R. R., 47¾ ; Cheshire R. R., 54 ; Chicago, Iowa and Nebraska R. R., 138 ; Manchester and Lawrence R R., 145 ; Indianapolis, Cincinnati and Lafayette R. R. 2 ; Connecticut and Passumpsic Rivers R. R., 59 ; do. 7s, 1893, 110 ; Portsmouth, Gt. Falls and Conway R. R., 19 ; do. 7s, 75 ; Wisconsin Central, 1st Series, 59 ; do. 2d Series, 32 ; Chicago and Eastern Illinois R. R., 98 ; Chicago, Burlington and Quincy 5s, 100 ; Atchison, Topeka and Santa Fe 7s, guar., 109½ ; Detroit, Lansing and Northern pref., 110 ; Louisiana and Missouri River pref., 30 ; Burlington and Missouri River L. G. 7s, in Iowa, 1893, 114¾ ; Boston Land, 11¾ ; Boston Water Power, 16⅛ ; Brookline Land, 6½ ; Pullman Palace Car 7s, 1888, 105 ; Maine 6s, 1880, Bounty Fund, 100¼ ; New Hampshire 6s, 1896, 115¼ ; Detroit 7s, 1880, 100¾ ; Cleveland 6s, 1898, 109½ ; Chicago 7s, 1892, 114 ; Atlantic Mining Co., 24⅞ ; Acton (Me.) Silver, 20c. ; Forest City, 17c. ; Blue Hill, 8½ ; Brunswick Antimony, 10¼ ; Chrysolite, 19¾ ; Copper Falls, 6 ; Duncan Silver, 4¾ ; Dana, 1 ; Franklin, 45 ; Huron, 11 ; Humboldt, 1½ ; International, 60c. ; Minnesota, 5½ ; Madison, 3 ; Mednard, 4½ ; Massachusetts and New Mexico, 4¾ ; National, 5¾ ; Orford Nickle, 9¼ ; Osceola, 40 ; Pewabic, 62 ; Phœnix, 14 ; Pontiac, 1 ; Plymouth Rock, 2.95 ; Ridge, 9 ; Star, 2 ; South Hite, 3⅜ ; Sullivan, 12 ; Silver Islet, 23⅞ ; Union Copper, 4 ; Winthrop, 1 ; West Minnesota, 1 ; Washington, 75c.

Philadelphia.—Texas and Pacific R. R., 48 ; do. 1st mort., 6s, 105 ; do. consol. mort. 6s, 93 ; West Jersey R. R. 7s, 117 ; Pittsburg, Titusville and Buffalo Inc. 7s, 41 ; Belvidere Delaware 1st mort., 110 ; Huntingdon and Broad Top Mt. consol. 7s, 65 ; Am. S. S. Co., 30 ; do. 6s, 104 ; People's Pass. R. R., 17¾ ; do. 7s, 100 ; Lehigh Nav. consol. mort. 7s, 102 ; do. deben. 6s, 90 ; Philadelphia and Reading R. R. scrip, 89 ; do. Gen'l mort. 6s, 89 ; do. income 7s, 89½ ; Philadelphia and Reading Coal and Iron mort. 7s, 90 ; Union and Titusville 7s, 80 ; Oil Creek 1st mort., 98 ; Schuylkill Nav. 7s, B. L., 80 ; Warren and Franklin 7s, 100 ; Philadelphia, Germantown and Norristown R. R., 102½ ; St. Paul and Duluth R. R., 85¼ ; do. pref., 66 ; Philadelphia and Gray's Ferry R. R., 55 ; Philadelphia City Pass. R. R., 72½ ; Nesquehoning Valley R. R., 53¼ ; Continental Pass. R. R., 94. The latest quotations are : City 6s, 106@108 ; do. free of tax, 119½@119¾ ; do. 4s, new, 101@102 ; Pennsylvania State 6s, 2d series, 100½@101 ; do. 3d series, 106@106¼ ; do. 5s, new loan, 110⅜@110⅝ , do. 4s, new, 103@104 ; Philadelphia and Reading, 34⅛@34¼ ; do. consol. mort. 7s, coup., 114⅞@115⅛ ; do. reg. 114 @— ; do. mort., 6s, 102@102½ ; do. 7s, 1893, 116½@— ; United New Jersey R. R. and Canal Co., 155@156 ; Pittsburg, Titusville and Buffalo R. R., 15⅜@15½ ; do. 7s, 72@74½ ; Camden and Amboy mort. 6s, 1889, 111@@111¼ ; Pennsylvania R. R., 52¼@52¾ ; do. 1st mort., 101⅞@102 ; do. gen'l mort., coupon, 114½@115 ; do. reg., 113 @117⅛ ; do. consol. mort. 6s, reg., 112⅜@113 ; Little Schuylkill R. R. 51¾@51⅞ ; Morris Canal, 54@64 ; do. pref., 145@150½ ; Susq. Canal 6s, 80 @90 ; Schuylkill Nav. 8@— ; do. pref., 16⅛@17 ; do. 6s, 1882, 83¾@84 ; do. 1872, 102@103 ; Elmira and Williamsport pref., 51⅜@51⅝ ; do. 7s, 106@110 ; do. 5s, 85@87 ; Lehigh Coal and Navigation, 37⅛@37⅜ ; do. 6s, 1884, 107@107½ ; do. R. R. loan, 109¾@110¼ ; do. Gold Loan, 103¾ @104 ; Northern Pacific 34¼@34½ ; do. pref., 58 @58½ ; North Pennsylvania, 51⅞@52⅛ ; do. 6s, 109@109⅛ ; do. 7s, 116@117 ; do. Gen'l mort. 7s, reg., 115@116½ ; Philadelphia and Erie, 18⅜@ 18⅝ ; do. 6s, 103¼@103⅜ ; do. 7s, 112¼@116 ; Minehill, 56@56¼ ; Catawissa, 16@16¼ ; do. pref., 48¼@48⅞ ; do. new pref., 47½@48 ; do. 7s, 1900, 116@116¾ ; Lehigh Valley 51¾@52⅛ ; do, 6s, coupon, 115@116 ; do. reg., 116@— ; do. 2d mort. 7s, 124½@125¼ ; do. consol., mort., 110¼@110¾ ; Fifth and Sixth streets (horse), 110@115 ; Second and Third, 95@101 ; Thirteenth and Fifteenth, 80@85¼ ; Spruce and Pine, 54¾ @55¼ ; Green and Coates, 91@91½ ; Chestnut and Walnut 72¼@72¾ ; Hestonville, 24¼@24½ ; Germantown, 69@70 ; Union, 105@105 ; Lombard and South, 18@20 ; West Philadelphia 85@— ; People's, 17@18⅝ ; Ridge Av., 74@85.

Baltimore.—South Side (Va.) R. R. 2d mort., 94½ ; Union R. R. Canton end., 108 ; Marietta and Cincinnati 1st coupons Feb., 1878, 93 ; do. Aug., 1878, 82 ; Atlanta and Charlotte, 15 ; Central Ohio pref., 49 ; Wil., Col. & Aug., 55 ; Baltimore and Ohio 1st pref., 115 ; do. 2d pref., 105 ; do. scrip, 150 ; Virginia Peelers, 30¾ ; do. Peeler coupons, 12 ; do. 10.40 coupons, 81 ; Virginia Black Scrip, 10 ; Baltimore City 5s, 1894, 108¾ ; do 5s, 1916, 110 ; do. 6s, 1900, 116 ; do. 6s, 1884, 107 ; do. 6s, 1890, 113¼ ; do. 6s, 1893, 115 ; Cincinnati 7.30s, J. & J., 118½ ; Knob Copper, 4¾ ; Silver Valley, 1.30 ; Hopewell Mining, 0.10 ; Balt. and N. Car. copper, 0.20 ; Lake Chrome, 0.31 ; Rowan copper, 0.12 ; Atlantic Coal, 1.60. The latest quotations are : Baltimore and Ohio, 150¼ @153 ; Northern Central, 33⅜@34 ; do. 6s, 1900, 110@110¼ ; do. 6s, 1900, gold, 106¼@106¾ ; do. 6s, 1904, gold, 100⅜@100⅝ ; Marietta and Cincinnati 1st mort. 1892, 109¾@110 ; do. 2d mort. 7s, 83¼@83½ ; do. 3d mort. 8s, 50@50⅛ ; Central Ohio 1st mort., 109⅝@110¼ ; Western Maryland 1st, unindorsed, 107@108 ; do. 2d pref., 96½@97⅞ ; Pittsburg and Connellsville 7s, 112 @— ; Virginia consol. 6s, 50¾@51 ; do. 2d series, 30¾@31 ; Virginia Consol. coupons, 77¼@77½ ; Virginia 10-40 bonds, 36½@37.

☞ The Macon and Brunswick (Ga.) Railroad was leased at Macon on the 13th inst. to J. M. Couper of Brunswick at a yearly rental of $194,-

000, with the privilege of purchase. Couper represented a company composed of New York, Macon, Brunswick and European capitalists, headed by Chauncy Vibbard of New York. The company will extend the road to Atlanta at once.

Commerce of New York.

We give below, from the New York Journal of Commerce, a statement of the Commerce of New York for 1879, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850 :

Year.	Merchandise. Dutiable.	Merchandise. Free Goods.	Specie & Bullion.	Total Imports.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,693	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022
1871.	349,635,398	28,878,294	6,348,608	384,862,300
1872.	369,083,458	57,429,020	5,594,208	432,106,686
1873.	293,035,348	86,924,877	18,605,611	398,565,836
1874.	278,677,532	108,598,631	6,407,571	393,683,734
1875.	235,398,509	91,791,853	13,438,557	340,628,919
1876.	202,486,773	76,659,977	26,217,888	305,364,638
1877.	221,401,649	92,686,992	15,000,227	329,088,868
1878.	201,540,213	82,495,681	19,150,973	303,186,867
1879.	234,775,206	105,217,608	84,196,109	424,189,123

Under the head of dutiable are included the goods entered directly for consumption, and also those entered in bond for warehousing. These, with the free goods and the specie, make the total landed at the port. Including the specie, the imports for 1879 are $121,002,256 above the total in 1878 ; but deducting the specie in both years, the merchandise imports for the twelve months are only $55,957,120 more.

The following table will show the classification of imports at New York for the years—

	1877.	1878.	1879.
Dry goods.	$77,756,778	$74,863,197	$91,549,600
Gen. mdse.	236,331,863	209,172,697	248,443,414
Specie....	15,000,227	19,150,973	84,196,109
Total...	$329,088,868	$303,186,867	$424,189,123

The cash duties are collected on the goods entered directly for consumption, and also on those which, having been entered in bond, are afterward withdrawn for consumption. The imports thus marketed in 1879 amounted to $230,146,161 on which $107,448,002 60 in duties were collected, making an average of 46¾ per cent on the entire dutiable imports of the year, against 45⅜ in 1878, and 45¼ in 1877.

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named :

Quarter.	1877.	1878.	1879.
1st	$64,887,999	$87,621,214	$78,474,748
2d	69,097,489	84,237,028	79,983,231
3d	75,277,178	97,978,437	96,423,052
4th	89,671,355	85,577,621	101,337,534
Total....	$298,933,971	$349,414,300	$356,218,565

Foreign imports entered at New York during the years 1874, 1875, 1876, 1877, 1878 and 1879 :

ENTERED FOR CONSUMPTION.

	1874.	1875.	1876.	1877.	1878.	1879.
January	$13,846,907	$11,530,339	$12,343,984	$11,194,195	$11,052,501	$11,325,813
February	16,205,796	19,475,483	13,016,690	13,135,513	11,566,577	12,961,683
March	18,498,458	15,821,051	13,575,155	14,298,420	12,729,463	14,412,884
April	15,264,417	12,554,059	8,976,397	11,559,197	11,154,396	12,321,340
May	13,394,964	10,703,394	9,286,918	11,348,796	9,788,229	10,902,264
June	13 011,657	9,211,056	8,065,972	10,448,147	8,712,976	9,737,563
July	14,771,441	12,029,470	9,833,959	10,830,513	12,764,854	14,510,450
August	16,661,136	15,224,134	12,335,681	13,311,638	13,362,325	14,758,455
September	16,461,723	11,962,598	10,897,834	10,369,979	12,164,546	16,301,325
October	12,877,631	10,472,066	10,904,454	10,525,096	12,606,386	16,262,046
November	11,132,035	9,291,475	8,289,412	9,396,694	10,234,854	14,219,064
December	11,339,265	7,782,819	7,897,188	7,805,142	8,616,715	15,191,709
Total	$173,465,430	$146,057,944	$125,423,644	$134,223,330	$134,783,822	$162,913,596

ENTERED WAREHOUSE.

January	$7,612,441	$5,716,038	$6,283,594	$5,546,348	$4,876,084	$4,868,171
February	9,438,177	8,135,428	7,952,726	5,129,528	5,150,245	5,275,533
March	11,761,814	11,458,257	10,340,471	8,685,293	5,341,999	6,545,720
April	13,156,559	9,454,372	8,224,335	7,504,183	6,550,314	7,518,217
May	12,118,107	10,092,919	8,078,024	8,993,413	7,203,218	6,186,153
June	11,403,659	10,322,510	6,861,930	12,360,639	6,881,470	6,171,554
July	10,225,286	8,285,645	4,943,729	10,934,505	6,075,143	6,801,618
August	7,729,850	8,332,009	6,515,056	7,194,744	6,214,107	5,518,414
September	6,537,649	5,251,758	5,580,492	5,161,879	4,395,377	4,815,223
October	6,009,809	4,203,764	4,213,063	5,658,350	4,222,608	4,504,436
November	4,253,653	4,089,354	3,617,664	5,490,399	5,443,402	5,762,839
December	4,965,098	3,998,511	4,452,045	4,519,038	4,402,424	7,875,733
Total	$105,212,102	$89,340,565	$77,063,129	$87,178,319	$66,756,391	$71,862,610

FREE GOODS.

January	$8,752,317	$7,438,591	$10,730,484	$9,590,998	$7,875,055	$8,488,055
February	8,972,881	8,042,547	6,824,451	6,664,480	6,153,024	7,348,090
March	12,188,280	8,248,598	7,226,442	9,011,078	6,967,442	6,666,488
April	12,148,979	6,605,645	6,485,507	8,909,582	6,727,911	8,497,732
May	9,902,831	12,453,830	6,130,616	7,869,770	5,803,134	6,752,501
June	8,384,104	7,447,296	5,682,205	7,438,494	6,822,850	6,528,823
July	7,653,244	5,990,042	4,836,431	6,101,170	5,017,537	5,104,602
August	7,710,581	7,611,872	4,109,489	6,117,404	5,273,181	8,336,815
September	7,343,719	6,059,501	5,185,662	6,375,986	8,056,044	9,139,245
October	9,195,895	5,390,015	5,715,614	9,094,630	7,431,612	9,939,689
November.	8,564,179	7,687,532	5,403,182	8,394,134	7,440,986	12,550,632
December	7,781,621	8,816,384	8,329,894	7,119,266	8,926,905	15,865,136
Total	$108,598,631	$91,791,853	$76,659,977	$92,686,992	$82,495,681	$105,217,808

SPECIE.

January	$99,014	$146,282	$398,197	$1,274,796	$823,049	$975,507
February	822,784	1,269,902	183,463	1,729,747	2,856,868	1,383,681
March	150,894	2,761,677	876,799	2,407,504	1,526,737	612,915
April	582,253	194,972	1,423,291	885,049	5,318,139	597,871
May	1,054,630	812,905	175,953	549,114	1,371,147	849,026
June	188,356	1,126,920	498,880	508,777	1,149,765	1,033,938
July	557,758	813,981	418,960	228,274	968,618	711,839
August	941,489	366,477	936,490	1,096,373	693,267	6,553,033
September	1,027,992	1,236,183	1,865,961	2,903,358	652,856	27,482,179
October	415,395	1,813,033	3,606,346	807.292	2,564,960	18,303,539
November	306,405	1,031,950	5,886,110	1,677,393	606,563	18,941,262
December	647,882	635,956	11,252,736	832,550	619,004	6,751,319
Total.	$6,407,571	$13,438,557	$26,217,888	$15,000,227	$19,150,973	$84,196,109

TOTAL IMPORTS.

	1874.	1875.	1876.	1877.	1878.	1879.
January	$30,310,679	$24,831,250	$29,756,259	$27,606,337	$24,626,689	$25,557,546
February	35,439,638	36,923,360	27,977,330	26,659,268	25,726,714	26,968,987
March	42,599,446	38,289,583	32,018,867	34,402,295	26,565,641	28,238,007
April	40,764,927	30,037,367	23,804,232	28,858,011	29,750,760	25,935,160
May	36,470,532	34,063,048	23,671,511	28,761,093	24,165,728	24,688,944
June	32,987,776	28,107,782	21,108,987	30,756,057	23,567,061	23,471,878
July	33,207,729	27,119,138	20,033,079	28,194,462	24,826,152	27,128,509
August	33,043,056	31,534,492	23,896,716	27,720,159	25,542,880	35,166,717
September	31,371,083	24,510,040	23,529,949	24,811,202	25,268,823	57,745,971
October	28,498,730	21,878,878	24,439,477	26,085,368	26,825,566	49,009,710
November	24,256,272	22,100,311	23,196,368	24,958,620	23,725,805	51,493,797
December	24,733,866	21,233,670	31,931,863	20,275,996	22,595,048	45,683,897
Total	$393,683,734	$340,628,919	$305,364,638	$329,088,868	$303,186,867	$424,189,123

WITHDRAWN FROM WAREHOUSE.

January	$11,188,750	$7,778,404	$5,989,607	$6,878,475	$4,979,886	$5,211,807
February	9,422,534	8,435,817	6,997,493	5,559,897	5,883,551	4,491,656
March	10,252,756	8,714,383	7,742,293	5,866,653	6,201,146	5,570,837
April	10,216,151	9,987,429	7,665,238	6,692,828	6,082,708	5,640,078
May	8,251,185	7,012,808	6,844,256	6,189,879	5,117,121	4,963,111
June	7,732,285	6,732,115	6,518,509	4,821,330	4,745,176	4,985,768
July	8,434,063	8,365,912	5,707,543	6,224,659	5,045,563	5,134,695
August	8,373,117	9,704,702	8,360,063	9,062,968	7,851,584	6,590,423
September	10,969,413	10,347,320	6,843,729	10,581,326	7,314,987	7,699,112
October	8,910,486	7,983,269	6,963,867	9,685,551	5,584,884	7,140,151
November	5,679,873	6,812,727	5,229,733	6,414,038	4,695,654	5,311,972
December	5,350,929	4,636,127	3,286,993	5,787,341	5,083,508	4,493,935
Total.	$104,781,542	$96,511,013	$78,149,324	$83,764,945	$68,785,768	$67,233,565

RECEIPTS OF CUSTOMS AT NEW YORK.

	1875.	1876.	1877.	1878.	1879.
January	$8,072,846 12	$8,160,728 44	$8,058,938 72	$7,154,924 85	$7,655,552 67
February	11,811,046 95	9,473,003 56	8,224,434 61	7,914,953 48	8,229,362 06
March	10,323,619 78	10,237,275 36	8,695,637 63	8,571,501 20	9,330,695 68
April	9,603,087 82	7,764,457 04	7,569,482 75	7,696,243 39	8,184,797 88
May	7,474,171 61	7,575,997 28	7,054,082 33	6,527,083 58	7,577,733 93
June	6,656,462 06	6,619,735 25	6,102,426 72	5,957,135 22	7,198,779 44
July	9,273,546 61	7,497,199 39	7,132,747 46	8 103,513 74	9,329,895 17
August	11,417,505 51	10,125,386 42	10,018,122 33	10,149,191 69	10,562,138 82
September	10,163,829 28	8,634,411 36	9,068,929 44	9,080,936 88	11,790,902 26
October	8,209,316 27	8,031,580 14	8,392,221 85	8,349,904 94	10,952,554 46
November	7,034,576 39	5,720,296 82	6,585,108 84	6,713,339 94	8,460,050 06
December	5,349,574 79	4,822,595 04	5,815,558 74	6,175,359 43	8,175,540 13
Total	$105,388,583 19	$94,662,666 10	$92,717,691 42	$92,394,088 34	$107,448,002 60

Exports from New York to foreign ports during the years 1874, 1875, 1876, 1877, 1878 and 1879:

DOMESTIC PRODUCE.

	1874.	1875.	1876.	1877.	1878.	1879.
January	$22,658,022	$18,559,948	$21,046,814	$24,738,593	$26,823,535	$22,082,124
February	20,078,112	17,839,488	17,612,843	18,972,399	28,203,210	26,421,198
March	22,099,528	18,669,717	19,981,600	19,299,772	30,174,332	27,984,449
April	22,272,739	18,933,522	17,456,396	21,158,574	27,286,446	26,257,346
May	22,781,958	19,783,016	20,652,833	22,241,422	27,611,983	26,123,074
June	28,275,416	23,403,223	22,060,231	23,970,315	26,864,469	25,818,077
July	25,948,400	23,681,774	24,313,669	22,511,448	27,559,092	28,466,272
August	23,945,524	19,715,518	23,972,298	22,051,488	30,913,782	30,898,205
September	21,203,301	18,974,565	24,675,821	29,215,062	31,537,999	35,774,116
October	23,395,284	22,606,151	23,027,990	30,258,630	28,838,012	37,041,310
November	19,108,192	22,284,560	23,783,896	28,790,843	28,030,120	29,478,814
December	22,435,422	23,230,242	27,189,911	27,751,502	26,363,888	33,126,695
Total	$274,201,898	$247,681,724	$265,774,302	$290,960,048	$340,206,868	$349,471,680

FOREIGN FREE.

January	$133,831	$278,870	$484,722	$227,670	$315,891	$266,486
February	183,447	145,871	301,844	355,535	322,150	299,433
March	191,435	351,906	333,757	235,752	356,670	283,698
April	193,200	226,017	286,205	179,101	319,783	227,997
May	196,911	167,791	146,737	220,919	259,517	195,499
June	247,428	129,802	97,494	136,140	269,832	94,159
July	130,591	140,754	325,934	93,809	306,502	153,836
August	222,271	60,785	301,171	110,022	333,060	39,544
September	123,540	43,502	108,764	84,081	215,364	73,729
October	249,674	118,611	75,117	143,721	174,135	80,955
November	106,843	157,207	165,170	195,644	135,967	92,118
December	362,296	200,059	788,475	272,131	270,957	272,895
Total	$2,341,467	$2,021,175	$3,415,390	$2,254,525	$3,279,829	$2,080,349

FOREIGN DUTIABLE.

January	$663,585	$452,585	$268,690	$436,906	$553,385	$210,946
February	464,052	126,626	390,300	334,784	308,930	411,712
March	618,255	560,539	629,419	286,588	563,111	514,702
April	835,357	441,316	517,250	426,396	604,807	430,457
May	812,868	663,714	776,557	423,690	492,441	508,681
June	725,265	783,617	1,013,637	348,882	527,750	327,941
July	375,387	623,941	534,958	254,436	499,672	443,018
August	417,064	478,046	321,092	471,839	261,448	225,207
September	363,873	445,027	243,555	484,993	351,517	349,125
October	640,594	531,819	290,985	749,029	392,404	281,940
November	773,200	808,538	697,383	919,861	794,981	512,834
December	707,068	793,501	677,446	589,994	577,157	449,973
Total	$7,396,768	$6,759,269	$6,361,272	$5,719,398	$5,927,603	$4,666,536

SPECIE AND BULLION.

January	$2,660,508	$10,119,325	$1,866,399	$971,491	$1,490,181	$1,133,867
February	2,980,862	4,040,524	4,118,019	1,267,258	650,454	1,909,750
March	2,537,822	3,142,066	5,363,527	1,251,312	2,425,211	2,346,398
April	2,467,005	6,018,678	3,919,512	2,092,950	3,131,254	1,574,112
May	11,865,511	9,355,251	8,519,671	10,743,150	821,105	1,942,420
June	7,106,958	17,679,494	4,839,205	5,225,337	778,988	2,588,431
July	3,503,728	5,968,301	8,203,787	1,588,648	645,571	523,796
August	7,316,307	3,966,661	1,871,127	797,703	1,001,448	457,544
September	2,222,533	1,295,904	1,141,546	893,289	370,163	515,261
October	1,614,753	1,969,601	899,587	951,297	487,022	524,753
November	4,448,600	2,237,635	950,959	635,566	678,052	667,908
December	12,497,641	1,763,210	1,493,763	1,079,168	628,339	643,804
Total	$61,222,228	$67,566,650	$43,097,102	$27,497,169	$13,107,788	$14,828,044

TOTAL EXPORTS.

January	$26,116,146	$29,410,728	$23,666,625	$26,374,660	$29,182,992	$23,693,423
February	23,706,473	22,152,509	22,423,006	20,929,976	29,484,744	29,042,093
March	25,447,040	22,724,228	26,308,303	21,073,424	33,519,324	31,129,247
April	25,768,301	25,619,533	22,179,363	23,857,021	31,342,290	28,489,912
May	35,657,248	29,969,772	30,095,798	33,629,181	29,185,046	28,769,674
June	36,355,067	41,996,136	28,010,567	29,672,674	28,441,039	28,828,608
July	29,958,106	30,414,770	33,378,348	24,448,341	29,010,838	29,586,922
August	31,901,166	26,221,010	26,465,688	23,431,052	32,509,738	31,620,500
September	23,913,247	20,758,998	26,169,686	30,677,425	32,475,043	36,712,231
October	25,900,305	25,276,182	24,293,679	32,102,677	29,891,573	37,928,958
November	24,436,835	25,487,940	25,597,406	30,541,914	29,639,120	30,751,674
December	36,002,427	25,987,012	30,059,595	29,692,795	27,840,341	34,493,367
Total	$345,162,361	$324,018,818	$318,648,066	$326,431,140	$362,522,088	$371,046,609

Lehigh Valley Railroad.

At the Annual Meeting of the Lehigh Valley Railroad Company, held in Philadelphia on the 20th inst., the following Board of Directors was elected: Charles Hartshorne, President, David Thomas, Ashbel Welsh, William L. Conyngham, Ario Pardee, William A. Ingham, George B. Markle, Robert H. Sayre, Harry E. Packer, James I. Blakslee, Robt. A. Packer, Elisha P. Wilbur, Joseph Patterson. In presenting his report the President said:

The price of coal during 1879 was unprecedently low, and our business was restricted during the first four months of our fiscal year by our unwillingness to put coal into market in such quantities and at such rates as would not return cost to the producer. After some months trial it became evident, however, that other companies were supplying the demand to the prejudice of our operators, and our rates to tide were reduced so as to be equal to those charged by our competitors.

The total tonnage was as follows: Anthracite, 4,861,785 tons; bituminous, 53 499 tons; making 4,415,284 tons; being an increase of 935,691 tons over 1878, and of 23,968 tons over 1877, heretofore our year of heaviest tonnage. Of this 1 536-476 tons were caried over the New Jersey division, against 879,877 tons in 1878.

Our income from all sources, including interest received from investments, &c., amounted to $6,-540,868 74: operating expenses of the road, $2,-996,981 28; net income, $3,543,382 46, out of which there has been paid—interest on bonds, $1-557,900; dividends—January, April, July and October, two and a half per cent each, on prefered stock, $10,630; January, April, July and October, one per cent. each on common stock, $1,084.893 50. General expense, interest on floating debt, Penna. and New Jersey State taxes, loss on Morris canal and on coal operations, $866.595 66. Total, $3,520,019 16; leaving $23,363 30 to be carried to the credit of the profit and loss account.

At the close of the fiscal year our capital account was as follows: Preferred stock, $106,800; common stock, including scrip not yet converted, $27,382,555; six per cent. bonds, due in 1898 (coupon and registered), $5,000,000; seven per cent. registered bonds due in 1910, $6,000,000; consolidated mortgage bonds, sterling, $4,437,000; coupon, $2,000,000; registered, $7,500,000; annuity, $500,000; floating debt, less cash on hand, $347,359 72. Total, $53,213,214 72. 138 of the sterling bonds were drawn payable December 1, 1879, leaving outstanding, $4,804,000, bearing interest from that date.

Susquehanna and Clearfield Railroad.

A new railroad is now being located in Clinton County, Penn., to be called the Susquehanna and Clearfield Railroad. This road will start from Keating Station, on the Philadelphia and Erie Railroad, at the junction of the Sinnamahoning creek with the West Branch of the Susquehanna river, and then proceed up the West Branch, tapping the long famous Karthaus coal fields, said to contain the finest veins of bituminous coal, iron ore, fire clay and limestone in Pennsylvania. The charter members are officers of the Philadelphia and Erie and Pennsylvania Railroad Companies, who take one quarter of the stock, while prominent stockholders of the Philadelphia and Erie take most of the balance.

☞ The Union Passenger Railway Co. of Philadelphia has leased the Continental Passenger Railway for 99 years, paying to the stockholders of the leased line 2½ per cent, for the first six months, and after that 6 per cent. on the $100, the par value of the stock, or $6 a year for each share.

Chicago, Milwaukee and St. Paul Railway.

The directors of the Chicago, Milwaukee and St. Paul Railway met on the 28th inst., and have issued the following statement of the business of the company for the year ending December 31, 1879:

Gross earnings year 1879		$10,612,819 78
Operating exp. (including taxes), 1879		5,473,794 96
Equal to 54.66 per cent		$4,539,024 82
By interest received on money loaned, etc., 1879		69,066 84
		$4,608,091 66
To 3½ per cent dividend on pfd. stock in October, 1879	$429,781 90	
To 2½ per cent dividend on the common	385,106 42	
To interest on bonds in 1879	2,287,407 36	
To sinking fund	70,000 00	
		3,172,295 68
Balance		$1,435,795 98

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1878 and 1879 were as follows:

	1878.	1879.
From passengers	$724,505 86	$695,169 78
" freight	417,302 20	424,179 43
" rents	21,377 01	19,594 73
" express	33,426 84	29,600 81
" mails	9,805 30	9,693 54
	$1,206,417 21	$1,178,238 29
Expenses, viz:		
Repairs of railroad	$73,712 62	$70,039 70
Sleeper account	11,180 46	11,001 84
Rail account	28,594 97	25,709 51
Repairs of locomotives	45,113 24	45,297 73
Repairs of cars	53,846 38	45,205 22
Repairs of stations and fixtures	18,530 55	21 167 25
Bridges	41,985 66	24,738 39
Fences	5,852 71	4,411 16
Snow account	2,026 41	2,826 03
Gratuities and damages	3,728 05	4,665 19
Passenger department	183,541 64	184,807 76
Freight department	136,353 18	129,112 85
Coal	79,164 62	74,762 99
Miscellaneous exp	29,828 53	29,263 87
Switch and gatemen	41 868 93	42,235 38
Taxes, insurance, etc.	72,510 61	62,381 60
Oil and waste	7,493 05	6,266 04
Telegraph expenses	1,279 23	1,803 26
Interest account	65,130 80	53,249 12
Attleboro Branch rent	10,956 24	10,917 27
	$913,258 33	$846,862 16
Balance carried to income account	$293,358 88	$331,376 13
Add balance from previous year	366,127 39	
Total		$694,503 52
Dividend paid May 1, 1879, $3 per share		$120,000 00
Dividend payable November 1, 1879, $3 50 per share		140,000 00
Balance to new account		434,503 52
Total, as above		$694,503 52

Compared with the previous year, the gross earnings show a decrease of $28,178 92, with a decrease in expenses of $66,196 17, making an increase in net earnings of $38,017 25. The total net earnings of the year, after the payment of interest and taxes were $331,376 13, from which dividends of 6½ per cent amounting to $260,000, have been paid and credited, and the balance, $71,876 13, carried to credit of profit and loss. The report says:

Two dividends have been declared, one in the spring, of three per cent, and one in the fall of three and one-half per cent, making six and one-half per cent for the year, free of taxation.

The state and local taxes amounted to one dollar and fifty cents on each share.

The interest paying debt has been reduced since October 1st, 1878, from $1,000,000 to $920,000, all bearing seven per cent interest and maturing as follows:

1880	Notes January and July	$200,000
1881	"	120,000
1882	"	100,000
		$420,000
1893	Bonds	500,000
		$920,000

A dividend of $5,740, received on your investment in the Union Freight Railway, was credited to interest account.

One year's back dividend on the preferred stock of the Providence, Warren and Bristol Railroad, amounting to $8,580, was credited to the reduction of the valuation of the common stock.

This road of 13.6 miles will hereafter doubtless continue to contribute somewhat to your revenue. When its control was assumed by the Boston and Providence Railroad Corporation, in 1873, it was encumbered with a mortgage debt of $50,000, bearing eight per cent interest payable each six months in advance. The mortgage has been lifted from the property, and the debt reduced to $20,000. This debt bearing six per cent interest, is due the Boston and Providence Corporation, and appears among your notes receivable. It is available at any moment. Meanwhile, three miles of steel rails have been placed in the track, the road bed greatly improved, the rolling stock made efficient, and an iron bridge built by the Edgemoor Company, of Delaware, over the Barrington River, to replace a defective wooden structure.

The Stoughton Branch, standing at $85,400 in the balance sheet, is really an integral part of your road and is operated as such. As it represents $15,400 of your present debt, it is still stated as a separate investment.

Before the Stoughton Branch Road was fully acquired by your corporation, and there were two distinct managements, the station in Canton on the main line was known as Canton, that on the branch as South Canton. The latter represents the business centre of the town, and owing to an influential petition, and with due regard to some remonstrances, the name of Canton has been transferred to it, the station on the main road being now known as "Canton Junction," conveying to strangers and travellers a more definite meaning.

The last wooden bridge of any consequence in the main road, over Ten-mile River, at Dodgeville, is being replaced by two arches of masonry. The work is of a such nature, that if hereafter, from any cause, the dam of the mill pond just above the track should give way, it is believed that the strength of the abutments and the size of the arches, both of thirty feet span, will be able to resist and carry off any such rush of water. This work, equally a provision of safety against fire and water, has progressed slowly, and will not be completed before another summer. Over one-half of the estimated cost of eighteen thousand dollars, namely, ten thousand dollars has gone into the current expenses of the year.

One new locomotive has been built for the company by the Rhode Island Locomotive Works, and sixteen dump cars purchased. Ten miles of ties have been renewed, three miles of steel rails laid in the main track, and in the branches one and one-half miles. All the above items have been charged to expense account. The road bed was never in so good condition, nor the rolling stock in better repair.

There are in the main road, 82¼ miles, and in the several branches 6¼ miles of steel rails. The main road is now equipped with steel rails, with the exception of 5⅛ miles.

The number of miles run by trains during the year was 811,856; do. in previous year, 800,010—increase, 11,846. Number of passengers carried during the year, 3,206,488; do. previous year, 3,213,189—decrease, 6,701. Number of passengers carried one mile during the year, 37,959,303; do. previous year, 37,557,491—increase, 401,812. Tons of freight moved during the year, 593,346; do. previous year, 569,751—increase, 23,595.

Trial Balance, September 30, 1879.

Construction and equipment		$4,612,774 38
Stoughton Branch		85,400 00
Providence, Warren and Bristol Railroad Stock		258,985 00
Union Freight Railroad Company stock		79,014 42
Real estate		213,816 13
Cash and cash funds		138 773 76
Notes receivable		21,775 00
Materials on hand		97,589 58
Balance due from other roads, etc.		53,629 60
		$5,561,757 87
Capital stock		$4,000,000 00
Seven per cent bonds, due 1893		500,000 00
Notes payable		420,000 00
Unpaid dividends		4,982 00
Dividend No. 86, due Nov. 1, 1879		140 000 00
Balances due other roads, etc		62 272 35
Profit and loss		434,503 52
		$5,561,757 87

President.—Henry A. Whitney.

Directors.—Henry A. Whitney, T. P. I. Goddard, J. Huntington Wolcott, William B. Robeson, Francis M. Weld, Joseph W. Balch, Royal C. Taft.

Treasurer.—B. B. Torrey.

Superintendent.—A. A. Folsom.

Baltimore, Chesapeake Bay and Delaware Railroad.

At the annual meeting of the stockholders, held in Baltimore on the 21st inst., the following Board of Directors was elected: Dr. G. W. Goldsborough, President, Sydney C. Long and Dr. R. W. Eareckson, Baltimore; J. P. Manlove, Greensborough, Md.; Bartin H. Jenks, Philadelphia, and N. S. Gere, Syracuse, N. Y. The company was organized in August, 1873, to construct a line of railroad from Kent Island, Md., to Harrington, Del., a distance of 40 miles. From the Kent Island terminus connection would be made with Baltimore by steamers, the distance being 17 miles, and with Annapolis about 8 miles distant. At Harrington, Del., connection would be made to the breakwater at Lewes, and thence by the Old Dominion Steamship Line to Cape May, about 12 miles, and to New York. The cost of the road was estimated, with equipment, at $15,000 a mile, and the capital stock of the company was fixed at $600,000, of which about $100,000 was subscribed. A contract was made with Mr. Wm. Sperry, of Philadelphia, for the work. About one-third of the grading was finished, when, in 1874, financial troubles prevented its completion. The work has remained in that condition until the present time, but it is stated that proposals have been recently received both from the Junction and Delaware Railroad and the Old Dominion Steamship Company, which render it probable that work will be renewed. It is proposed that the construction shall be given to a new contract-

or, and that the road shall be completed by the next peach season. An offer was received some time ago from an English capitalist to advance 70 per cent on bonds of the company, but negotiations are being carried on with parties in Boston, where, it is believed, better terms can be obtained. The proposed road would go directly across the Maryland Peninsula, intersecting the Delaware railroad at Harrington, and, it is claimed, would bring to Baltimore a very large proportion of the trade of the Eastern Shore of Maryland and Delaware which now goes to Philadelphia and New York. It would also be a through line for New York, besides offering valuable facilities for transportation of Cumberland coal via the Baltimore and Ohio railroad to the coaling station at the Lewes breakwater.

Mining in Maine.

Very important mining discoveries have been made in Maine during the last few months. Companies have been organized and work is being energetically prosecuted in various parts of the State. The deposits are principally of gold and silver. The Acton lode, in York county, is reported by Professor Stewart to be one of the best defined fissure veins on the continent. It has been traced for two miles from north to south in nearly a right line, and the surface exposures show that it ranges in lateral diameter from eight to twenty feet. The Riverside Mining Company has been organized at Camden, in Knox county, with a capital of $500,000. Work was begun about six weeks ago, and is being pushed night and day. The shaft of the Fort Knox mine, at Prospect, opposite Bucksport, on the Penobscot River, is now down sixty two feet, and the ore from the bottom contains both gold and silver. A fine specimen of very rich ore from the Deer Isle mine, on Deer Island, Penobscot Bay, has just been exhibited in Bangor. An assay resulted as follows: Gold, $30; silver, $60; copper, $10; lead, $17. The Owl's head mine, seven miles below Rockland, at the mouth of Penobscot Bay, is showing specimens of quartz very rich in gold. The Hampden Mining Company has a shaft eight miles westward from Bangor, which is down sixty-five feet, and blasts throw out ore of good quality. The Atlantic mine, at Blue Hill, is equipped with steam engine and drills, and the shaft is already sunk over fifty feet. The assayer of the Blue Hill Mining and Smelting Company writes, under date of the 11th instant, that things are progressing at a lively rate. Five or six other mines report favorably, and important additions to their outfits will be made in the spring with a probable enlargement of operations.

☞ Twenty-two locomotives belonging to the Philadelphia and Reading Railroad Company were seized on the 26th inst. by a Government official, for non payment of internal revenue tax, alleged to be due the United States on the wages certificates issued by the company. A preliminary injunction has, however, been granted against the Collector, restraining him from further proceedings.

☞ The construction of the Bloomington and Fairfax railroad from Bloomington, Va., to the Elk Garden coal region will be begun early in the spring. The road will be about eight miles long, and will probably be of narrow gauge pattern.

WM. A. COLE & CO.,

PRESSERS OF OILS,

AND

DEALERS IN STEARINE, GREASE, &c.

387, 389 & 391 WEST 12TH STREET.

BRANCH OFFICE, 41 BROAD ST.,

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W. A. COLE,
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THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM NO. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

Liability for Acts of Employes.

In the United States Supreme Court at Washington, on the 12th inst., a question was presented against the Kansas Pacific Railroad as to what extent and under what circumstances a railroad or other corporation is liable in a suit for damages based on the accidental killing of one of its employes while in its service. In the present instance the employe's death was, it is alleged, due to the defective construction and condition of his locomotive. The railroad company maintains and the Court below charged the jury that a corporation is not liable for injuries to one of its employes when such injuries result from the careless ness of his fellow-servants.

The Supreme Court holds that although such is the general rule, it is subject to exceptions, one of which arises from the obligation of the corporation not to expose an employe to perils against which he may be guarded by proper diligence. Railroad officials who are invested with the power and duty of so guarding the safety of employes represent the personality of the corporation, and their negligence from which injury results is the negligence of the corporation. If an employe having knowledge of a defect in the machinery which he uses gives notice thereof to the proper officers and is promised by them that it shall be remedied, his subsequent use of such machinery in the belief that it will be put in proper condition within reasonable time does not necessarily make him guilty of contributory negligence.

The judgment of the lower Court was reversed and the cause remanded, with directions to satisfy the verdict and award a new trial and for such other proceedings as may be consistent with the opinion of this court. Mr. Justice Harlan delivered the opinion.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of December, 1879:

Gross receipts:	1879.	1878.
Railroad traffic.....	$1,325 780 41	$810,890 71
Canal traffic.....	31,511 23	10,856 61
Steam colliers.....	68,936 69	46,029 61
Richmond coal barges	16,358 64	14,379 14
Total Railroad Co..	$1,442,586 97	$881,656 07
Reading Coal & Iron Company.....	806,016 05	576,641 05
Total of all.....	$2,248,603 02	$1,458,297 12
Tonnage and passengers:		
Tons of coal on railroad.	653,189 12	373,169 13
Tons of merchandise...	466,537 06	238,117 08
Passengers carried....	726,503	475,604
Coal transported by steam colliers.....	44,588 00	43,902 50
Tons of coal mined:		
By Coal and Iron Co...	316,044 11	214,046 07
By tenants.....	111,584 11	57,685 01
Total mined from lands owned and controlled by Co. & from leasehold estates.....	427,629 02	271,731 08

☞ The American Union Telegraph Company opened their offices in this city for business on the 26th inst., chiefly to accommodate the new French Cable Company, as it was not intended to open to the public before Feb. 1. The tariff is based temporarily on that of the Western Union, but reductions may be made when the line is in thorough running order. At present there is only connection with Washington, Albany, Buffalo, Baltimore, Boston, and the oil regions in Pennsylvania. There are 500 offices open now throughout the country. The lines to Chicago and Omaha will be opened in March.

☞ At the annual meeting of the New York, New Haven and Hartford Railroad Company, held at New Haven on the 14th inst., the traffic contract between that company and the Boston and New York Air Line Company by which the gross earnings are pooled and divided, was approved. The contract has been in operation since March, 1879, and continues up to October 1, 1880. The New York, New Haven and Hartford gets 94, and the Air Line 6 per cent of the earnings. After October 1, 1880, the division will be settled by arbitration.

☞ The Delaware Inquirer says that interest has been revived in the proposed railroad between Harrington and Queenstown, a distance of 40 miles, and that Boston capitalists favor the project and will invest their money in it. The building of this road would materially shorten the route to Baltimore and Washington and open up to the Junction and Breakwater road a new and large trade.

OFFICE OF LA PLATA MINING AND SMELTING CO., OF LEADVILLE, COL., No. 58 BROADWAY, ROOMS NOS. 12 AND 13, NEW YORK, Jan. 15, 1880.

DIVIDEND NO. 5.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value $10) on the capital stock, payable on Saturday, Jan. 31, inst., at the office of the company. Transfer books will close on Wednesday, January 21, and reopen Monday, February 2, 1880.

Statement of the financial condition of the company:

Cash capital	$100,000 00
December 1, 1879.—Balance surplus account	35,651 80
January 1, 1880.—Net earnings for month of December	16,027 78
	$151,679 58
Dividend of 7½ cents per Share, 200,000 Shares.....	15,000 00
Leaving cash balance January 1, 1880..	$136,679 58

W. B. ALLEN, Assistant Secretary.

CHRYSOLITE SILVER MINING CO.,

ROOMS NOS. 51 TO 57 BORREL BUILDING, No. 115 BROADWAY, NEW YORK, Jan. 16, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 3) of TWO Per Cent. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS ($200,000,) or ONE DOLLAR PER SHARE ($1), out of the third month's net earnings, payable at the Central Trust Company, on the 26th inst.

Transfer-books will close January 22, and re-open January 27.

DRAKE DE KAY, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Jan. 22, 1880.

A DIVIDEND OF THREE (3) PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of its capital stock as registered at 2 p. m. on the 12th of February next, after which, and until the 4th of March, the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, 9 NASSAU STREET, NEW YORK, Jan. 8, 1880.—THREE DOLLARS PER SHARE will be paid on presentation of Dividend Warrant No. 9, on or after February 1, at this office, or at the company's office in San Francisco.

C. P. HUNTINGTON, Vice-President.

THEO. SUTRO,

Attorney and Counsellor at Law,

(Rooms 50 and 51.)

80 Broadway, NEW YORK.

☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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ITS DURABILITY

has been demonstrated beyond question in practical use of hundreds of miles of Kerite-covered wires by the Fire Alarm and Telegraph Companies. In New York it has been largely used for the last *ten years*, under all conditions and exposures; the resistance now is as great as when first exposed.

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Kerite is not affected by extremes of heat and cold, or by exposure to the heat or sun; endures long continued heat below 200° Fahrenheit, may be safely immersed in boiling water, is unchanged by being placed in the ground; corrosive elements in the earth do not act upon it; acids act very slowly, only to oxidise the surface; bears exposure to not strong solution of alkalies; does not suffer by injury by destructive insects of land or water, and can be stored in tropical climes without change of insulation.

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commend and recognize the Kerite insulation as superior to all others.

GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874. says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869. until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, February 6, 1880.

Sale and Reorganization of the Indianapolis, Cincinnati and Lafayette Railroad.

The sale of this road was made on Monday, the 2d inst., at Cincinnati by order of the United States Circuit Court to the Purchasing Committee of the bondholders, consisting of George Hoadley of Cincinnati, Henry Bates of Indianapolis, and George T. Bliss of Morton, Bliss & Co., New York. It was bid in for $2,500,000 and $1,000,000 in bonds deposited, until such time as the Court shall confirm the sale which is expected to be two months hence. The stock of the road was simultaneously stricken from the list at the Stock Exchange, although the stockholders claim that their rights and stock are not wiped out by this sale, but that the committee will be compelled to recognize them in the proposed reorganization under a new name, not yet decided upon.

The bondholders committee, however, assert that the stockholders' rights are forfeited since they failed to comply with their offer within the specified time which expired December 15th last. We were unable to learn either of the officers of the company or of the committee how many of the stockholders had assented to their plan, although they inform us that all but about $5,000 of one issue and $12,000 of another issue of the bonds have assented to the reorganization plan which was as follows:

The new company is to create a new consolidated mortgage for $7,500,000, of which $6,885,000 are to take up existing bonds. It is to raise $615,000—all of which has been secured but about $30,000—for the payment of back interest on 1867 First Mortgage bonds of $2,800,000 on which about $1,000,000 of coupons were overdue, of which the holders surrendered $400,000. This $615,000 was contributed in part by the 1869 bondholders who took 10 per cent of the amount of bonds of $2,087,000 of these new bonds or $208,700 and part by the funded debt bonds of 1873 of $1,419,000, to the extent of 20 per cent of their bonds or $283,800, leaving $122,500 to have been contributed by the stockholders as follows: they to take 2 per cent of their stock in consolidated new bonds and received 6 per cent in new stock when issued for 2 per cent in cash. In other words 100 shares of stock would pay $100 cash and receive $300 in new stock and $100 in new consolidated bonds. This new stock is to be $100 par value and will not be issued for three months or more. The 1869 bonds and funded debt bonds are converted into common stock which is fixed at $4,000,000, which added to the new consolidated bonds for $7,500,000 will make the total liabilities of the new company $11,500,000. When the Purchasing Committee's representatives were asked if the stockholders not assented by December 15th were now cut off from all benefits of the reorganization, they answered that they did not know how they could come in unless they opposed the scheme which has not yet been done.

Well informed parties on the street, however, assert that there is an understanding by which the stockholders are to be protected, and there has been considerable purchasing of the stock recently upon this belief. As 60 days elapse before the sale is confirmed there is no doubt the modus operandi will soon be made manifest in action of some sort on part of stockholders. In the meantime there appears to be some mystery in the proceedings that the public is not informed of, which either the controlliug stockholders or the purchasing committee might clear up without prejudicing their interests. It is confidently asserted on the Street that the old stock will yet sell at 15 to 20 by the knowing ones who are buying it. We are told by some of the outside stockholders that some action will be taken by them collectively within thirty days to protect the unassented stock.

Justice at Last.

A THREE MILLION JUDGMENT TO BE ENFORCED AGAINST THE PENNSYLVANIA RAILROAD.

Notice was given on February 2d that the United States Circuit Court at Cincinnati would issue an order on the 5th inst., to enforce its decree rendered some months ago, to compel the Pennsylvania Railroad Company to pay the back rental of nearly $3,000,000 due the Columbus, Chicago and Indiana Central Railroad Company. It is stated, but we do not hear on whose authority, that Col. Scott will appear and satisfy the judgment in question without further litigation. We hope this is true, for it is about time, after six years of default and litigation that this suit should be settled and the holders of C., C. & I. C. securities get their rights, of the justice and legality of which there has never been a shadow of doubt. It is also to be hoped this is the end of this apparently endless litigation for other and weightier reasons. This was really a test case, as it was the first in which a solvent railroad

like the Pennsylvania "laid down" on its unqualified agreement and trusted to its power and money to get rid of onerous obligations which it had voluntarily assumed for the purpose of coercing another competing road into compliance with its demands, upon the securing of which the original lease was repudiated.

Had not this agreement been sustained their would have been an end of all obligations of contract between corporations, and thereafter the stronger might abandon the weaker whenever it suited the interest of the managers of the former. There would have been nothing but honor to enforce an agreement between railroad corporations. This suit and its inexcusable history shows how little can be trusted to the honor of railroad managers. Hereafter we hope to be spared the spectacle of seeing stock and bondholders of weak and dependent corporations thus deprived of their rights without the shadow of law or excuse except in the interests or necessities of stronger corporations. It is to be regretted, however, that this example will encourage repetition for the sake of delay, for many a corporation can well afford the expense of prolonged litigation in a period of depression in order to shirk their obligations till more prosperous times as the Pennsylvania Railroad has done.

This class will also be encouraged by the scaling down of indebtedness under this "freezing out" of creditors which has been secured to the Pennsylvania Road by these six years' delay, besides the interest on this back rental which it has thus saved. The integrity of our judiciary, however, has been at last vindicated, and at a time when evidence of this was needed, in the face of the overgrowing power of these great railroad managers, whose irresponsibility to, and defiance of the public as well as of their creditors, is provoking the legislation, State and national, which these unscrupulous railroad autocrats are pleased, with an air of injured innocence, to term "hostile." It is just this sort of litigations and abuses of power that is calling down this popular retribution upon these railroad managers' heads. and Col. Scott should be the last man to complain after these six long years of wanton violation of an express contract and of the rights of bondholders, who were induced by him to purchase his indorsement of these C., C. & I. C. bonds.

Lake Superior Iron Trade.

The amount of iron ore produced in the Lake Superior Mining district in 1879, according to the Marquette Mining Journal, was 1,414,182 tons, valued at $6,423,500. Adding the 39,583 tons of pig iron produced, the value amounts to $7,413,115, against $6,884,432 in 1878. There were 289,089 tons more ore produced in 1879 than in 1878. The output in 1879 was 246,803 tons greater than in 1873, the largest previous year, notwithstanding the fact that two of the largest mines show largely diminished figures, as compared with those of 1878. Of the output for 1879, 1,145,093 tons came from the mines of Marquette county, and 269,089 tons from the Menominee range—the increase from the first being 118,245, and from the latter 170,844. It is yet too early to predict with any degree of accuracy the probable output of the present year. It is safe to say, however, that nearly all the mines are in a position to enlarge upon last year's figures; whether they will do so depends altogether upon the demand, to which there at present appears to be no end within the utmost possible limit of production. Should this demand take on a positive form in the shape of contracts for the season's delivery, a product of two million tons in 1880 is not to be considered among the impossibilities.

Atlantic and Pacific Railway Company.

The agreement between the Atchison, Topeka and Santa Fe and St. Louis and San Francisco Companies to jointly build a transcontinental extension over the route for which the latter, under the name of the Atlantic and Pacific Railroad Company, held the franchise, to the Pacific coast, was formally signed by the directors of both companies at a meeting held in this city on the 31st ult., and the following gentlemen were elected directors of the new company, which is to be known as the "Atlantic and Pacific Railway Company:" Thomas Nickerson, E. F. Winslow, James D. Fish, Jesse Seligman, Frederick Butterfield. James Baker, Francis B. Hayes, William F. Buckley, T. J. Coolidge, George B. Wilbur, Isaac T. Burr, Charles T. Paine, and George C. Lord. The board subsequently elected Thomas Nickerson President, and E. F. Winslow Vice-President and General Manager. Messrs. J. & W. Seligman were appointed fiscal agents.

The St. Louis and San Francisco Company succeeded the original Atlantic and Pacific Company, which was organized under an act of Congress approved July 27, 1866, granting them a charter to build a road from St. Louis to the California coast. They surveyed a route through Missouri, the Indian Territory, New Mexico, and Arizona between the thiry-fifth and thirty-sixth parallels, and in California between the thirty-fourth and thirty-fifth parallels to within a short distance of the coast, along which it ran upward to San Francisco. The road was constructed, however, only as far as Vinita, Indian Territory. The South Pacific Railroad—originally the southwest branch of the Missouri Pacific—was consolidated with the Atlantic and Pacific Railroad October 25, 1870. It runs from Atchison, Kan., to Kansas City. In 1875 default was made in interest, and after sale by foreclosure the reorganized company took its present name. Its capital stock is $21,642,100, and its funded debt $5,292,000. The Atchison, Topeka and Santa Fe Company was originally organized Feb. 11, 1859, and was reorganized March 3, 1863. Its road extends from Atchison, Kan., to Albuquerque, in New Mexico, on the Rio Grande, and it has numerous branches and leased lines running in every direction, including a branch to Leadville from Pueblo, now being constructed. Its capital, according to the latest report, was $8,615,000, and its funded debt $14,588,500.

Under the terms of the recent contract, the two companies continue to preserve a separate identity, under separate management, but the St. Louis and San Francisco Company cedes to the Atchison, Topeka and Santa Fe Company one-half its rights under the Atlantic and Pacific franchise from Albuquerque to San Francisco, the latter agreeing to furnish half the funds necessary to build the line between those points, and a new company, composed half of directors of one company and half of those of the other, has been formed to manage this in the interests of both. There are, consequently, three separate companies in the scheme, all working in harmony together, for the purpose of securing a share of the transcontinental traffic now monopolized by the Union and Central Pacific Companies. If either has any advantage, it may be said to be the Atchison, Topeka and Santa Fe, which has secured the presidency of the new company in the person of one of its directors.

It is the purpose of the St. Louis and San Francisco Company to build an extension at once from Pierce City, Mo., to Wichita, Kan., 230 miles long, and thus avoid passing through the Indian Territory. The Atlantic and Pacific extension will be begun at both ends on March 1. The contracts are already given out. As about 1,000 miles of road will have to be constructed, it is expected that the work will require from two to three years to complete. The combination will then have about 2,250 miles of road under their joint control, with ample Eastern connections via the Chicago and Alton, Chicago, Rock Island and Pacific and other lines to the western termini of the Baltimore and Ohio, New York, Lake Erie and Western, and Pennsylvania trunk lines. The money needed—$25,000,000—has all been provided for. New stock to this amount is to be issued, which is to be placed in the hands of Trustees to hold until the completion of the line. One of these Trustees has already been selected in the person of Mr. John A. Stuart, President of the United States Trust Company. The other will be chosen hereafter. Both roads have large land grants from the General and State Governments.

Three More Railroads Added to the Wabash System.

The reported purchase by the Wabash, St. Louis and Pacific Railroad Company of the East St. Louis and Carondelet, Sycamore and Cortland, and Chicago and Iowa Railroads has been confirmed by one of the directors of the former company.

The East St. Louis and Carondelet Railroad, which is better known as the "Conlogue Road," runs from East St. Louis to a point on the Illinois shore of the Mississippi opposite Carondelet—nine miles—where it connects, by means of a steam ferry, with the Vulcan Iron Works, and via the Iron Mountain and Atlantic and Pacific Roads, with the speculum ore region of Southeast Missouri, and the hematite ore region of Southwest Missouri. The "Conlogue Road" has been feeding the Wabash system with iron ore for some time past, and vast quantities have already been shipped over it eastward to Pittsburg and other points.

The Sycamore and Cortland Railroad runs between the towns which give the company its name—a fraction over four miles. It is intended to extend it northwardly to Portage City, Wis., by way of the Chicago and Iowa Railroad, which runs from Aurora, to Foreston, 80 miles, and to build southwardly from Aurora

to Joliet, and thence to Logansport, where it will tap the Wabash Railroad. At Portage City connection will be made with the Wisconsin Central lines, thus opening to the Wabash system the mines of the Lake Superior region and the granaries of Minnesota. The money has already been set apart to build from Aurora to Joliet, and work is to begin on this section at once. The real and only object of the purchases is, it is said, to complete the Wabash system as originally projected.

The capital stock of the Chicago and Iowa Railroad Company was, at last report, $1,328,000; its funded debt $1,750,000, and its floating debt $100,000. The capital stock of the Sycamore and Cortland Company was $40,000, and its funded debt $20,000. The capital stock of the East St. Louis and Carondelet Company was $300,000, its funded debt $200,000, and its floating debt $30,000.

Death of an Eminent Banker.

The death of the late Stewart Brown, of the great banking house of Brown, Brothers & Co., occurred on Friday last at his residence in this city in the 79th year of his age. His funeral was largely attended on Monday by the most prominent bankers and merchants in New York. The banking house of the firm was closed for his death and burial, so far as it is possible in the nature of their business. In this connection the history of this house which has come to be known the world over by its extended business, is of general interest.

About 1798 Alexander Brown, a linen merchant, came to this country and settled in Baltimore, where he established a linen house. As his sons became of age they were taken into their father's business, and the firm was changed to Alexander Brown & Sons. In order to extend their business branch houses were established. William Brown, the oldest son went to Liverpool in 1809, and attained great success there. Soon afterwards, the next two sons, George and John A., established houses in Philadelphia and Boston. James, who died in November, 1877, came to New York to establish the present house in this city, although at first the linen business was continued. The intention from the start was to change it to the present system of banking. This occurred about 1827.

From the time the house was established it has been one of the most prominent firms of the city. During the panic of 1837 the firm held American bills for a very large amount. This included £800,000 of protested paper, and engagements were to be met in England amounting to nearly $10,000,000. The resources of the firm were largely invested in American securities which were not available at that time. This rendered it almost impossible to draw bills or remit specie to England, while the panic prevailed in Europe as well as in this country. At this crisis the English branch of the firm succeeded in securing a loan from the Bank of England sufficient to meet all the engagements in this country. Securities to the amount of $25,000,000 were deposited. In six months' time the whole sum was returned to the Bank of England. This gave the firm a reputation for business ability and integrity which has enabled it since to overcome every obstacle, and extend its business until it has its correspondents in every commercial center of the globe. Among the main features of its business was the purchasing of bills of cotton, and thus the Southern cotton trade was stimulated enormously in its infancy.

Compromise of a Railroad Suit.

The contest between the Denver and Rio Grande and the Atchison, Topeka and Sante Fe Railroads, for right of way through certain canons leading to Leadville as the objective point, has been settled both by a decision of the Supreme Court of the United States, and by a compromise between the companies, which will be affirmed it is understood by the Court in question.

The decision was rendered in favor of the Denver and Rio Grande Railway Company against the Canon City and San Juan Railway Company upon a petition for a writ of mandamus.

The compromise is as follows: first the lease is to be abrogated and the papers canceled, and the stocks of the two companies are to be re-exchanged; second, the receivership into which the Denver and Rio Grande Company was thrown during the litigation is to be terminated; third, all litigation is to stop, and each company is to pay its own bills for counsel fees and costs of court; fourth, the Leadville line throughout is to become the property of the Denver and Rio Grande Company on payment of the original cost of construction and equipment, plus $400,000 in cash; fifth, all unused material provided for the Leadville line is to be taken by the Denver and Rio Grande Company at a fair present price; sixth, the Denver and Rio Grande Company is to stop its Pueblo and St. Louis line altogether, and its extension in New Mexico about half way between Conejos and Santa Fe; seventh, the Atchison, Topeka and Santa Fe Company is not to build to Denver or Leadville, or to any other point on or west of the Denver and Rio Grande Road, but is to stop at Pueblo. In consideration thereof it is to receive one-half of the Leadville, San Juan, and other southern business from the Denver and Rio Grande Road at that point, and also at the same point and-fourth of the Denver trade with the Missouri River and eastern points. The Atchison, Topeka and Santa Fe Company, however, reserve the right to build a line of about 33 miles to their coal mines in Colorado, for coal trains only for their own use and sale down the Arkansas Valley; eighth, the agreement is to last ten years, and a decree of court is to be entered forthwith by Judge McCrary to protect the settlement; ninth, the decision of the Supreme Court is not to affect the agreement one way or the other.

St, Louis, Alton and Terre Haute Railroad.

The final decree of the United States Circuit Court in the case of the St. Louis, Alton and Terre Haute Railroad Company against Samuel J. Tilden and others was filed on the 31st ult. in the office of the clerk of the court. The order of settlement is dated January 2, 1880, and Judge Blatchford's decree affirming it is dated January 20th. The order says:

"Now, therefore, this agreement witnesseth that for and in consideration of the terms and for the purpose of carrying into effect the proposed settlement, the said railroad company, complainant herein, waives an accounting on the part of the defendants, and the defendants, on their part accept indemnification by the complainants, and reduce the amount of their claim for compensation, and the defendants, Butler and Tilden, having transfered and delivered to said company $200,000 in amount of said securities, or an equivalent, and the defendants, Sage and Bayard, having heretofore transferred a similar amount, the said company hereby accepts the said delivery in full satisfaction of such claims and for an accounting, and hereby releases and discharges the said defendants from and of all claims and demands by reason of the matters alleged in the said bill of complaint herein and hereinabove recited.

Wall Street Notes.

We call attention to the advertisement of Messrs. Sheldon & Wadsworth in our column of bankers, from which it will be seen that they are offering several first class first mortgage bonds of railroads at prices which are inducements to investors. Among them are the Utah and Pleasant Valley first 7 per cents, due in 23 years, upon a completed coal road and mines already developed and operated, at the rate of $15,000 per mile only, the stock of which is selling at 75, while the bonds are nearly taken, a few only, remaining, at 90 and interest.

Messrs. Amerman & Burwell, fiscal agents of the St. Louis, Hannibal and Keokuk Railroad, are understood to have refused an offer from a German banking house of 87½ for the entire issue, remaining unsold, of the first mortgage bonds of said road, as they will accept nothing less than 90 and interest, and will soon advance the price to 95 and interest.

The old and well known banking house of Messrs. Sheldon & Wadsworth, No 10 Wall Street, admitted Mr. George R. Sheldon, son of the senior partner, to the firm on February 1st. The younger Mr. Sheldon has lately graduated from college and thus enters business for the first time.

Mr. John W. Amerman, senior member of the firm of Messrs. Amerman & Burwell, 16 Broad Street, was admitted to the Stock Exchange as a member, on Friday last, upon the payment of $1,000 initiation fee and the purchase of a seat for $16,000. This is said to be the highest price yet paid for a seat in the Stock Exchange.

The new line of steamers lately established between this City and Leith, have made a contract with one iron firm in the latter city to bring 100,000 tons of pig iron and rails to New York the coming season.

☞ The West Conshohocken Stone Quarry Co., Pa., are doing a large business, and have found it necessary to have erected a large Track Scale of Rieble Bros., Phila., make capacity 80,000 lbs. This scale takes the place of one of an eastern make, and is the same as erected at the Warwick Iron Co., Pennsylvania Railroad Co. Elevators, I. P. Morris Co., Phœnix Iron Co., and others, where they have been in use several years and it is claimed they work as accurately as when first put up. This firm is very busy.

☞ The Wilmington (Del.) Every Evening says that the Worthington pump at the City Mill ran 24 days, making 409½ hours and raising to Cool Spring Reservoir 102,835,840 gallons, which shows an increase of 4,829,000 gallons over the corresponding period of last year. The Worthington pump No. 2 at Cool Spring, ran 27 days, making 201¾ hours and raising 7,795,709 gallons to Rodney street reservoir.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Bryan and Baltimore Railroad Company running from Delaware Bend in Defiance county, thence into Williams county to Bryan; capital, $100,000, in shares of $25 each, by A. C. Ashton and others.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Par	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot	100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.	100	1,232,200	J. & J.	July '79 4
Atlantic and Gulf guar.	100	786,476	M. & N.	Nov. '78 3½
Atlantic and St. Law*	100	5,000,000	M. & S.	Sept. '79 3
Augusta and Savannah.	100	1,022,900	J. & D.	June '79 3½
Avon, Geneseo & Mt. M.*	100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.	100	14,216,800	M. & N	Nov. '79 4
" " pref.	100	4,599,578	J. & J.	Jan. '80 3
Washington Br.	100	1,650,000	A. & O.	Oct. '79 5
Berkshire*	100	600,000	quarterly	Apl. 79 1½
Boston and Albany	100	20,000,000	M. & N	Nov. '79 4
Bos., Clin., F. & N. Bed.	100	1,297,800	— & —	.....
" " pref.	100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar	100	60,000	J. & D.	June '76 3
Bost., Conc. & Mont.* pref	100	800,000	M. & N	Nov. '79 3
Boston and Lowell	500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine	100	6,921,274	M. & N.	Nov '79 3
Boston and Providence.	100	4,000,000	M. & N.	Nov. '79 3½
Attleborough Branch.	100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.	100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*	100	950,000	J. & D	June '79 5
Burl. & Mo. Riv in Neb.	100	3,637,800	quarterly	Feb. '80 2
Camden and Atlantic	50	377,400	quarterly	Jan. '77 2
" " pref.	50	838,311	quarterly	Nov. '79 3½
Camden & Burl. Co	50	381,925	J. & J.	Jan. '80 3
Cape May and Millville*	50	447,000	J & D.	June '79 3
Catawissa*	50	1,159,800	Oct.-ber	Oct. '79 $1½
" pref.	50	2,200,000	M. & N.	Nov. '79 3½
" 2d pref.	50	1,000,000	M. & N.	Nov. '79 3½
Cayuga and Susq.*	50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	100	6,850,400	F.M.A.N	Feb. '80 1
" " pref.	100	769,600	F. & A	Feb. '80 1½
Central of Georgia	100	7,500,000	J & D.	June '79 2½
Central of New Jersey	100	15,583,200	quarterly	Apl. 79 2½
Central Ohio*	50	2,425,000	J. & J.	Jan. '80 3
" pref.	50	400,000	J. & J	Jan. '80 3
Central Pacific	100	54,275,500	.....	Feb '80 3
Chemung*	100	380,000	quarterly	Oct. '79 1½
Cheshire, preferred	100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton	100	10,065,400	M. & S.	Sept. '79 3
" pref.	100	2,425,400	M. & S.	Sept. '79 3½
Chicago, Burl. & Quincy.	100	20,938,300	M. & S.	Dec. 79 2
Chi., Clin., Dub & Minn.		6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	100	2,916,200	J. & J.	Jan '80 5
Chi., Mil. and St. Paul.	100	15,404,261	A. & O.	Oct. '79 2½
" pref.	100	12,279,483	A. & O.	Oct. '79 3½
Chicago & N. Western.	100	14,988,807	J. & D	Dec. '79 3
" pref.	100	22,025,603	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific.	100	20,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton.	100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref.	50	429,037	M. & N.	Nov. '78 4
Clev., Col., Cin. & Ind.	100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*.	50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*.	50	11,236,150	quarterly	Dec. '79 1½
Columbus and Xenia*	50	1,786,200	M.J.S.D	Sept. '79 2
Colum. & Hocking Val.	100	2,500,000	F. & A	Feb '80 4
Concord	50	1,500,000	M. & N.	Nov. '79 5
Concord and Porta.*	100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv.	1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River	10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley	100	1,292,950	J.A.J.O.	Oct. '79 2½
" 1st pref.	50	241,900	A. & O.	Oct. '79 4
" 2d pref.	50	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk	5	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	50	2,401,528	A. & O.	Oct. '79 1½
" " pref.	50	1,211,250	quarterly	July '79 2
Delaware*	50	1,230,950	J. & J.	July '79 3
Del. & Bound Brook*	100	1,500,000	quarterly	Aug. '79 1½
Del., Lackaw. & Westn.	50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & N. pref.	10	2,503,300	F. & A.	Aug. '79 3½
Dubuque & Sioux City*	100	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania*	50	1,309,200	J. & J.	Jan. '80 3
East Mahanoy*	50	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga.	100	1,968,274	.....	May '79 3
Eastern (Mass.)	100	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	100	492,500	J. & D.	Dec. '79 2½
Ee. River		2 750,000	— & —	Oct. '79 2½
Elmira, Jef. & Canand*	50	500,000	Sept.	Sept. '79 5
Elmira & Williamsport*	50	500,000	M. & N.	Nov. '79 2½
" " pref.	50	500,000	J. & J.	July '79 3½
Erie and Pittsburg*	50	1,090,250	quarterly	Sept. '79 1½
Fitchburg	100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.	100	600,000	.....	Oct. '79 1½
Georgia	100	4,200,000	J. and D	Dec. '78 3
Han. June., Han. & Get.	50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster*	50	1,182,500	J & J.	July '79 3½
Hoosatonic, pref.	100	1,180,000	quarterly	Jan '80 2
Illinois Central	100	29,000,000	M. & S	Sept. '79 3
Iowa Falls & Sioux City*	100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co	100	7,630,000	quarterly	Feb. '80 1
Io. Ho. & Mo. Northern.	100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind.	100	2,000,000	quarterly	Aug. '79 1½
Joliet and Chicago*	100	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West.	100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra	1 0	4,500,000	J. & D.	June '78 1
" pref.	100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So.	100	49,466,500	F. & A	Feb. '80 4
" (guar.)	100	583,500	F. & A.	Feb. '80 5
Lawrence*	50	450,000	quarterly	Oct. '79 2
Lehi n Valley	50	27,332,550	quarterly	Jan. '80 1
" pref.	50	106,300	quarterly	Jan. '80 2½
Little Miami*	50	5,871,450	quarterly	Sept. 79 2
Little Schuylkill*	50	2,646,100	J. & J.	Jan. 80 4
Louisv., Cin. and Lex.	50	$1,623,463	J. & J.	July '69 3
Louisville & Nashville.	100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi.	100	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover	100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence	100	200,000	A. & O.	Apl. '78 $1
Lykens Valley	100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law.	100	1,000,000	M. & N.	Nov. '79 5
Marietta & Cincinnati	50	1,408,912	— & —	.....
" " 1st pref.	50	3,130,719	M. & S	Sep. '66 2½
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 1½
Massawippi*	100	400,000	F. & A.	Feb. '80 1½
Memphis & Charleston*	25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	100	6,500,000	quarterly	Jan. '80 2½
Michigan Central	100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central	100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill*	50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.*	50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery	100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.	50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell	100	800,000	M. & N.	Nov. '79 3
Nashua and Rochester	100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur	100	1,529,000	J. & D.	June '79 3
Nash., Chat. & St. Louis.	25	6,575,296	A. & O	Oct. '79 1½
Naugatuck	100	2,000,000	J. & J.	July '79 3
Nesquehoning Valley*	50	1,000,000	M. & S.	Sept. '79 3½
N. Castle & Beaver Val.*	50	1,500,000	quarterly	Oct. '79 2½
N Haven & Northamp.	100	605,000	quarterly	Oct. '74 3
New London Northern*	100	1,418,800	quarterly	Oct. '79 1½
N.Y. Con. & Hudson R.	100	39,428,330	quarterly	Jan. '80 2
New York and Harlem.	100	8,500,000	J. & J.	Jan. '80 4
" " pref.	100	1,500,000	J. & J.	Jan. '80 4
" City Line.		....	annually	Apl. '79 3
New York & Long Br.*	100	2,000,000	.....	Oct. '79 3½
New York Elevated	100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.	100	77,107,700	.....	.....
" " pref.	100	8,146,700	.....	.....
N. Y., N. H. & Hartf.	100	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston.	100	3,000,000	quarterly	Feb. '80 2
Niag. Bridge & Canand*	100	1,000,000	J. & J.	July '79 3
North Carolina*	100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S. C.) pref.	100	96,000	M. & N.	Nov. '77 4
North Pennsylvania	50	4,527,150	quarterly	Nov. '79 1½
Northern Central	50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh.	100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*	100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.	100	2,077,000	J. & J.	July '76 2
" " pref.	100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	100	20,000,000	quarterly	.....
" " pref.	100	4,030,000	J. & D.	Mar. '75 3½
Old Colony	100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*	100	482,400	F. & A.	Aug. '79 3½
Panama	100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*	100	832,000	J & J.	Jan. '80 4
Paterson and Newark*	100	250,000	J. & J.	.....
Paterson and Ramapo*	100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*	50	342,150	J. & J.	July '78 3
Pennsylvania	50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Aug. '79 4
Philadelphia and Erie*	50	6,004,300	J. & J.	.....
" " pref.	50	2,400,000	J. & J.	Jan. '78 4
Phil., Ger. & Norristwn*	50	1,626,250	M.J.S.D	Dec. '79 3
Philadelphia & Reading	50	32,726,375	quarterly	Jan. '76 2½
" " pref.	50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt.	50	11,572,760	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.	100	19,714,285	quarterly	Jan. '80 1½
" Special Imp.	100	5,204,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams.	100	450,000	J. & J.	Jan. '80 2½
Portl., Saco & Portsm.	100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia	100	.....	.....	Oct. '79 4
Providence & Worces.	100	2,000,000	J & J.	Jan. '80 3
Republican Valley	100	353,000	quarterly	Feb. '80 2
Rensselaer & Saratoga	100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass.	100	175,575	— & —	Nov. '79 3
Richmond & Petersb.	100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesse Val.*	110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	100	2,998,900	J. & J.	July '75 3
Rutland preferred	100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.	100	2,300,000	— & —	.....
" " " pref.	100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.	100	4,000,000	.....	.....
" " pref.	100	4,000,000	.....	Feb. '80 1½
Salem and Lowell	100	2,433 shs	M. & S.	Sep. '78 60c
Schuylkill Valley*	50	576,050	J. & J.	Jan. '80 2½
Seaboard and Roanoke.	100	1,151,400	M. & N.	Nov. '79 3½
Shamokin V. & Pottsv.*	50	869,450	F. & A.	Aug. '79 3
Shore Line*	100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref.	100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*	100	438,300	J. & J.	July '79 3
South Western, (Ga.)*	100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*	100	449,700	J. & J.	July '79 3½
Stony Brook*	100	267,300	M. & N.	Nov. '77 3
Summit Branch*	50	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.)	100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana	100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston	100	1,609,000	F. & A.	Feb. '78 4
Union Pacific	100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*	100	19,890,400	quarterly	Jan. '80 2½
Utica, Jhenango & S. V.	100	4,000,000	M. & N.	May '79 3
Utica and Black River	100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	100	3,050,000	A. & O.	Oct. '79 3
Ware River*	100	$760,000	J. & J.	Jan. '80 3½
Warren (N. J.)	100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley	100	225,000	J. & J.	July '79 3½
Westchest. & Phil. pref.	100	821,300	J. & J.	Jan. '80 2
West Jersey	100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.	100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*	100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*	100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.	75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.				
Albany City	100	110,300	— & —	.....
Baltimore City	25	1,000,000	quarterly	Jan. '80 2
Balt., Cat. & El. Mills.	100	....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).	100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y.)	100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	100	400,000	A. & O.	Apl. '79 3
Brooklyn City	100	2,000,000	F.M.A.N	Aug. '79 3½
Bushwick (Brooklyn)	100	309,000	J. & J.	July '71 3½
Cambridge	100	875,000	J.A. J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv.	100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	100	500,000	— & —	.....
Continental (Phila.)	100	180,000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat.	100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	100	200,000	— & —	 3
42nd St. & G. St. Ferry	100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	50	600,000	J. & J.	Oct. '79 4
Germantown (Ph.)	50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)	50	500,000	J. & J.	July '71 3
Grand St. and Newton	100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	50	2,050,000	J. & J.	Jan. 75 1½
Highland	100	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.)	25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	100	200,000	— & —	.....
Malden and Melrose	100	200,000	— & —	.....
Metropolitan (Boston).	50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)	100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.	100	102,540	.....	Oct. '75 7
Ninth Avenue (N. Y.)	100	797,320	— & —	.....
Orange and Newark	100	282,555	— & —	.....
People's (Phila.)	25	206,054	.....	July '79 2
Philadelphia City	50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby	20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)	100	1,198,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	10	982,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	100	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	100	113,000	M. & N.	Nov. '79 3
South Boston	50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)	100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)	50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)	100	600,000	J. & J.	Jan. '79 4
Union (Boston)	100	374,300	J. & J.	Jan. '80 5
Union (Phila.)	50	400,000	J. & J.	Jan. '80 6
West Philadelphia	50	400,000	J. & J.	July '77 10
CANALS.				
Chesapeake & Delaware	50	1,933,563	J. & D.	June '75 2
Delaware Division	50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson	100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*	100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat.	50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.	50	1,003,500	J. & J.	July '79 6
Morris (consolidated)	100	1,025,000	F. & A.	Feb. '78 2
" (preferred)	100	1 175,000	F. & A.	Feb '78 5
Pennsylvania	50	4,337,950	— & —	.....
Schuyl. Nav. (common)*	50	1,908,207	annually	A.'79 70c.s
" (pref.)	50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.				
Adams Express	100	12,000,000	quarterly	Dec. '79 2
American Coal	25	1,500,000	M. & S.	Sept. '77 2½
American Express	100	18,000,000	J. & J.	Jan '79 2
Amoskeag Manuf. Co.	100	3,000,000	J. & D.	Dec. '79 5
Calumet and Hecla Mining.		100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co.	100	... .	Annual.	Feb '80 $5
Consolidation (Md.) Coal.	100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I.	100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.	100	2,500,000	quarterly	Oct. '79 1½
Maryland Coal	100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold	100	2,836,600	.....	.....
" pref.	100	8,093,400	.....	.....
Missouri Val. Land Co.	100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.	100	305,200	quarterly	Jan. '79 2
National Tube Works	100	1 000,000	quarterly	Jan. 80 3
Pacific Mail Steamship	100	20,000,000	M.J.S.D.	Sept. '69 3
Pennsylvania Coal	50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car	100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common	100	5,700,000	.....	.....
preferred	100	4,300,000	.....	.....
Quincy Mining Co.	25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge	100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co.	100	800,000	J. & J.	Jan. '80 2
Spring Mountain Coal	50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co.	100	255,000	A. & O.	Oct. '79 5
United States Express	100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp	100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.	100	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	315,985	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,999
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,020,758	1,070,769	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,966	358,982	305,937	491,738	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	341,075	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
Chicago and Northwestern:													
1875	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,595	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,931	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,213	716,512	8,451,768
1879	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	362,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,573	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,630	122,863	117,804	.....	. .....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,093	679,434	7,802,556
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,103	430,557	464,523	482,169	474,086	666,609	791,513	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,901	589,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,655	7,976,703
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,998	403,307	448,514	391,421	260,450	3,729,606
1879	199,742	246,245	340,920	356,483	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,087,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,508	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,673	1,269,537	1,372,199	1,231,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	396,086	380,028	3,343,373
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	861,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,906,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
St. Louis, Kans. C. & North'n:													
1876	246,099	282,879	271,230	236,237	236,082	229,338	218,479	255,838	232,990	328,124	282,511	264,059	3,143,866
1877	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	347,940	312,338	258,685	3,150,477
1878	264,289	234,661	299,825	248,522	258,133	205,733	237,829	309,103	321,362	347,172	312,592	279,905	3,317,816
1879	256,519	266,828	320,188	255,484	229,770	180,746	192,285	.....	.....	132,372	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,498
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,374	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
Union Pacific:													
1876	664,987	697,138	873,351	1,054,188	1,201,955	1 154,315	978,781	1 363,176	1,305 986	1,365,509	1,236,487	990,986	12,886,859
1877	818,464	851,101	1,027,512	1,088,280	1,109,063	1,101,899	1,033,592	1,012,437	1 159,332	1 329,171	1,022,354	973,253	12,744,816
1878	837 340	719,962	835,409	1,075,058	1,093,389	1,154,233	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,002,004	12,873,658
Wabash:													
1877	315,526	332,510	326,639	389,829	357,489	353,847	300,027	531,223	462,901	472,966	407,373	375,897	4,585,913
1878	366,919	294,635	388,019	411,265	393,191	322,801	382,035	579,119	544,660	517,613	452,740	360,547	5,024,105
1879	312,677	328,010	333,051	351,793	333,324	300,430	417,453	522,719	607,835	663,923	470.272	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$18,415 000	6	Jan. & July.	1880	103½
.. .. coupon	3,685,000	6	" "	1880	103½
Oregon War Bonds of March 2, 1861...coupon	321 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	130,554,500	6	Jan. & July	1881	105½
.. .. coupon	51,970,850	6	" "	1881	105½
Loan of March 3, 1863 ..... registered	54,835,050	6	Jan. & July.	1881	105½
.. .. coupon	16,803,850	6	" "	1881	105½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	286,987,750	5	F. M. A. & N.	1881	103½
.. ..coupon	221,452,600	5	" "	1881	103½
.. ..registered	187,981,900	4½	M. J. S. & D.	1891	107½
.. ..coupon	82,018,100	4½	" "	1891	108½
.. .. — ....registered	492,645,450	4	J. A. J. & O.	1907	105½
.. ..coupon	245,845,100	4	" "	1907	105½
Refunding certificates of Feb. 28, 1879.....	2,355,400	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	14,691,925	...	.....	.....	....
Debt bearing no interest.....	393,711,679	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	123½
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	87
.. Substitution (B) bonds; R. R. do.....	595,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	62
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,550):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	90½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	900,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	112
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	600,000	4	January.	1886	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	49
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	560,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds, 1864.....	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—$11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	289,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1883	107½
.. State Loans (1870 to 1874).....	910,...	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Pay-able.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,463	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,021	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	105
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	107
.. Han. & St. Jo. R. R. Loans (& renewals,	3,000,000	6	" "	'87-'96	105½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	110½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115½
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	79-'98	15½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	9½
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	6
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Con. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded Interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.....	149,284	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	83½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	83½
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,074):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold....	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered..	6,189,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	13,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,648	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	8½
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	117½
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	44
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	130½
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	....
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	121
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	58
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	52½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1890	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1905	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	116
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	.....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1896	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1882	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	106
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	886,000	6	June & Dec.	Princeton.	1889	108
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1890	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	850,000	6	Feb. & Aug.	Philadelphia.	1897	105
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $9,000,000	2,000,000	7*	Jan. & July.	New York.	1908	92½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jar. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	286,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1883	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.		88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver'y)	98,000	7	April & Oct.	New York.	1884	104
1st Mort. (W to Minn. Lea's)	1,834 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	113¾
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
3d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	114½
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	60
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage	1,275,000	7	May & Nov.	New York.	1859	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	119
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	New York.	1903	106½
Inc. bonds, reg., not cumulative	2,460,000	7	" "	" "	1908	85⅞
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	111
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	103⅛
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	104
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	107⅛
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88-'92	103
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	104
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	27
Income and Extension Bonds..	1,008,500	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.		1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B"	15,000,000	6*	May & Nov.	New York.	1908	67⅛
2d Mortgage	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon	160,500	8	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.)	830,000	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	116
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,864,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872	1,462,475	7	Jan. & July.	Boston.	1896	118⅞
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	120½
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar.	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,073,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	325,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1898	....
Chicago and Iowa:						
1st Mortgage for $2,000,000	2,000,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1882	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	113
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	114
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	108½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114⅝
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	116
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,900	7	Jan. & July.	" "	1905	109½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	107½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	112
Funded coupons (193 m.)	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	...
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1892	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	123½
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	116
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1906	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	116
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort., guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	94
Consolidated Mortgage	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.& I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,072,300	7	June & Dec.	New York.	1890	93⅞
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	100
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	106
2d Mortgage	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	103½
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	...
Income bonds	669,000	7	March & Sept	" "	1908	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103¼
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	108
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	91¼
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,347 000	7	" "	" "	1890	47
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Loganspport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	109¼
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1861	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115¼
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104
Des Moines and Ft. Dodge:						
1st Mortgage(scrip).....	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	...
2d Mortgage	500,000	7	May and Nov.	"	1888	...
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,176,000	8	June & Dec.	New York.	1907	...
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	111¼
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt.W.of Ch.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	..
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	..
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108¼
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.& Ga.old)	635,000	6	" "	" "	'80-'85	..
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94¼
Loan of 1867	.....	7	" "	"	1887	..
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	...
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876 ..	13,275,000	4½*	" "	Boston.	1906	89¼
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	...
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109¼
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	86¼
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	121¼
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	105
3d Mortgage.....	4,852,000	7	" "	" "	1883	107¼
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103¼
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	112¼
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116¼
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	119
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	99¼
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	...
2d Mortgage	92,800	7	April & Oct.	" "	1890	...
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	...
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1905	..
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	...
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (2d series)..	2,210,000	8	March & Sept.	New York	1883	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & Flint) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	....
Construction Loan.....	280,000	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	103½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	110½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1862	300 000	6	April & Oct	Brot. & Bost	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	108
1st Mortgage (Western Div.)	2,305 00	7*	" "	" "	189	105
1st Mort. (Waco & N W. Div.)	940,000		" "	" "	1903	106½
Income and Indemnity bonds	1,359,500		May & Nov	"	...	93
Consolidated Mortgage	2,864,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	65
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	...
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	...
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	...
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	...
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	...
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	...
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,800 000	7	April & Oct	" "	1888	...
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. D.,L.&L.M.):						
1st Mortgage, gu., Sar.	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1:2
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	110
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,101,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	800,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	...
2d Mort. (")	84,000	7	" "	" "	1889	...
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	...
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	...
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1883	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	...
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 150 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept	" "	1890	109
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108½
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1856	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	95
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	121½
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	120½
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	116½
Bonds of 1892 (Reg. & Coupon)	3,234,000	7	April & Oct.	" "	1892	...
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	112
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,841,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	116
1st Mortgage (")reg...		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	110½
General Mort., registered....		6*	" "	"	1922	110½
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100½
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 6	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1895	....

Description of Bonds.	Amount.	c.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	...
1st Mort. (Leb. Br. Ext. 73.2m.).	85,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	...
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	105½
Consol. M. for $5,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	115
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	...
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	110½
$1,100,000 Loan, tax free.....	756 800	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1878	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	82
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	51½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	112½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'94-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	92
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6	April and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,845,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	66½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	68
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds.....	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	...	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	125
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	" "	1891	115
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	...
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	109
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage.....	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,209,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage.....	4,700,000	7	" "	"	1913	113
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.)						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	360,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1899	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $2.00(000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	503,000	6	April & Oct.	New York.	1885	104
2d Mortgage.....	693,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	107
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	125½
1st Mort., reg'd }		7	" "	" "	1903	124½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	110½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortg.ge, new.....	4,708,000	7	Jan. & July.	"	1905	113
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000....	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	114½
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	109
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2 035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	106½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	...
Consol. Gen. Mort. S. F. Coup..	2,838,000	6*	Jan. & July.	Lond. & Balt.	1904	102
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	"	Baltimore.	1925	79½
Second General Mort. coupon..	1,000,000	6	"	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& K.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	111
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	111½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	112½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	77½
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	105

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	115
Oregon and California:						
1st Mortgage gold	10,960,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114½
(General Mortgage, registered.)		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	112½
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,063,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	160,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	113½
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1842-44-46 & 49.	1,510,500	6	" "	"	1880	103½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
Consolidated Mortgage June 1, 1871. — Dollar registered	3,389,000	7	" "	"	1911	114½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	"	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	98
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1905	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	90
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	77½
Trading Income	200,000	7	" "	" "	1896	50

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	58
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	111
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	126
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	123
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	118½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	113½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	103½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,788,500	7	May and Nov.	" "	1921	124
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	6	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York	1890	93
2d Mortgage	460,000	7	Jan. & July	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	.
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	68½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	85
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	112
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	102½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	94
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	113
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	102½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	105½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	91
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	70½
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (L.S.&M.S):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1898	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	78
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	94½
3d preferred bonds	452,800	6	" "	" "	'84-'90	88
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1905	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	115
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	105½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" " "	1905	98
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	79½
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108½
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	108½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	111
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	103½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	105
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	103½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	103½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	103½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	99½
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	110¼
1st Mort. Land Grant	7,146,000	7	Apr. and Oct.	" "	1887	114
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	119¼
Omaha Bridge Bonds Sterling..	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.&T.):						
1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	84¼
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	79¼
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	108
Sterling Loan £369,200 (U. Co's)	1,846,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111¼
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104¼
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
2d Mortgage	990,000	6	" "	" "	1884	101¼
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	100
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	84
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	101
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98¼
3d Mort. " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. " ")	700,000	8	March & Sept.	"	1880	43
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynch'b'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	213,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Ken	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,00.,00)	256,000	7c	Apr. and Oct	" "	1901	35
Westchester and P'[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	115
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,188,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7c	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	115
Sterling Bonds, Sinking Fund..	981,234	6c	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	106
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108¼
2d Mortgage preferred.....	600,000	6	" "	"	1895	117
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	116
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	107¼
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	100
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1888	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109¼
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,000,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	32¼
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	112
Extension mortgage bonds.....	4,313,000	7c	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,500	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99¼
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	70
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	93
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. (3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	104¼
	5,000,000	7	" "	" "	1891	106¼
Coupon bonds of 1874.....)	3,000,000	7	Apr. and Oct.	" "	1894	109¼
Registered bonds of 1874.....)	2,000,000	7	" "	" "	1894	105¼
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	107¼
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	106¼
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6c	June & Dec	"	1897	103¼
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	102
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100¼
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	90¼
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	103¼
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	83
Improvement bonds.....	260,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	80
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	40
Pref. Int. B'ds (" ")	324,310	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqun. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1871	....
2d Mortgage.....	298,000	6			1916	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	266.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Feb. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	571,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. (D. & H.)..New York.	7,371,745	1,698,693	846,023	.....	3,500,000	6,046,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	104
Dec. 31, 1878	242.0	17.5	68.0	—	76	28	17	1,985	Allegheny Valley.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	43,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,786	*	95,206	44,478	3,344,550	1,128,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	78
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	26,854,000	*	1,130,481	661,993	8,615,000	14,588,500	2,276,846	769,128	863.5	1,781,972	217,105	611,086	3,950,868	2,036,676	—	100	143
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point.....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf .. Georgia & Florida.	7,863,586	*	18,829	1,013,294	4,478,677	3,565,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,434,025	149,577	540,966	1,781,710	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	269,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio .....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,257	4,039,612	8	100	154
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch .....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,658	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Sept. 30, 1878	262.6	—	38.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1 349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,838	64,038	3,533,250	6,500,000	288,365	—	90.2	571,469	903,548	284,681	639,076	92,830	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	.....	.....	.....	76,350	38,000	1,500	—	9.0	18,884	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	8.3	27,380	7,689	83,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany..... Mass. & N. York.	24,368,716	3,145,400	2,433,360	955,204	20,000,000	7,003,000	1,378,670	2,425,060	321.7	5,024,183	5,200,011	2,642,555	6,633,533	2,219,536	8	100	141
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,982	1.462	82,101	884,002	554,300	263,183	—	52.5	135,063	104,762	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,448	550,164	970,548	286,519	—	100	79
Mar. 31, 1879	93.5	72.3	19.0	17.0	39	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,987	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	894
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	120
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,161	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	800,000	677,343	368,127	67.7	800,010	3,213,189	569,751	1,206,417	378,490	6	100	130
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	99
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany .....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	159,122	539,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	574
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	142
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,182	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,839	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,900,673	39 ,014	131,150	390,899	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	18	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,876,400	*	.....	.....	978,400	2,178,000	242,500	2 0.000	169.9	162,303	48,398	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... ...Canada.	22,539,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,295	294,965	326.6	1,681,914	219,644	958,044	1,490,270	233,045	—	100	674
Mar. 31, 1879	242.0	—	12.2	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,539	.....	.....	420,765	168,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,687,000	1 687,000	.....	.....	75.6	.....	.....	.....	.....	113 370	—	100	50
Dec. 31, 1878	271.6	2.6	18.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	.....	.....	7 620 000	3 614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	110
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	503,458	7,800,000	3,617,000	396,718	—	712.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4 325,000	180,545	—	190.6	685,952	175,517	274,721	725,658	326,024	—	100	127
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	334.6	4,324,938	4,501,718	3,226,822	5,089,526	2,302,770	—	100	814
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,203	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	39.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,947,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	823,253	265,448	6	50	76
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,942	17,530,858	8,744,740	—	100	81
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,182,651	*	267,487	68,145	2,578,000	2,610,648	186,855	192,980	195.0	415,853	68,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,492	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	22
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,158,300	836,500	26,312	24.427	53.6	577,059	124.321	419,309	527,588	123,835	1pf	100	54
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	28	3,251	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,991,519	2,156,395	7	100	108
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,645	3,327,845	27,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	147
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,384	.....	221.6	818,592	87,572	235,934	511,595	260,947	—	100	69
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	—	59.3	429,435	158,401	674,668	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,586	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	98
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,900	—	.....	.....	3,910,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	138
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,181	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	79
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,115,659	3,328,427	4,265,937	12,420,606	6,816,812	7pf	100	89
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,583,330	*	2,524,005	163,016	20,980,000	9,982,000	11,037	6,267,451	1,125.0	7,546,000	1,500,960	2,286,270	9,409,833	4,829,961	10	100	150
Dec. 31, 1878	549.0	22.6	69.0	—	100	34	26	1,703	Chic., St. Louis & N.O. Ky., T., M. & La.	25,911,501	*	.....	.....	8,663,650	17,247,851	120,095	.....	571.6	1,818,819	227,184	486,158	2,819,019	818,723	—	100	39

Sept 30, 1878	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis	Wis.	5,000,000	*					5,000,000				177.7	276,932	72,749		739,836	787,943	—	50	50										
Dec. 31, 1878	170.0	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*		31,758	52,711	6,150,000	480,000	23,944			245.6	387, 56	205,294	197,687	488,784	80,908	—	100	69										
Mar. 31, 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,827,07	1,119,251	3,160,221	264,329	3,500,000	2,736,000	601,085	1,534,794			59.9	567,951	960,520	759,369	907,241	141,193	—	100	....										
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C., H. & D.) O. & Ind.		2,436,088	229,072	60,080			2,500,000	1,180,356				98.4	388,764	152,052	210,283	341,676	78,167	—	—	....										
June 30, 1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*				1,929,200	1,898,000	300,000			75.3	328,970			408,188	127,569	—	100	....										
Mar. 31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C. H. & D.)	Ohio.	926,783	184,552	700	2,000	382,600	625,000	8,190	5,195			42.0	131,114	83,175	146,371	188,448	33,458	—	50	....										
June 30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189				190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	39½										
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C., C., C. & I.)	O.	3,751,000	—			1,100,000	2,651,000	1,342,982				86.2	627,142	384,672	524,687	691,751	194,224	—	50	....										
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*			1,450,000	2,000,000	26,000				109.5	230,022			195,710	52,268	—	100	....										
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,325			391.2	4,598,561	695,955	1,314,674	3,528,714	707,899	—	100	77½										
Jun. 30, 1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.)	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335			123.4	188,619	53,007	524,082	403,400	309,459	7	100	....										
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)	O.	4,625,871	*	208,148	37,678	1,768,798	2,969,000	669,275				156.5	410,716	228,693	259, 23	382,698	64,971	—	100	....										
Dec. 31, 1878	128.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa. Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	723,214			225.8	1,885,566	584,237	1,434,207	2,474,634	1,168,580	7	50	113½										
Dec. 31, 1878	118.0	74.2	13.0	—	19	14	5	188	Colorado Central	Col. & Wy.	4,430,300	*			3,971,300	2,459,000					192.2		[11 m	onths.	669,448	280,558	—	100	...										
Dec. 31, 1878	620.8	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C. (Pa. Co.)	O. Ind & I.	28,851,097	*	58,000		13,969,823	24,859,724	79,556				580.5	4,178,235	663,917	1,791,981	3,433,665	411,514	—	100	22½										
Dec. 31, 1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley	Ohio.	3,501,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631			105.4	725,074	138,372	913,907	871,553	391,127	8	50	....										
Jun 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C., S. & C.)	Ohio.	2,000,000	—			1,000,000	1,000,000	23,250								230,797	65,942	—	50	....										
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo	Ohio.	2,816,106	*	640 590	114,223	897,168	2,416,000	229,316	28,496			117.7	416,530	145,283	345,605	517,871	222,259	—	50	....										
Mar. 31, 1879	85.0	7.0	78.0	—	38	41	16	946	Concord	New Hampshire	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226			141.7	617,254	509,203	673,471	733,004	318,847	10	50	162										
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,600	263,883	435,774			147.0	422,078	135,494	136,115	544,422	219,694	3pf	100	59										
Sept. 30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,638	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887			79.8	377,739	946,900	332,900	504,670	199,034	8	100	140										
Dec. 31, 1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.	N.Y. & P.	2,400,000	*			1,900,000	500 000					64.0	181,905	58,582	507,186	404,665	113,3 4	6	50	....										
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878			135.0	321,495	325,551	316,696	512,121	199,560	10	50	....										
Sept. 30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973.940	164,740	15,254	26,711	600,000	500,000	—	80,645			33.8	97,380	222,212	51,819	157 953	41,279	—	100	....										
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*			3,520,000	1,710,000	196,827				169.6	187,487	81,582	67,043	222,627	17,738	—	100	....										
Mar. 31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.)	Ohio.	6,100,655	791,209		12,903	3,612,778	2,728,800	531,733	164,921			142.7	683,849	209,674	422,303	545,238	271,432	3½	50	....										
July 31, 1879	69.7	—	3·4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,308	*			457,817	413,500	152,701				69.7				94,016	29,108	—	50	....										
Dec. 31, 1878	83.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P. W. & B.)	Delaware.	2,867,508	—		73,198	1,450,323	760,000	160,400	69,983			94.8	268,998	..		365,580	109,674	6	25	....										
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,584	*			1,514,000	1,500,000	279,621				30.8				270,670	119,022	—	100	100										
Dec. 31, 1878	115.0	92.5	223.7	—	150	82	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125			207.5	2,458,754	474,16	3,193,531	3,699,601	2,320,481	—	50	85½										
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*			4,000,000	2,271,000		224,350			106.0				147,022	38,098	—	100	....										
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,883			329.5	704,938	47,552	132,828	773,322	342,676	—	100	68										
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge	Ia.	2,400,000	*			4,000,000	2,178,000					87.2	111,664	42,646	66,946	182,812	52,477	—	150	....										
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw	Mich.	—	—									191.6		[9½ mos.		828,657	265,893	—	100	....										
Dec. 31, 1878	156.8	40.7	30.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	166,540			197.3	785,106	372,722	364,737	970,034	372,199	—	100	90										
Dec. 31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)	Iowa.	6,882,000	—	31,453		5,000,000	882,000		31,453							925,228	323,830	5½	100	66										
June 30, 1878	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,186,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721			272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....										
Sept. 30, 1878	41.4	76.6	116.2	—	75	136	35	1,281	Eastern	Massachusetts.	7,000,000	905,000	1,691,481	249,876	4,997,600	13,589,022	1,488,349					1,557,776	4,197,991	607,987	2,422,394	841,2 8	—	100	44½										
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	78,562			93.8	197,596	64,795	208,595	206,555	67,842	2	100	50½										
Dec. 31, 1878	81.0	3.5	26.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987				84.4	537,602	136,782	748,142	541,516	159,603	7	50	100										
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶	Maine.	—	—				3,223,800		74,934			133.0	250,406	154,015	141,533	356,858	126,507	—	100	....										
Aug. 31, 1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	122,371	1,120,416	1,017,000	41,006	1,167,303			109.0	335,938	143,603	332,700	564,809	160,538	4½	50	80										
Apr. 30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,649,600	*	17,068	5,815	458,661	1,100,000	118,822				69.3				242,896	94,236	—	100	....										
Sept. 30, 1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,485			189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	128½										
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826				280.0	1,095,422	540,556	408,053	1,066,017	438,203	—	100	26										
Dec. 31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich. & Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564				100.0	247,733	96,932	136,029	245,051	95,071	—	100	....										
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.	Ind.	3,745,000	*			1,000,000	2,745,000					104.2				257,108	81,096	—	100	....										
Dec. 31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	483,000	*	315,000		600,000	200,000					26.0				38,397	19,196	—	100	25½										
Dec. 31, 1878	51.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C. & P.)	Neb.	1,350,000	—			690,000	690,000	—				51.1	55,215	19,772	45,352	138,159	46,053	—	100	....										
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶	Tex.	9,474,077	809,723	2,239,241	481,660	6,450,000	5,686,927	494,500	373,574			215.0	488,151	60,19	157,938	1,325,846	792,014	—	100	....										
Dec. 31, 1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶	Tex.	3,495,385	*	15,805	81,488	1,000,000	1,500,000	275,596	817,032			50.0	124,350	55,055	174,300	495,440	184,595	—	100	....										
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)	N. Y.	1,481,297	*			850,000	600,000	192,249				75.6	388,086	95,811	501,852	264,996	df. 16,139	—	100	....										
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,961	511,323			275.0	866,787			997,719	338,393	6	100	....										
Dec. 31, 1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa. Co.)	Mich. & Ind	11,095,085	*	65,504	246,737	2,800,000	8,000,000	2,164,707				423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....										
Dec. 31, 1878	856.0	158.2	213.5	—	434	274	84	8,178	Grand Trunk ¶	Canada.	152,044,870	—	2,311,630		118,498,280	35,812,710	45,510				1,390.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....										
Jan. 31, 1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶	Canada.	33,424,430	7,877,010	2,851,045		33,106,835	18,221,095					1,089.3	3,616,829	1,206,332	1,864,668	4,216,335	1,297,055	—	100	....										
Sept. 30, 1878	213.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135		8,000,000	3,979,000	1,777,941				213.9	338,341	56,632	124,478	384,701	106,792	—	100	....										
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)	S Car.	3,623,905	—	374,200	193,895	1,515,166	2,178,763	989,222				164.8	237,791	48,662	103,077	383,909	181,660	—	100	....										
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific	Tex.	1,919,727	*			500,000						66.8	242,592	4,340	202,584	112,358	29,706	—	100	....										
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern	Canada.	—	—									146.7	103,153	146,651	70,466	127,084	40,991	—	100	....										
Dec. 31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶	Missouri.	13,492,427	—			14,251,724	8,700,000					292.3	1,354,767	257,916	543,472	2,045,450	780,355	—	100	40½										
Sept 30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.	—	—									58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....										
Sept. 30, 1878	74.0	—	3.0	—	19	21	10	436	Housatonic	Connecticut.	2,581,006	*	225.836	78,762	2,000,000	550,500	161,348	154,256			126.2	468,562	223,214	190,167	369,199	208,253	—	100	....										
Apl. 30, 1879	345.0	196.7	35.6	—	66	38	20	1,270	Houston and Texas Central	Texas.	21,870,021	1,831,342	6,864,922	353,302	7,722,900	14,901,995	2,778,600	5,521,092			521.7	1,499,248	242,559	457,840	3,031,361	1,326,905	—	100	75										
Dec. 31, 1878	45.0	16.8	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11.929			61.3	172,915	43,618	394,788	238,889	114,145	—	50	20½										
Dec. 31, 1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	—	2,013,892			1,256.5	4,247,628	1,726,236	2,067,832	7,111,184	3,631,559	6	100	103½										
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	318	Illinois Midland	Illinois.	6,175,000	—			2,000,000	4,175,000	1,154,299				175.7	278,504	79,952	128,132	236,895	20,661	—	100	....										
Nov. 30, 1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	1,723,650	17,278	14,606	7,910,900	9,785,000	3,400,119				333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	40½										
Jun. 30	158.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette	O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200				194.5	896,503	549,587	467,185	1,309,087	494,388	—	50	6½										
Dec. 31, 1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.)	Ind.	4,233,911	*	50,301	346,200	600,000	3,500,000	2,245,300				266.6	1,585,274	243,093	538,619	1,347,246	313,908	—	100	....										
Dec. 31 '87	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)	Ind & Ill.	4,666,450	*	36,528	24,624	1,402,000	3,150,000	174,607				116.6	300,467	101,892	136,628	282,558	5,349	—	100	....										
Dec. 31, 1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern ¶	Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806				519.3	822,430	117,055	224,113	1,636,685	571,983	—	100	....										
Dec. 31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.)	Ia	7,577,500	—			4,625,000	2,952,500					183.7				476,265	166,493	—	100	50										
Mar. 31, 1879	270.6	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n	Ia. & Mo.	6,200,000	—			3,200,000	5,000,000									769,600	5	100	....										
Dec. 31, 1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw* (M. C.)	Mich.	6,312,933	—			1,966,800	3,648,000	698,133				236.8	420,577	296,455	397,841	711,174	276,875	7	100	....										
Dec 31, 1878	111.0	118.8	34.3	—	44	38	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)	Ind.	6,508,718	*	182,640	86,155	2,900,000	5,000,000	82,738				224.8	1,046,156	667,951	1,536,380	1,150,015	422,988	7	100	....										
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,008,000	*			504,000	504,000					84.0						—	100	....										
Dec. 31, 1878	688.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,359,641	—	3,807,520	3,989,461	9,689,950	28,483,100	4,747,484				672.6	1,505,813	198,173	667,736	3,610,224	1,198 682	—	50	92½										
Dec. 31, 1878	48.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*			36,000	348,000					48.0		72,704	89,315	84,578	33,867	—	100	41										
Dec. 31, 1878	169.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*			6,750,000	4,000,000					155.9	777,592	142,236	455,255	833,825	115,567	—	100	41										
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	256	Kan. City, Lawrence & Southwest'n	Kan.	1,400,000	*			5,000,000	5,000,000					208.5	320,322			343,343	92,989	—	100	7										
Dec. 31, 1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl	Mo. & Ia.	9,250,128	1,231,878	116,232	458,279	2,789,414	7,485,197	698,466	83,451			283.5	1,168,361	229,622	674,194	1,583,651	448,059	—	100	70½										
Dec. 31, 1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A., T. & S. Fe.)	Kas.	3,199,800	—	174,200	190,729	2,256,000	1,064,000	37,206	226,624							768,515	208,387	—	100	112½										
Apl. 30, 1879	99 0	49.6	16.5	—	19	17	7	351	Kentucky Central	Ky.	6,645,060	*		138,956	5,000,000	1,045,000	23,523	115,732			198.5	379,111			553,389	208,750	4	100	....										
June 30, 1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines (C., R. I. & P.)	Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	459,130				162.2	402,461	157,078	202,985	566,763	148,433	—	100	19										
June 30, 1878	80.3	—	4.9	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,725	—	1,456	49,894	1,000,000	1,620,000	6,386				80 3	156,503	67,012	91,553	177,545	55,485	—	100	....										
Apl. 30, 1878	118.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington	Ind.	—	—									118.2	246,858	78,087	237,684	245,864	67,019	—	100	....										
Dec. 31 1878	100.0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville	Ohio.	1,699,997	*	4,732	7,289	1,500,009	—	202,018	—			110.0	196,599	107,743	77,588	153,161	30,424	—	100	....										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in black occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ ...
Dec 31, 1878	40.4	484	2671.6	—	495	178	86	10282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,057	60,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	18,979,766	5,959,501		100	104½
Dec. 31, 1878	25.0	—	2.0	—					Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,528	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—					Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,035,233	1,178,783	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	285	72	36	496	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,380,676	27,228,865	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	103½
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,376	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,223,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	274	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165.2	169,845	47,805	47,284	228,648	116,857	—	100	66
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	—	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,534,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—					Louisiana and Mo. Riv. (C. & A.).....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 390	138,370	—	100	16
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978 053	294,160	—	100	..
Jun. 30, 1878	155.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,606,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	8	100	120
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago.....Ind.	5,500,000	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	55
Dec. 31, 1878	38.0	5.0	9.2	—					Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	187.3	87.9	183.5	—	65	33	11	1,278	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,783	266,980	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3,844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	20
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,585	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,988	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	91½
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L., Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,550	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).....Minnesota.	2,529.000	*	.....	.....	2,000,000	386,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—					Minnesota Valley (C. & N. W.)... Minn.	186,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,000	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	...	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M. K. & Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,956,176	265,478	490,060	2,981,682	348,483	—	100	47
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	15
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	196,008	60,335	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	3,166,261	557,454	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.739	.....	528.6	1,166,773	238,067	186,638	2,098,500	879,351	—	100	23
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,364	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex .....New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	104
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell.....N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	316,183	90,764	53 7	424,022	869,726	271,417	497,456	158,403	2	100	112
Mar. 31, 1879	49.8	—	4.0	—					Nashua & Rochester (W. & N.)....N. H.	2,006,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,982	43,276	5	100	68½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	84
Jun. 30, 1878	122.3	—	13.3	—					Nashv. & Decatur (L. & N.)...Tenn. & Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	—	20.696	309.002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781.000	*	31,604	73,998	937,400	800.000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99.000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—					Newcastle & Beaver Val. (Penn. Co.)..Pa.	834,083	—	55,358	52,472	605,000	—	881	336.032	14.9	193,381	130,508	982,560	268,148	126,789	24	100	...
Sept. 30, 1878	83.9	15.1	23.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)..... Conn.	2,052,708	1231,902	65,000	76,985	1,500,000	687,500	180,989	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	.....	.....	.....	.....	141.0	.....	131,439	161,046	672,986	367,886	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—					New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	.....	3,525,000	3,525,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,889	—	595	470	213	15964	New York Central & Hudson River. N. Y.	82,163,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	132
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—					N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in Lessees returns.						8	100	
Sept. 30, 1878	5.5	—	5.5	—	—	—	351	—										5.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118.049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	49½
Sept. 30, 1878	14.6	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	568.111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	133,147	—	100	....
Sept. 30, 1878	35.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,006	400,000	934,076	201,721	139.0	815,352	1,731,635	435,867	1,006,287	197,890	—	100	85
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,778	1,507,029	15,500,000	—	475,465	1,940,376	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	157½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn. & R. I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	100	....
Sept. 30, 1878	223.5	—	14.5	—					North Carolina (R. & D.) .....N. C.	4,933,778	—	.....	466,223	59,020	4,000,000	295,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494 022	159,659	6	100	....
Dec. 31, 1878	92.0	—	8.1	—	13	13	5	142	Northeastern ¶.....S. C.	2,148,131	*	.....	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46.141	.....	363,645	142,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	3,068,400	100	396,617	484,880	8.9	452.301	131,209	401,522	426,874	107,372	5	100	90
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4,196,107	5,156,440	560.455	5,842,000	15,293,000	1,828,633	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	67
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130.694 587	120,347	100,000,000	———	50,343,761	1,176,193	646.0	.....	.....	.....	1,193,382	683,700	—	100	38½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,667	251,639	4.264, 50	6,000,000	2,041,.55	148,329	88.2	1,390.319	1,310,278	917,484	1,460,924	573,061	4	50	103½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403.094	666,883	269,778	10	100	127
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	116,618	269,843	642,670	144,325	—	100	88½
Dec. 31, 1878	340.5	274.5	103.0	—	124	68	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50.578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,186	861,547	—	100	81½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	181
June 30, 1878	67.4	—	7	—	—	—	128	—	Pekin Lincoln and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

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Indiana Southern Railway.

A decree was issued in the United States Circuit Court at Indianapolis on the 29th ult. ordering the sale of the right of way and real estate belonging to the Indiana Southern Railway. The suit was brought by the Liverpool, London and Globe Insurance Company, which corporation had become the possessors of most of the bonds of the Southern Railway to the amount of three and a half million dollars. The decree protects the rights of the Ohio and Mississippi and the Fort Wayne, Muncie and Cincinnati Companies, each of which have built their line over a portion of the route of the Indiana Southern.

Mobile and Montgomery Railroad.

At a meeting of the stockholders of the Mobile and Montgomery Railroad Company held at Montgomery, Ala, on the 4th inst., the following board of directors was elected: E. H. Green, of New York, president; E. D. Standiford, H. Victor Newcomb, Henry G. Murrell, W. D. Caldwell of Louisville; General O. Clarke, Henry Anthon, jr., J. P. Girard Foster, of New York; and George A. Washington, of Tennessee. This effects an entire change in the management of the Mobile and Montgomery Railroad in the interest of the Louisville and Nashville Railroad, the latter company taking control from this date. President Standiford, Vice President Newcomb, General Manager Defunia's, and several directors of the Louisville and Nashville Railroad had a conference with D. F. Sullivan, owner of the road from Pensacola to Selma, which resulted in the sale and transfer of the entire line of the latter road to the Louisville and Nashville Company. The sale will not interfere with the construction of a road north of Pensacola Junction.

☞ At an election held at Cheyenne on the 30th ult. it was voted almost unanimously to issue $400,000 in bonds by the county to the Union Pacific railroad, to build a railroad north toward the Black Hills and Big Horn country.

☞ A company has been formed to construct and work a loop line between the Grand Trunk and Quebec, Montreal, Ottawa and Occidental Railway, the divergent point being Point Au Claire.

☞ The first engine has been put on the Bangor and Portland Railroad. This is a short road running between the places above named, which are in Northampton county, Penn. It traverses a fine slate region.

☞ The Standard Consolidated Mining Company has declared its regular monthly dividend of 50 cents per share, payable on the 12th inst. The transfers will close on the 6th and reopen on the 13th inst.

☞ A third rail is to be laid on the Atlantic and Great Western Railroad, from Leavitsburg to Salamanca, and a narrow gauge from Leavitsburg to Dayton, making the entire line a narrow gauge. It will probably be completed by the 1st of June.

☞ The Montreal and Champlain Junction Railway was organized at Montreal, Ca., on the 27th ult. with a capital of $100,000. Hon. James Ferrier was elected President; Joseph Hickson, Vice President; Charles Drinkwater, Secretary, and E. P. Hunnaford, Engineer. A survey of the line was ordered.

Asbestos.—Its Fire Proof Qualities.

A correspondent, writing from Maxwell, Colusa county, Cal., says that the ancient amianthus, or asbestos, is being unearthed in large quantities near Wilbur's Springs, in the western part of Colusa county. It is of the gray variety, has a very good fiber, and improves fast in quality as they get further from the surface. The corrospondent adds:

For the benefit of those who may not be familiar with this strange formation, I would state that it is a fibrous, fire proof mineral, capable of being spun and woven into cloth, very useful for firemen, as the material, though much like cotton, is emphatically incombustible. You would be astonished to lay a handful of the light fiber on coals or in a flame and see that not a particle of it is consumed. It is a perfect non conductor, and therefore is not surpassed for roofing, packing, ceiling, etc. A safe lined with it is as good for ten fires as for one. The Greeks and Romans cleansed their napkins made of it by casting them into the fire. They also used it for making shrouds for their dead, preparatory for the funeral-pile. I make no conjecture as to the quantity and quality of this find in Colusa county, but I have taken pains to examine both. Up here we would be glad to find it in such quantities as to enable all to wear fire-proof clothing if they desired.

Houston and Texas Central Railway.

The Houston and Texas Central Railway Company reports its business for the month of December and for the year as follows:

December.	1878.	1879.
Gross earnings	$380,477	$382,230
Operating expenses	168,032	163,540
Net earnings	$212,445	$218 690

—showing an increase in gross earnings of $1 753, with a decrease in the operating expenses of $4,-498—making the increase in net earnings $6,245.

Years.	1878.	1879.
Gross earnings	$2,920,997	$3,205,685
Operating expenses	1,752,039	1,773,772
Net earnings	$1,168,958	$1,431,913

—showing an increase in gross earnings of $284,-688, in expenses of $21,733, and in net earnings of $262,955.

☞ The new company proposing to build a railroad from Haddonfield, N. J., to Medford via Marlton have filed articles of association with the Secretary of State, and have elected a board of directors with Charles D. Freeman as President and D. M. Zimmerman as Secretary and Treasurer.

☞ The product of the Bessemer department of the Pennsylvania steel works for the month of January was 9,774 tons steel ingots. The rail mill for the same time turned out 7,623 tons finished rails.

☞ N. S. Leonard has been elected President of the Connecticut River Railroad company, vice Chester W. Chapin, resigned.

☞ The Sussex Journal says that the extension of the Delaware railroad from Dover to Milford via Frederica is regarded as a certainty.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 3.

	W. 28	Th. 29	F. 30	Sat. 31	M. 2	Tu. 3
Alleghany Val. 7 3-10s	....	117	....	....	....	117¼
7s, Income	44	43	....	44	....	44
Camden & Am. 6s, 1885	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	49	....	49	
New preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s	....	....	....	....	....	....
Hunt. & B. Top Mt	10¼	....	....	10¼	10¼	....
Preferred	....	....	13¼	....	....	14
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37¼	37	37¼	37¼	37¼	37
6s, 1884	107¼	....	....	106¼	....	....
Gold Loan	....	104	103¼	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Lehigh Valley	52	52¼	52¼	52	52¼	52
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg.	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s, reg.	110¼	....	110¼	111	....	....
Little Schuylkill	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	56	55¼	....	....
North Pennsylvania	52	....	52	51¼	....	51¼
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	33¼	33¼	33¼	33¼	33¼	33¼
6s	80	79¼	....	79¼	....	....
Northern Pacific	34¼	34¼	34¼	33¼	34¼	24
Preferred	58	57¼	57¼	....	....	57¼
Pennsylvania R. R.	52¼	52¼	52	52	51	51¼
1st mortgage	....	101¼	10 1	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s, reg.	112¼	....	....	....	....	....
Penn. & N.Y. Canal 7s	....	....	....	....	....	....
Penn. State 6s. 2d series	100¼	100¼	....	....	....	....
do. 3d series	106	106	....	106¼	....	106¼
do. 5s, new	....	....	....	....	....	110¼
Phila. and Reading	24	24¼	24¼	24¼	24¼	24¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	115	....	....	....	....	....
Consol. mortgage reg.	....	....	....	....	....	....
Philadelphia and Erie	18¼	18¼	....	18	17¼	17¼
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	114¼	113¼	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	15¼	15¼	15¼	17¼	17¼	18¼
7s	72¼	....	....	76	....	73
Schuylkill Navigation	....	....	....	....	....	....
Preferred	16¼	16¼	....	....	....	....
6s, 1872	103¼	103	....	....	....	103¼
6s, 1882	....	83	....	83	....	....
United Co. of N. Jersey	155	156	....	....	....	....
Hestonville, (Horse)	24¼	24	23¼	24	....	24
Chestnut & Wal. (do.)	....	....	73	....	....	....
Green and Coates (do.)	....	....	....	....	....	....
2d and 3d streets (do.)	....	....	....	....	....	....
13th and 15th sts (do.)	86	....	....	....	....	....

Baltimore stock Exchange.

Closing Prices for the week ending Feb. 3.

	W. 28	Th. 29	F. 30	Sat. 21	M. 2	Tu. 3
Baltimore and Ohio	151	151	....	....	152¼	154
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	28¼	....	....	....	....	....
1st mortgage	110	110¼	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	107¼	....	107¼	....	....	....
2d mortgage, 7s	83¼	81¼	83¼	84¼	83¼	....
3d mortgage, 8s	53	51¼	52¼	52¼	53¼	52¼
Northern Central ($50)	32¼	32¼	....	33¼	33¼	33¼
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	109¼
6s, 1900, Gold	106¼	106	....	105	....	....
6s, 1904, gold	100¼	101	101	102¼	104¼	102¼
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	105	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	41¼	....	....	42	....	....
O., Alex. & Manassas 7s	86	....	83¼	....	85	83¼
Pittsb. & Connellsv. 7s	....	....	....	....	....	113¼
Virginia 6s, Consol	....	50¼	50	50¼	49	48¼
Consol. Coupons	....	77	....	....	76	....
10-40 bonds	....	....	....	36¼	36	36¼
Deferred Certificates	....	....	....	8¼	....	....
Western Maryland	8	....	....	....	8	8
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	96¼	96¼	96¼	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 4.

	Th.29.	F.30	Sat.31.	M.2	Tu.3	W.4.
Adams Express..	108	108	....	108	108	108½
Albany and Susq.	....	....	104	....	104	....
1st mortgage	....	....	113½	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	57½	57	56	56	56½	....
Atlantic & Pacific Tel.	42	42	....	42½	43	42½
Burl., C.R. & Nor.	....	57½	....	....	....	....
1st mortgage 5s	90½	90½	90½	90	89½	....
Canada Southern	71	71	71	71½	70½	68
1st mortgage guar.	93½	93½	93½	93½	92½	93
Central of N. Jersey	82½	82½	82½	82½	82½	81½
1st mortgage 1890	119	....	....	....	....	....
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific	84x	84½	84½	83½	82	82
6s, gold	....	....	....	....	....	111
1st M. (San Joaquin)	....	104	....	....	....	....
1st M. (Cal. and Or.)	103	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	22	21½	21	21½	22½	22½
Chicago and Alton	108	108	107½	107½	....	108
Preferred	....	....	....	....	....	....
1st mortgage	....	....	116	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	146½	147	147½	148	147½	147½
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	79½	79½	79½	78½	78½	78½
Preferred	103	103½	....	103½	102½	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	112	....	112½	....	....	113
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	107½	....	....	....	....	108½
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	113	....	....	114
Consolidated S. F.	108½	....	....	109	109½	109½
Chic. & Northwestern	91½	90½	90½	90½	90½	90
Preferred	105½	106½	103	105	104½	104½
1st mortgage	112	....	....	....	....	....
Sinking Fund	....	107	....	107	....	107½
Consolidated 7s	....	....	123½	....	....	....
Consol. Gold bonds	....	116½	....	....	....	116½
Do. reg	116	....	....	....	....	....
Chic., Rock Isl. & Pac	150	150½	149½	150	....	....
6s, 1917	....	116	....	116	....	....
Clev., Col., C. and Ind.	77½	78	78½	78½	78½	77½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	112	....	113½	....	....	....
7s, Consolidated	118½	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	23½	23½	23	23½	23½	23½
1st mortgage	....	93½	94½	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	75½	76½	75½	75½	75½	74½
Reg. 7s, 1891	106	....	....	....	....	106½
Reg 7s, 1884	....	....	103½	104½	....	....
7s, 1894	....	....	....	....	110½	110½
Del., Lack. & Western	88½	86½	86½	86½	86½	85½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	121½	....	....	....	....	....
2d mortgage	....	105	....	....	....	....
3d mortgage	....	....	....	....	108	107½
4th mortgage	104	104	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	118½	....	118½	....	119	118½
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	102½	103	103	103	103	103½
Hannibal & St. Joseph	41½	41	40½	40½	40½	40½
Preferred	71	72½	71½	71½	71½	70½
8s, Convertible	110	110	....	110½	....	110½
Houston & Tex. Cent.	77	77½	78½	78½	78½	77
1st Mortgage	107½	....	107½	....	108	....
Illinois Central	103½	103½	104	104½	....	103½
Kansas Pacific	....	....	....	....	....	92½
Lake Shore & Mich So.	103½	104½	104½	104½	105	104½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	121	....	....
2d Consolidated	115½	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	116½	....	116½	....	....	....
Louisville & Nashville	122½	122	121½	122	120	119
7s, Consolidated	115	115	....	....	....	....
Manhattan	52½	52½	52	52	51	50½
Metropolitan Elevated	116½	115½	116	115	114	114½
1st Mortgage	101½	101½	101½	101½	101½	101½
Michigan Central	91½	92	92	91½	92	91½
7s, 1902	....	120	....	120	....	....
8s 1882, S. F.	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	110
Morris and Essex	103	104	103	....	103½	103
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	109½	....	....	109	....	....
N. Y. Cent. & Hud. Riv	130½	130½	130½	130	130	131
8s, Sinking fund, 1883	....	105	....	....	105	....
6s, Sinking fund, 1887	....	107	....	....	....	....
1st mortgage	....	....	....	....	....	125½
1st mortgage reg.	124	....	....	....	....	124½
N. Y. Elevated	124	124½	123½	122	123	121½
1st Mortgage	110½	110½	110½	110½	....	110½
N. York and Harlem	160	....	159	....	133	....
Preferred	....	....	....	....	....	....
1st mortgage	126	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
N.Y., Lake Erie & W.	46½	47½	46	46½	46½	47½
Preferred	71	72½	72½	73½	73½	72½
2d Consolidated	87	90	89½	90½	91	90½
New 2d 5s fund	84½	84½	84	85	85½	84½
N.Y., N. Haven & Hart	168½	169	....	....	....	157½
North Missouri 1st M.	....	....	....	....	114½	....
Northern Pacific	34½	34	33½	34	33½	33½
Preferred	58½	58	57½	57½	57½	57½
Ohio and Mississippi	31½	31½	31½	31½	31½	30½
Preferred	66	66	67½	67½	67½	65½
2d mortgage	....	....	....	....	....	114½
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	112	....	111½	....	....
Pacific Mail S. S. Co.	39½	39½	38½	38½	38½	39½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	104	108	....	104½x	104½
2d mortgage	....	....	....	....	....	....
Panama	182	....	184	183	....	181
Philadelphia & Reading	68½	69½	69½	69½	69	67½
Pitts., Ft. W. & Chi. gtd	116½	116½	....	....	....	116
1st mortgage	....	126	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	119½	....
Pullman Palace Car	123	122	124½	125	122½	119
Quicksilver Mining Co	20½	..	20½	21½	22½	21½
Preferred	....	....	65	....	66½	65½
St. Louis & San Fran.	45½	45	45½	46	45	44½
Preferred	57	58	58	57½	57	56
1st Preferred	75½	77½	76½	78½	77½	77
St. L., Alton and T. H.	25	....	24½	....	24½	24½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	111	....	112	....
2d mort. preferred	103	....	102½	....	....	....
Income bonds	....	94	94	94	....	....
St. L., Iron Mt. & S. As.	56½	56½	56	56	56½	56½
1st mortgage	....	....	....	....	113x	....
2d mortgage	102½	108	....	....	102½	102½
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	94½	94	93	92½	93½	92½
1st mortgage	110½	110½	....	110½	110½	....
Land Grant 7s	....	....	....	114	....	....
Sinking Fund 8s	....	....	119	119½	119	....
United States Express	48½	47½	48	....	46½	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	107½
2d mortgage	102½	103½	103½	....	103	103½
7s, Consolidated	100½	101½	101	100	100	....
St. Louis Division	....	....	....	105	105	105
Wabash, St. L. & Pac.	46½	46½	46½	46½	46½	45½
Preferred	71½	71½	71	71½	71½	70½
New Mort. 7s	....	97½	97½	97½	97½	97½
Wells-Fargo Express	102½	102	102½	....	102	102½
Western Pacific bonds	....	107	108	....	....	107½
Western Union Tel	103½	104	104	104½	105	103½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M 2.	Tu.3.	W.4.
Atch., Top. and San. Fe	134½	134½	138½	139½	141½	143½
1st mortgage	....	....	....	115	....	115
2d mortgage	....	....	123½	....	129	130½
Land Grant 7s	113½	....	....	....	....	114
Boston and Albany	....	....	....	141	141	141
7s, reg	....	....	....	....	....	....
Boston and Lowell	90	89½	....	89½	89½	....
Boston and Maine	120	120	120	....	....	....
Boston and Providence	130	..	....	....	....	....
Boston, Hart. & Erie 7s	57½	58	57½	57½	57	57½
Burl. & Mo. R. L. G. 7s	....	....	....	114½	....	....
Burl. & Mo. R. in Neb.	140	140	141	142	142	142
6s, exempt	....	....	....	107	....	....
Chi., Burl. and Quincy	145½	147	147	146½	147	147½
7s	118½	....	....	....	119	120
Cin., Sand. and Clev.	17½	17½	17½	18	18½	18½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	140	....	....
Eastern	38	38½	37	38½	40½	44½
New 4½ Bonds	90	90	89½	89½	89½	89½
Fitchburg	....	....	....	125½	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	92	....	....	....	....	92
N. Y. & New England	54½	54	53½	53½	....	55
7s	113	113½	....	113½	....	....
Northern, N. H.	90½	90	....	....	90	90
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	32½	32½	31½	32½	32½	33½
Preferred	....	81½	80	82	....	....
Old Colony	112½	112½	112½	....	112	112
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	69½	69	69½	69½	69	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Arz. Val	89½	89½	92	94	....	....
7s	....	109½	....	109½	110	110
Pullman Palace Car	124	123½	125	124	122	122
Union Pacific	95	....	....	....	....	....
6s	....	109	....	109½	110	110
Land Grant 7s	....	....	111½	....	111½	....
Sinking Fund 8s	116½	116½	....	....	116	116
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	117½	....	....	119	....	....
Worcester and Nashua	58½	59½	60	60	60	60½
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	62	....	....	....	....	62½
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	238½	241	....	245	242	245
Quincy	44	45	42½	42½	42½	41½

New York Stock Exchange.

Closing Prices for the week ending Feb. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	104½	104½	104½	104½	104½	105½
U. S. 4s, 1907, coup.	104½	104½	104½	105½	105½	105
U. S. 4½s, 1891, reg.	107½	....	....	106½	106½	....
U. S. 4½s, 1891, coup.	....	....	....	107½	108	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	104	104	104	103x	....	....
U. S. 6s, 1881, reg.	104½	104½	104½	105½	105½	106½
U. S. 6s, 1881, coup.	....	104½	....	105½	....	....
U. S. 6s, 1880, reg.	104½	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	90	....	90½	88½	88½	88
U. S. 6s, Pac. R. R issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Jan. 16.	Jan. 9
Atlantic & Gt. W. 1st mort., Certs.	67 — 69	65 — 67
Do. 2d mort., Certs.	34 — 36	30 — 32
Do. 3d mort., Certs.	17 — 18	13 — 14
Baltimore and Ohio (sterling)	113 —115	112 —114
Central of New Jersey $100 shares	83 — 87	83 — 86
Do. Cons. Mort. Oct. '79 coupon	108½ 109½	108½—109½
Do. Adjustment bonds	108 —110	108 —110
Do. Income bonds	88 — 92	90 — 93
Det., Gd. Haven & Mil. Equip. bds.	106 —108	106 —108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	95 — 97	93 — 95
Erie shares $100 Recon. Ass. $6 pd.	45 — 47	46 — 48
Do Pref. Shares, R. T. Ass. $3 pd	70 — 80	70 — 80
Do. 1st Con. M. ex-Certs. 6 Cou.	119 —121	118 —120
Illinois Central $100 shares	106 — 107	104 —105
Illinois & St. Louis Bdge 1 mort. stg.	116 —118	116 —118
do do. 2 mort. stg	80 — 85	80 — 85
Lehigh Valley Consol. mortgage	110 —112	106 —108
N. Y. Cent. & Hud. Riv. Mt. bonds	126 —128	126 —128
Do. $100 shares	136 —140	133 —137
Do. Mort. bonds (stg.)	116 —117	116 —117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	117 —119	117 —119
Do. do. 2d do.	84 — 86	84 — 86
Do. 2d Consol. Mort. bonds	90 — 92	90 — 92
Pennsylvania, $50 shares	52 — 53	52 — 53
Do. Con. Sink. Fund Mort.	109 —110	109 —110
Philadelphia and Reading $50 shs.	35½— 36½	36 — 37
Pittsbg, Ft W. & Chic. Equip bds.	111 —113	111 —113
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, February 5, 1880.

The Stock market has shown general weakness and dullness the past week, the activity of the previous week having been lost, and much of the advance, for which there does not appear to be any general or special cause except in the indifference of the large operators, apparently to the course of prices. The outside markets have been depressed, breadstuffs and provisions having been heavy and lower as a rule throughout in the continued absence of export demand.

Early in the week the stock market began to grow heavy and a disposition to realize sent down the prices of all stocks, but a heavy decline was averted by a vigorous bull movement in Erie and the Wabash group of roads and the strength of the coal roads, partly due to the comparatively favorable figures of the D., L. & Western Company. The St. Paul stocks were helped by the company's brief statement for 1879, given in our last issue. New York Central has been lower bearing out our theory that the syndicate sale was to its own members. Lake Shore has been very active, on rumors both of a syndicate in its stock and of an agreement for business with Erie, advancing nearly 4 per cent, to 104⅜, and closing 104⅛ bid. with the accompaniment of Michigan Central selling from 89¾ to 92¾, and closing 91¾ @ 92; but Canada Southern and N. Y. Central make no improvement for the week, and the unsold 50,000 shares of the latter remaining after the syndicate sale of 200,000.

There was early in the week a noticeable recovery in Nashville & Chattanooga, which sold at

78@77⅛@88⅝@85. Union Pacific and Kansas Pacific, for each of which the Consolidated Union Pacific certificates were ready on Thursday, came together in price early in the week by a decline of 1⅛ and 3 per cent respectively. Pacific Mail is lower, in consequence of the company's determination to reduce rates and seek the development of its own business rather than continue longer to depend upon agreements with the Pacific railroads, which have been broken off.

The market for stocks outside the list has shown considerable activity in Denver and Rio Grande, Central Colorado Improvement 36 bid, California Pacific 23, Missouri Pacific (old stock) from 12 down to 10, Flint and Pere Marquette 21, Atlantic & Great Western 13⅛, seller 30 days, with 6 per cent. interest; Cairo & St. Louis 8, bid; B., H. & Erie, 2⅝, and New Jersey Northern old stock, 2⅝. Indiana Cincinnati & Lafayette, which was sold under forclosure, as noted in editorial columns, and ruled off the list, has sold at 3½@4 and their are rumors of action by the holders of the stock which will advance it sharply, but we cannot learn what is proposed to be done or how the purpose of reinstating the stock is to be accomplished.

Among the influences that have effected the stock market are the folloiwng, the Purchasing Committee of the International and Great Northern Railroad Company opened bids on Saturday for $600,000 of the first mortgage 6 per cent. gold bonds of said company, amounting to $2 588,000 and the bonds were awarded to the highest bidders at prices ranging from 95½ to 97 per cent.

The Atchison, Topeka and Santa Fe, and Pueblo & Arkansas Valley will consolidate on Monday, on the basis of two-fifths for the Pueblo and three-fifths for the Topeka line.

The Board of Directors elected for the new Atlantic & Pacific road includes two active directors of the Chicago, Burlington & Quincy road, Messrs. Coolidge and Paine. The construction of the new line is to begin in March. This consolidation advanced the stock of both companies in Boston 3@4 per cent. The contract by which the St. Louis & San Francisco road unites on even terms with the Atchison, Topeka & Santa Fe to build the Atlantic & Pacific road to San Francisco was signed last Saturday.

Sterling Exchange opened dull and lower on a moderate supply of commercial and bankers bills and a light demand from importers, at the close however this was changed and the market strengthened.

Imports of specie have almost ceased and small exports were made the past week. Importations of merchandize have been larger while exports have remained about stationary at a little over $6,000,000 in value.

Money was stringent on the opening of the week but grew easy later. The bank statement shows a loss of $1,519 400 specie and an increase of $1,442,500 in legal tenders, the payments into the Sub-Treasury being large enough to prevent the return of money from the interior from showing in the returns. The loans are increased $3,125,900, while the circulation is decreased $133,000. The change in deposits is an increase of $2,192,200, which results in a loss in surplus reserve, reducing it to $8,979,825.

The lawful money reserve shown by this statement is 26.53 per cent of the deposits, against 26.79 a week earlier.

The position compares as follows with last year:

	Feb. 1, 1879.	Jan. 31, 1880.	Increase.
Loans....	$238,241,400	$283,194,500	$44,953,100
Specie....	18,633,300	50,312,800	31,679,500
Legal ten.	54,048,800	18,586,000	*35,462,800
Deposits..	219,219,200	259,675,900	40,456,700
Circulation	19,486 600	21,529,900	2,048,300
Reserve...	33.15	26.53	*6.62
Surplus...	17,877,300	3,979,825	*13,897,475

Money on call, with stock collateral, was 5@6 per cent throughout the week, except that on Friday when the rate reached 1-64@1-32 bonus in addition to the legal 6 per cent, in consequence of payments for 50,000 shares of Central Pacific stock and large payments into the Sub-Treasury. On Saturday 5@6 per cent was in force all day. On Governments the rate was about 4 per cent, with the bonds lending at 2½@3 per cent carrying on call and on time. Time-loans on stocks have become rather dearer, and are quoted 6 per cent for 30 days and 5½ for 60 days to to four months. On Governments, with 10 per cent margin, money can be had for 3 months at 3½ per cent. Prime commercial discounts are apparently a shade easier, quoted at 5@5½ per cent. Exchange on New York is steady at the South and lower at the West and in Boston.

The Syndicate which bought 50,000 shares of Central Pacific last week are said to have sold the entire lot at 84@85, suddenly placing new securities worth $4,250,000 upon the market, and the rates for money showed traces of it on Friday last.

Government bonds have been irregular, as the investment demand has been light for a week or ten days past, and some speculation arisen on possible action of Congress. The quarterly interest on fives of 1881, say 6¼ millions, was paid at the Treasury on Monday, and a call for $11,000,000 of bonds for the Sinking Fund was made later in the week.

State bonds have lost some of their animation, and District of Columbia 3.65s were also lower.

Railroad bonds continue firm for first-class varities, and the speculative descriptions have shown less activity, excepting Missouri, Kansas and Texas issues, which are materially better, and Erie second consols, which advancing under large purchases to 90 early in the week, but afterwards reacted somewhat with the stock market.

Messrs. Sheldon & Wadsworth, fiscal agents of the Utah and Pleasant Valley Railroad have advanced the price of the First Mortgage 7 per cent bonds to 90, and interest May and November, as the issue has nearly all been taken by New York capitalists familiar with the prospects of the road.

Messrs. Amerman & Burwell inform us that they expect to advance the price of the First Mortgage 7 per cent bonds of the St. Louis, Hannibal and Keokuk Railroad on or about February 15th to 95 and interest.

Mr. Wm. R. Utley is in immediate want of a number of miscellaneous railroad bonds and stocks, the different kinds of which will be noted by referring to his card in another column.

Mining stocks have been quiet and without important change for the better or worse.

Mr. H. Osterberg's plan for a Stock Clearing-House, which has secured the provisional approval of a number of prominent firms, will commence its experimental operations soon. The plan involves the handling by the Clearing-House of neither stocks nor money. The experiment is to be conducted for one week without charge to those who use it.

The closing quotations on Thursday were: Adams Express, 108@108½; American Express, 56@57; Atlantic and Pacific Telegraph, 42@42⅛; Canada Southern, 67@67¼; Central of New Jersey, 81¾@82; Central Pacific, 81¼@81½; Chesapeake and Ohio, 22@22⅛; do. 1st pref., 30@32; do. 2d pref., 24@24¾; Chicago, and Alton, 107¾@108; do. pref., 120@122; Chicago and Northwestern, 89¾@89⅞; do. pref., 104⅜@105¼; Chicago, Milwaukee and St. Paul, 78¼@78⅜; do. pref., 102¼@102½; Chicago, Rock Island and Pacific, 149¾@150; Cleveland, Columbus, Cincinnati and Ind., 77⅜@78; Cleveland and Pittsburg, 112@113; Columbus, Chicago and Indiana Central, 22⅝@22⅞; Delaware and Hudson Canal, 74½@74¾; Delaware, Lackawanna and Western, 85⅞@86; Hannibal and St Joseph, 40@40¼; do. pref., 70⅝@70⅞; Illinois Central, 103¾@104; Lake Shore and Michigan Southern, 104⅛@104¼; Louisville and Nashville, 116@120; Michigan Central, 90¾@91⅛ Morris and Essex, 102½@103¼; Manhattan Railway, 50⅛@50½; Metropolitan Elevated, 113@114; New York Elevated, 120@121; N. Y. Central and Hudson River, 132@132¼; New York and Harlem, 160@161; New York, Lake Erie and Western, 48@48⅛; do. pref., 72@72½; Northern Pacific, 33@33⅛; do. pref., 56⅜@57¼; Ohio and Miss. 31¼@31½; do. pref., 67¼@68; Pacific Mail, 40¾@40⅞; Panama, 180; Philadelphia and Reading, 68@68¼; Quicksilver, 21½@21⅞; do. pref., 64½@65½; St. Louis, Alton and Terre Haute, 24@26; do. pref., —@62; St. Louis and San Francisco, 43½@44¼; do. pref., 56@57½; do. 1st pref., 74½@75; St. Louis and Iron Mountain, 56⅝@56¾; Union Pacific, 92¾@93¼; United States Express, 45½@47; Wells Fargo Express, 102¾@103¼; Western Union Telegraph, 104¼@104½; Wabash, St. Louis and Pacific, 45½@45⅝; do. pref., 70¼@70¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chicago, St. Paul and Minn. R. R., 50; do. 1st, 103½; Ind., Bloom. and Western R. R., 40½; do. inc., 63⅛; do. 1st, 75; do. 2d, 65; Lake Erie and Western R. R., 31¾; do. 1st, 93½; St. Paul and Sioux City R. R., 88¼; do. pref., 78¼; do. 1st, 101; Chesapeake and Ohio 1st pref., 32⅛; do. 2d pref., 24¼; do. 1st mort. Series B, 67¾; do. cur. int. def., 43⅞; Missouri, Kansas and Texas R. R., 46⅞; do. 7s, consol. S. F. ass., 105½; do. 2d, 68; Marietta and Cincinnati 1st pref., 16; do. 2d pref., 11¼; Mobile and Ohio R. R. ass., 23½; do. 1st, 99½; do. 1st deben., 73; do. 4th deben., 36; Nashville, Chattanooga and St. Louis R. R., 83½; do. 1st, 113; Rome, Watertown and Ogdensburg 1st consol., 63; Cairo and Fulton 1st, 106; Houston and Texas Central 1st, Inc. and Ind., 93; do. 2d, M. L., 113; Denver and Rio Grande 1st, 104; Ind., Dec. and Spring. 1st, 102¼; do. 2d, 74; St. Louis and Iron Mt. 1st pref. inc., 88⅛; do. 2d

pref., inc, 68½; do. Arkansas Br. 1st, 104¾; do. Cairo, Ark. and Texas 1st, 101⅞; St. Louis and San Francisco 2d, class A, 91; do. C, 70¼; do. B, 71½; Houston and Gt. Northern 1st, pur. com. rec., 104; do. 2d, do., 48; Chicago, Burlington and Quincy 8s, 109; do. 5s, 100; Toledo and Wabash Equip., 40; do. fund. int. consol., 85; Oregon Railway and Nav., 109½; do. 1st, 92; Chicago, St. Louis and New Orleans R. R., 89¾; do. consol., 111; do. 2d inc., 74⅛; Keokuk and Des Moines R. R., 19; do. pref., 87½; Texas Pacific Income, L. G., 79⅛; Col. Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass., sup., 94; do. Inc., 48½; Lehigh and Wilkesbarre consol. ass., 99½; Am. Dock and Imp. 7s, 108¼; Chicago, and Milwaukee 1st, 114; Winona and St. Peter 1st, 108; do. 2d, 112; Albany and Susq. 1st consol., 109½; Louisville and Nashville 2d, 104½; Laf., Bloom. and Muncie 1st, 93⅝; Central of New Jersey 1st consol. ass., 106⅜; do. conv. ass., 106½; do. Adjm't, 106½; do. Income, 85¾; Del. and Hudson 1st, Penn. div., 111½; Hudson River 2d, S. F., 110; Ohio and Mississippi 1st, Springfield div., 77¾; St. Paul, Min. and Man. 1st, 107¼; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 108¼; do. St. Charles Bridge 1st, 107; do. Omaha div., 107¼; Kansas Pacific 6s, Denver Div. ass., with coup. certif., 108¼; do. Inc. No. 16, 85; Chicago and Eastern Illinois 1st, 97; Toledo, Peoria and Warsaw 1st, pur. com. rec., 106; Louisville, New Albany and Chicago R. R., 65; Chicago, Mil. and St. Paul, S. W. D., 6s, 101⅛; Boston and New York Air Line pref., 52; Clev., Col., Cin. and Ind. consol., 108½; Philadelphia and Reading Inc. 7s, 90; Ind., Cin. and Laf. R. R., 4¼; Michigan Central 6s, 1909, 110; Boston, Hartford and Erie 1st, 58; Cedar Falls and Minn. R. R., 50; Cin. and Spring. 1st, guar. by C., C. C. and Ind., 106; Sutro Tunnel, 3½; Canton, 63; Am. Dist. Tel., 71½; Central of New Jersey Land and Imp. Co., 37; Excelsior Mining Co., 22; Little Pittsburg, 27; Standard, 81¾; Central Arizona, 11⅞; Leadville, 4⅜; Caribou consol, 4¾; Homestake, 88; Climax, 3½; Mariposa L. & M., 3½; La Plata, 5¼; Ontario Silver, 38½; New Central Coal, 28; South Carolina 6s, non fund, 6½; Arkansas 7s, L. R., P. B. & N. O. R. R, 8½; Louisiana 7s, consol., 49; Virginia 6s, consol., ex mat. coup., 51; do. 6s, def., 9; Tennessee old, 36½; Alabama Class A, 87; North Carolina 6s, special tax, 3d class, 6½; do. 6s, fund Act, 1868, 11½; do. 6s, new, issued to Chatham R. R., 5; Missouri 6s, 1888, 107; do H. & St. J. issue, 105¼.

Boston.—Denver and Rio Grande R. R., 68; do. 7s, 91½; Kansas City, Fort Scott and Gulf R. R., 49; do. pref., 76; do. 7s, 106½; Little Rock and Ft. Smith R. R., 66; do. 7s, 100¾; Indianapolis, Cincinnati and Lafayette R. R., 1½; California Pacific R. R., 24; Flint and Pere Marquette R. R., 26; Iowa Central R. R., 13⅛; Chicago and West Michigan R. R., 69; Chicago, Clinton, Dubuque and Minnesota R. R., 69½; Rutland R. R., 9¼; do. pref., 36¼; do. 1st, 6s, 100; Burlington and Missouri River in Nebraska 6s, non-exempt, 102; New Mexico and Southern Pacific 7s, 109; Kansas City, Lawrence and Southern R. R., 76½; do. 4s, 85½; Kansas City, St. Joseph and Council Bluffs R. R., 79⅛; do. 7s, 109; do. inc., 6s, 91; Cin., Sand. and Clev. 2d 7s, 94; Boston, Clinton, Fitchburg and New Bedford pref., 96; Republican Valley R. R., 140; do. 6s, 100½; Summit Branch, 20¼; Oswego Midland 2d 7s, 11⅝; Wisconsin Valley R. R., 76; do. pref., 75; do. 7s, 104¾; Detroit, Lansing and Northern pref., 108; Maine Central R. R., 48; Wichita and Southwestern R. R., 76; Atchison and Nebraska R. R., 78; Louisiana and Missouri River R. R., 16; Kansas City, Topeka and Western 7s, 115; Portsmouth, Gt. Falls and Conway R. R., 27; Atchison, Topeka and Santa Fe guar. 7s, 108½; Ogdensburg and Lake Champlain 6s, 98; Florence, El Dorado and Walnut Valley 7s, 102; Boston, Revere Beach and Lynn R. R., 99; Boston Land, 11¼; Boston Water Power, 16⅛; Brookline Land, 6¼; Waverly Land, 50c.; Blue Hill, 8; Brunswick Antimony, 13; Copper Falls, 12; Central, 47; Duncan Silver, 4¼; Franklin, 44¼; Humboldt, 1½; Hungarian, 87½; Mesnard, 3¾; National, 5¾; Osceola, 47; Orford Nickle, 9¼; Pewabic, 64; Phœnix, 14¼; Pontiac, 1; Ridge, 9; Star, 2; South Hite, 8; Sullivan, 11; Superior, 37c.; Union 4; Washington, 50c.; Winthrop, 1.

Philadelphia.—Pennsylvania and New York Canal 7s, 120; Philadelphia and Reading R. R. scrip, 88½; do. Gen'l mort. 6s, 88; Oil Creek 1st mort., 99; Pittsburg and Titusville Inc. 7s, 50; Pennsylvania Canal 6s, 80½; Warren and Franklin 7s, 100; Huntingdon and Broad Top Mt. 1st mort., 117; do. consol. 7s, 65; Elmira and Williamsport 5s, 85½; Texas and Pacific R. R., 42¾; do. 1st mor., 105¾; do. consol. mort. 6s, 98; West Jersey 7s, 117; Lehigh Nav. consol. mort. 7s, 102; Pennsylvania Co. 6s, 104½; Sunbury, Hazleton and Wilkesbarre 5s, 82; Belvidere Delaware 3d mort., 104; Stony Creek R. R. 7s, 103; Am. S. S. Co., 30; Union Pass. R. R., 105; Frankfort and Southwalk R. R., 115; Philadelphia and Gray's Ferry R. R., 60; Philadelphia, Germantown and Norristown R. R., 102½; Nesquehoning Valley R. R., 53½; Central Transp., 46¾; Germantown Pass. R. R., 69⅞; St. Paul and Duluth R. R. pref., 65; People's Passenger R. R., 18¼. The latest quotations are: City 6s, 106@108; do. free of tax, 120@—; do. 4s, new, 101½@102½; Pennsylvania State 6s, 2d series, 100¾@101; do. 3d series, 106⅛@106⅜; do. 5s, new loan, 110½@112, do. 4s, new, 103@104; Philadelphia and Reading, 33⅞@34; do. consol. mort. 7s, coup., 115@115⅛; do. reg. 110@—; do. mort., 6s, 102@102½; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 155¼@156¾; Pittsburg, Titusville and Buffalo R. R., 18⅛@18⅝; do. 7s, 77½@78; Camden and Amboy mort. 6s, 1889, 111⅝@—; Pennsylvania R. R., 51¾@51⅞; do. 1st mort., 101¾@102; do. gen'l mort., coupon, 114½@115; do. reg., 113@117⅛; do. consol. mort. 6s, reg., 112⅜@113; Little Schuylkill R. R. 52@—; Morris Canal, 37¼@64; do. pref., 145@150½; Susq. Canal 6s, 75@82; Schuylkill Nav. 8@8½; do. pref., 16⅛@17; do. 6s, 1882, 82@83; do. 1872, 101@103⅜; Elmira and Williamsport pref., 51⅜@51½; do. 7s, 105@110; do. 5s, 85@87; Lehigh Coal and Navigation, 36⅞@37; do. 6s, 1884, 106⅛@106¾; do. R. R. loan, 111@—; do. Gold Loan, 103⅛@104; Northern Pacific 33½@34; do. pref., 57¼@57¾; North Pennsylvania, 51⅝@51⅞; do. 6s, 109@109⅛; do. 7s, 115@—; do. Gen'l mort. 7s, reg., 115@116½; Philadelphia and Erie, 17¼@17¾; do. 6s, 103½@—; do. 7s, 118¼@114; Minehill, 56@56¼; Catawissa, 15@—; do. pref., 48¾@49; do. new pref., 48@50; do. 7s, 1900, 112@116¾; Lehigh Valley 51⅞@52; do. 6s, coupon, 115@117; do. reg., 115@—; do. 2d mort. 7s, 124⅛@125¼; do. consol., mort., 110⅜@111⅛; Fifth and Sixth streets (horse), 110@116; Second and Third, 101@101; Thirteenth and Fifteenth, 85@95; Spruce and Pine, 58@60; Green and Coates, 94@96; Chestnut and Walnut 73@—; Hestonville, 23⅜@24; Germantown, 69¾@70; Union, 105@110; Lombard and South, 18@20; West Philadelphia 80@85; People's, 18⅛@18½; Ridge Av., 74@85.

Baltimore.—Atlanta and Charlotte, R. R., 23; do. 1st, 80; Virginia and Tenn. 8s, 117; Northern Central 5s, 79¼; Canton 6s, 108; Central Ohio pref., 49; Baltimore and Ohio scrip, 150½; do. 2d pref., 105; People's Pass. R. R., 103; Wilmington and Weldon R. R., 111; Maryland Defense 6s, 107¾; North Carolina 4s, 68; Baltimore City 6s, 1890, 114; do. 6s, 1886, 109; do. 5s, 1894, 109¼; do. 5s, 1916, 110½; Virginia Peelers, 30; do. coupons, 16; do. 10.40 coupons, 80; Norfolk Water 8s, 117; Atlantic Coal, 1.50; George's Creek Coal, 99. The latest quotations are: Baltimore and Ohio, 154@155; Northern Central, 33¼@33¾; do. 6s, 1900, 109¾; do. 6s, 1900, gold, 106@106¼; do. 6s, 1904, gold, 102⅜@102½; do. 5s, 79½@80; Marietta and Cincinnati 1st mort., 1892, —@109½; do. 2d mort. 7s, 81@82; do. 3d mort. 8s, 51¼@51¾; do. 1st, sterling, 102@106; Central Ohio 1st mort., 109⅝@110¼; Western Maryland, 8@8½; do. 1st, unindorsed, 108@108; do. 2d pref., 97@97¼; Pittsburg and Connellsville 7s, 113¼@114; Orange and Alexandria 4th, 43@44; Orange, Alex. and Manassas 7s, 83¾@84; Virginia consol. 6s, 48⅞@49; do. 2d series, 30@31; Virginia Consol. coupons, 76@77; Virginia 10-40 bonds, 35⅞@36¼.

One of our best Fire Insurance Companies.

The statement of the Home Fire Insurance company of New York, printed in another column, shows that the past year, which has been so unprofitable to most companies and disastrous to some, has not affected the standing of this company which has long ranked among the first of our home fire companies and stands second to none of the foreign Insurance Companies doing business here. Its surplus is large, being over one and one quarter million dollars, while its cash assetts are nearly six and one half millions. These are carefully invested, as will be seen, over $3,000,000 being in United States bonds which can be immediately converted into cash in an emergency, while nearly $2 000,000 are invested in first mortgages on real estate, making five-sixths of its assets in the safest securities in the market. This is a showing that speaks for itself, and it is needless to say to insurers that when their premiums are paid to such a company, their property is as safe as it can be made.

☞ The Ontario Silver Mining Company has declared its fifty-second dividend (for January) of 50 cents per share, payable at Wells, Fargo & Company's on the 16th. Transfers close on the 10th.

North Shore and Northern Colonization Railways.

The North Shore Railway has at length passed out of the hands of the contractor, Hon. Thos. McGreevey, to the local Government of Quebec. It cannot be much less than a quarter of a century since the first promoters of this work began to put forth their energies. In the end it was found possible to build it only by the credit of the Local Government; and if there had been no Local Government it is probable that the North Shore Railway would not have been built. Indeed the development of the railway system of Quebec has been owing almost entirely to the energy of the Local Government.

The expenditure on this class of public works has been greater than the revenue of the province would properly warrant; and now, the roads having been built, the Government is anxious to dispossess itself of some of them, this among the number. The Dominion Government is looked to as a possible purchaser. It is obvious that the Dominion Government is, without this road, burthening its resources with as great a weight as they can bear.

The contract price of the North Shore Railway from Quebec to Montreal was $4,732,387 55; but as the contractors carried the work only to St. Martins, where it joins the Northern Colonization road, which is continued westward to Ottawa, the amount he received was probably not more than $3,332,387 55. The contract price of the Northern Colonization Railway from Montreal to Aylmer was $3,601,649 95, the total for the two roads being $7,934,037 50. But the amount actually paid for the whole line of railways from Quebec to Aylmer is $9,821,546 17, which is $1,887,508 67 more than the original contract stipulation. And yet there remain works to be completed at an estimated cost of $1,887,508 67; so that the total amount required in excess of the stipulations of the original contract is $3,065,597 94.

To ask the Dominion Government to purchase these roads is to ask it to incur an additional obligation of some ten millions of dollars. It is well to understand, at this early day, what the new fiscal policy of the Quebec Government means; and this is its meaning, as near as it is possible to make out at present. Of course it might be willing to take considerably less than cost price rather than operate the roads at a loss, and this would make a difference.—[Monetary Times.

Columbus, Findlay and Northwestern R. R.

Columbus has been noted for some time as a great railroad center, but it is still adding to these facilities in a remarkable degree. The past season saw the successful completion of the Sunday Creek Valley road, and now, with the Northwestern extension, a line across the State is promised, under the name of the Ohio Central Company. There are at the same time some three or four narrow gauge roads building into the city. But there is now a project forming for a northwestern extension of the Scioto Valley road, which will make it a trunk line across the State and give an outlet to the great grain and mineral resources of the Valley.

A certificate of incorporation of the Columbus, Findlay and Northwestern Railroad Company has been filed with the Secretary of State. The road passes through the counties of Franklin, Delaware, Union, Marion, Hardin, Wyandot, Hancock, Wood, Henry, Fulton and Williams, with the termini Columbus and the north line of Williams county. The capital stock to construct the road is one million dollars in shares of $50 each, and the offices of the company are to be located in Columbus. The following are the incorporators: E. T. Dunn, John M. Hamlin, W. E. Snyder, N. M. Adams, D. Joy, Peter Hosler, Robert Scott, W. B. Huffman, F. M. Rummell, D. Houpt, H. E. Cary, H. F. Winders, L. G. Randall, Samuel D. Frey, J. W. Miller, W. R. Carrehan and McManne.

Besides this Northwestern road, the Scioto Valley is to have an extension or branch into the coal fields, and Mr. Chapman is now in the East to consummate this part of the project. Much of the route is laid out and the company is organized and ready for construction. It promises to be an enterprise of considerable importance to Columbus. It is the intention, in the future, to extend the road into Michigan and secure lake points for coal.—[Ohio State Journal.

Canada Southern Railway.

From the report of this company, recently issued, we learn that the total gross earnings for the year ending December 31, 1879, were $2,995,365 68, the total operating expenses $2,448,090 41, and the net earnings $547,275 27. Deducting from this $391,452 50 as the accrued interest on new first mortgage bonds, a surplus for the year of $155,822 77 is left as against $57,187 18 in 1878. The length of the main line and branches is given at 467.55 miles. The construction account for the year amounted to $310,128 57, and the equipment account to $748,593 75. A large addition has been made to the rolling stock out of the proceeds of the new first mortgage bonds of 1878.

The following statement shows the disposition of the new first mortgage guaranteed bonds of the year, these being the only mortgage liability of the company:

Authorized issue		$14,000,000 00
Used in refunding old issues and in purchase of bonds of other companies in accordance with the "Arrangement Scheme"		$11,272,050 04
Used for construction and purchase of equipments, &c., and in settlement of old floating debt		2,225,261 67
Held for further refunding and further purchases of bonds		311,104 99
Total		$13,808,416 70
Balance of company's reserve		$191,583 30

The assets and liabilities are as follows:

ASSETS.

Construction and equipment		$23,777,145 14
Capital stock Canada Southern Bridge Co.	$450,000 00	
Capital stock Toledo, Canada Southern & Detroit Railway Co.	855,000 00	
Capital stock Erie and Niagara Railway Co.	100,000 00	
Capital stock Michigan Midland and Canada Railroad Co.	204,125 00	1,612,125 00
1st mortgage bonds Canada Southern Bridge Co.	973,000 80	
1st mort. bonds Toledo, Canada Southern & Detroit Railway Co.	1,492,506 25	
1st mortgage bonds Erie and Niagara Railway Co.	600,000 00	
1st mortgage bonds Michigan Midland and Canada Railway Co.	216,495 00	3,283,001 25
Capital stock New York Central Sleeping Car Co.		25,000 00
Capital stock International Br. Co.		100 00
Materials and supplies on hand		226,824 32
Bills and accounts receivable		921,588 13
Uncollected balances in hands of agents, &c.	$348,000 78	
Cash	137,484 14	485,484 92
Total		$30,370,268 76

LIABILITIES.

Capital stock		$15,000,000 00
New 1st mortgage bonds issued		13,497,311 71
New 1st mort. bonds held against Old 1st and 2d mortgage bonds not yet refunded—		
For $239,000 1sts at par.		239,000 00
For $16,216 19 2ds at 31½		5,108 10
Coupons payable		194,793 71
Bills and accounts payable		1,153,548 14
Income account		280,507 10
Total, as above		$30,370,268 76

Western Maryland Railroad.

The following statement of the bonded debt of the Western Maryland Railroad Company January 1, 1880, is from the Message of the Mayor of Baltimore:

First mortgage		$600,000 00
First mortgage coupons held by city		71,742 00
Interest on coupons to Jan. 1, 1880		17,857 45
Second preferred mortgage		600,000 00
Second mortgage		600,000 00
Interest to Jan. 1, 1880		396,000 06
Third mortgage		875,000 00
Interest to Jan. 1, 1880		472,500 00
Fourth mortgage		1,000,000 00
Interest to Jan. 1, 1880		450,000 00
Funded coupons of 1870		177,596 00
Funded coupons of 1879		365,160 00
		$5,625,855 45
Less sinking fund in hands of city		184,501 59
		$6,441,353 86

The Western Maryland railroad, under its able and efficient management, is now in a prosperous condition, with a steady increase in its receipts. A junction has been made with the Baltimore and Hanover railroad, which promises to add largely to its revenue. The connection with Waynesboro', which will be completed within the next sixty days, will also prove a valuable feeder. The road is now paying the interest on the first and second preferred mortgage bonds, of which latter the commissioners of finance hold $178,500. I have no doubt that the city will eventually realize a return from a large portion of its investments in this corporation.

Blast Furnace Industry.

The relative condition of the blast furnace industry in the United States for the past six years is shown by the Iron Age in the following table of furnaces in and out of blast on the first days of January, 1875' 80.

FURNACES IN BLAST JANUARY 1.

	1875.	1876.	1877.	1878.	1879.	1880.
Charcoal	152	95	73	79	79	93
Anthracite	130	100	87	98	96	165
Bituminous	81	98	84	86	82	126
Total	363	293	244	263	257	384

FURNACES OUT OF BLAST JANUARY 1.

	1875.	1876.	1877.	1878.	1879.	1880.
Charcoal	145	186	209	189	180	146
Anthracite	87	125	136	128	130	67
Bituminous	96	109	123	132	123	80
Total	328	420	468	449	433	293

The capacity of furnaces in blast, or likely to be in a short time is 81,622 tons per week, or 4,244,344 tons per year. Of those out of blast the capacity is 2,146,820. Consumption of pig iron during 1880 is not estimated at over 5,000,000 tons. With this productive capacity, and the enormous importations of all descriptions of iron and steel, there seems to be good basis for considering present high prices as artificial to no little extent, particularly so, considering the fact

that there are large amounts of stock withheld from the market for effect.

Brooklyn and Long Island City Elevated Railroad.

The Brooklyn and Long Island City Elevated Railroad Company has been organized in Brooklyn, with a capital of $5,000,000. The officers of the company are: President, Richard G. Phelps; Vice-President, Ludwig Semler; Treasurer, Job Corbin; Secretary, Mortimer C. Earl; Attorney, J. R. Allaben. The route of the proposed road is from the junction of Twenty-first street and Ninth avenue, along Ninth avenue to Flatbush avenue, Flatbush to Fulton, Fulton to Pearl, Pearl to Tillary, Tillary to Hudson and Park avenues, crossing private property, and through the slaughter house situated there; thence along the route of the Brooklyn Elevated road on Park avenue, Clason to Kent, Kent avenue to First street, First to Franklin, Franklin to Commercial, Commercial street to Manhattan avenue, and over Newtown Creek Bridge to Long Island City; thence along Franklin street to Prospect street by the Court House, and thence to the easterly terminus of the New York and Long Island Bridge over Blackwell's Island, and along said bridge to the water front. A branch is provided for from the main line at the corner of Tillary and Bridge streets, running through Bridge to Water, and Water street to Fulton Ferry, with a spur running through Sands or York street to the East River Bridge.

The Duty on Steel Rails.

AN ARGUMENT BY H. V. POOR IN BEHALF OF A REDUCTION OF THE DUTY.

WASHINGTON, Feb. 3.—The Committee on Ways and Means began this morning the hearing of arguments on the subject of the duty on steel rails. The bill under consideration before the committee is one introduced by Mr. Covert, of New York, fixing the duty on steel rails at $10 per ton—the present duty being $28.

Mr. Henry V. Poor, of New York, editor of the "Railway Manual," appeared for the Illinois Central and a number of other railroad companies, and submitted an argument in favor of the bill. It is said that Mr. Poor has lately opened a bureau in New York City for the purpose of agitating for a reduction of this duty, and that he has been sending out circulars to the railroad companies of the country, inviting them to join with him in the crusade.

Mr. Poor began by making an elaborate statement of the origin and growth of the railroad system of the country, and then said that in the great depression which followed the panic of 1873 there were only 1,712 miles of railroad constructed, as against 7,379 miles in 1871; and that the price of steel rails in this country fell to $40 a ton, only $12 more than the duty. In 1879 a new impetus was given to railroad construction, and 4,445 miles were built in that year. Mr. Poor estimated that 7,000 miles would be built in 1880 if the needed amount of rails can be had. Mr. Poor claimed that an ample supply of rails can be obtained only by promoting the importation of foreign rails by reducing the duty. Mr. Poor said that the steel rails needed during the year for renewals would be at least 1,000,000 tons; so that for the old and new roads combined there would be an annual demand for 1,600,000 tons—double the capacity of all the American works, whether producing steel or iron rails. Unless rails can be had from other than American sources, a vast mileage of railroad lines now projected, and for which money can be readily provided, would remain in abeyance indefinitely.

Mr. Poor said that American steel makers, it might be supposed, would willingly consent to a return to lower duties, but they were deaf to all appeals. If action on the subject was to be had at all, that action should be immediate. The difference in price of steel rails, between $50 and $80 a ton, was a difference which would apply this year to 2,000 or 3,000 miles of railroad, each mile requiring about 100 tons of steel rails. In Texas alone more than 1,500 miles of line are awaiting construction, provided rails can be had. It was for Congress to say whether or not such an extent of mileage shall be constructed this year.

Mr. Poor quoted a letter published in the New York Tribune on the 16th of April last, from Mr. D. J. Morrell, president of the American Iron and Steel Association, commenting severely on Mr. Vanderbilt's purchase of 12,000 tons of English steel rails.

Mr. Poor asked the committee how long that great monopoly (the American Iron and Steel Association) would be allowed to bully, not only quiet and respectable citizens acting within the scope of their rights and duties, but Congress itself.

Mr. Poor was subjected to a close examination by Mr. Kelley and other members of the committee, particularly as to the effect of the American steel rail production on the market price.

Mr. Poor gave it as his opinion in general terms that if there had been no American production of steel rails the competition of English manufacturers among themselves would have kept the prices just as low.

The London and Lancashire Fire Insurance Company.

About six months ago, when the London and Lancashire Fire Insurance Company of Liverpool, England, first opened a branch in this city with Mr. James Yereance as manager, it ventured to predict—from a reference to Mr. Yereance's previous record in the Insurance business—that the new English company would show a good balance sheet at the close of the year.

A glance at the company's first statement covering about six months business up to January 1st of this year, published in another column of this issue, shows how thoroughly Mr. Yereance has justified the strongest expectations that had been formed for the results of his management. The company's exhibit may truly be said to be remarkable when contrasted with the results shown by the aggregate of the whole insurance business of the country for 1879.

Taking 64 New York State Insurance Companies we find the aggregate of their receipts exceeded their expenditures—exclusive of dividends—by $4,095,000, giving an average net gain of $64,000 for each company. Making the same calculation for the 22 Foreign Insurance associations domiciled in this city, the average net income of each is found to be less than $73,000. By the same process the London and Lancashire Company is seen to have established a clear gain of over $218,000 after allowing for the large additional expense necessarily incurred in establishing a new business.

These figures carry an argument with them which insurers will not fail to appreciate, as it is the result of prudent and conservative management, qualities which are too often lacking in companies whose competition for business has led to results painfully manifested in the annual balance sheets our Insurance laws wisely compel them to publish. It will further be noticed that the whole of the assets of the company are in a form which many of our domestic companies may well envy, unsaleable and uncollectable Real Estate items being conspicuously absent. Both the company and its able manager may well feel proud of such an exhibit.

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DETROIT & BAY CITY BONDS
PORT HURON & LAKE MICHIGAN R. R. CER.
TEXAS & PACIFIC R. R. STOCK & BONDS.
CENTRAL BRANCH UNION PAC. R. R. BONDS.
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THESE BONDS are secured by a FIRST MORTGAGE on the ROAD, EQUIPMENT, PROPERTY, and FRANCHISES of the company (limited to $12,000 per mile), and convertible into stock at the option of the holder.

$1,300,000 CASH, equal to more than one-half the total cost of the road, has already been EXPENDED in construction and equipment. A LARGE PORTION of the ROAD is NOW in OPERATION, and the BALANCE WILL BE COMPLETED WITHIN SIX MONTHS.

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New Sleeping Car for the Boston, Hoosac Tunnel and western Railroad.

The Boston Journal gives the following description of a new sleeping car recently constructed to run between Boston and the West through the Hoosac Tunnel and over the Erie Railway :

The car is named the Manhattan, and is furnished with all the latest improvements that the past experience of the Pullman Company has found worthy of adoption. The outside ornamentation of these cars is of an Eastlake style, and of a standard lately adopted for this company's cars. A new feature consists of 42-inch paper wheels, with patent " Mulley," Collenly's journal, and with patent stop wedge bearings, besides the usual Miller platform and Westinghouse automatic brake. The interior of the coach is fitted up with unusual elegance, even for this company, which is noted for the superb fittings of its palaces upon wheels. The ceilings are of oak, elaborately decorated with designs of flowers. The berth fronts are inlaid with different varieties of wood, such as satin wood, teak, French walnut, amyrinth, &c., in new designs. The seats are upholstered with the standard crimson plush used by the company. The gentlemen's toilet compartment and the smoking rooms at one end of the car, and the ladies toilet compartment at the other, are finished in solid mahogany. The interior of the car is divided into twelve sections, which, with four berths in a section, gives sleeping accommodations for 48 persons. Another new feature adopted for this car is what is called the Hicks & Smith hurricane lamp, for which is claimed the merit that no smoke from it can get into the car, and that even a hurricane cannot extinguish it. Altogether it is claimed for this car and its companions which are to run in the line that they are the finest that have ever been turned out from the hands of the Pullman Car Company at their works in Detroit, where nearly a thousand of their sleeping and dining room cars have been constructed.

Riot Losses.

In the U. S. Court, at Philadelphia on the 23d ult, Judge McKennan delivered an opinion in the case of John Sherman Hall against the Pennsylvania Railroad Company. This is a test suit tried in 1878 to fix the responsibility for loss by the Pittsburgh riot. A jury was dispensed with and evidence submitted to the Judge to ascertain the facts and apply the law. After reviewing the testimony Judge McKennan concluded his opinion as follows :

" Upon the whole case I am of the opinion, and so find that the loss complained of was caused by fire while the plaintiff's goods were in transit by the defendant, within the meaning of the exception in the bill of lading ; that the defendant is not shown to have been guilty of any negligence by which the efficiency of the exception is in any way impaired, and henceforth the plaintiff is not entitled to recover."

It was admitted at the trial that the plaintiff's goods were destroyed by fire during the riot, and the bill of lading offered in evidence contained a clause excepting the liability of the railroad company for freight loss by fire.

☞ At a meeting of the Charleston (S. C.) Chamber of Commerce, held on the 31st ult., to promote the completion of the Western railroad connections of Charleston, resolutions, tendering support to the present movement to unite the Northwest with the Atlantic seaboard and favoring the formation of a committee to prepare an address, showing the advantages of Charleston as a terminal port to railroad lines seeking an outlet to the ocean, were adopted. Resolutions were also adopted declaring Charleston's continued interest in the Blue Ridge Railroad, on which several millions of dollars have already been expended.

Flint and Marquette Railroad.

The annual report of the business of this road for the past year shows to some extent the work that is being done through its agency in opening up the large tract of country in Northern Michigan through which it passes. The land sales for the year, which also includes timber and several villiage lots sold, amounted to $783,691 12, and the number of acres to 38,642. The sales of land were at an average of $19 25 per acre. The cash collections of the land department were $331,544-65, and the outstanding and unpaid notes received for land sales amounted to $793,243 08. An important feature in the development of this road is the extension of spur tracks for logging purposes From one branch extending 15 miles, near Farwell, 40,000,000 feet of logs will be handled the next five months.

The business of the road also shows a marked improvement over the previous year, the gross earnings during 1879 being $1,170,900 47 against $1,081,148 66 in 1878. The increase of earnings in 1879 over 1878 was $89,752 81, and the increase since the year 1880 opened is still greater, the earnings for the first two weeks of January being $46,203 40, a gain of $13,028 75 for 12 days—over $1,000 a day.

During the year the Company purchased 10 000 tons of steel rails at the low price of $44 85 per ton, which at the present price effects a saving of $200,000. Twenty-two miles of steel rails were laid the past six weeks, and by the first of July the road will have 200 miles of steel track.—[Detroit Price Current.

Delaware, Lackawanna and Western R. R.

The Delaware, Lackawanna and Western Railroad Company has made its annual report for the year 1879, of which the following is a condensed statement :

Gross earnings from all sources...	$19,941,290 93
Less expenses..	16,131,839 20
Balance net earning.....	$3,810,451 73
Deduct interest on the bonds and rentals leased roads.....	3,624,430 66
Actual profit for year ending December 30, 1879.....	$186,021 07
Add surplus income to December 31, 1878.....	4,346,125 01
	$4,532,146 08

By order of the Board of Managers the entire cost of the change of gauge, heretofore kept as an asset, and, consequently, included in the surplus income of past years, has been entirely written off the books of the company, namely, $873,809 03, leaving income account surplus, December 31, 1879, $3,658,337 05. The coal tonnage moved in 1879 was 3,968,101 tons.

New York, Connecticut and Eastern R. R.

The New York, Connecticut and Eastern Railroad Company has been organized by the election of the following directors and officers : President, George L. Clark, of Providence ; Vice President, Amos. M. Kidder, of New York ; Treasurer, Cornelius V. Sidell, of New York ; Directors : B. Lands, Francis W. Ford, Sheldon Collins, H. Walter Webb, James S. Leeds, Charles D. Ingersoll, H. C. Hepburn, H. R. McElligatt and David Lydig. The object of the company is to build a road from this City to New Haven, through the towns of Greenwich, Stamford, Darien, Norwalk, Westport, Fairfield, Bridgeport, Stratford, Huntington, Milford, Orange, and others. A union will be made with the Derby Road at Allingtowr, two miles from New Haven. The total length of the road will be somewhat over 48 miles, and its estimated cost, exclusive of rolling stock, is $6,-000,000. The capital of the company is $4,000,-000. It is organized under the general railroad act passed by the Connecticut Legislature. According to the survey the projected line runs far enough in the interior of Connecticut to avoid crossing any navigable streams, and there will consequently be no necessity to apply to that State for permission to erect bridges. It is intended to proceed with the construction of the road as soon as possible.

☞ The hull of the mammoth iron ferry boat for the Philadelphia, Wilmington and Baltimore and Baltimore and Ohio Railroad Companies is approaching completion at the Harlan & Hollingsworth Company's works, at Wilmington, Delaware, and will be ready to launch in a few weeks. The boat is about 325 feet long, and designed to transport a full train of passenger or twenty-seven freight cars across Baltimore harbor, between Canton and Locust Point. The same company are to build a new ferry boat, of wood, to ply between Washington and Alexandria, Va.

☞ The gross earnings of the railroads of Wisconsin for the year 1879, amounted to $26,965,-435 81; operating expenses, $14,274,429 21 (52 per cent); excess of earnings over expenses, $12,-691,006 60, a gain in earnings of $510,604 19, and a decrease in expenses of $276,465 47 over the previous year, making an increase in earnings of $786,070 53. The present railroad mileage of Wisconsin is 2,896 miles.

☞ The Governing Committee of the New York Stock Exchange have placed on the regular list the following bonds of the Wabash, St. Louis and Pacific Railway Company : $500,000 Hannibal and Naples first mortgage 7 per cent bonds, and $264,000 Clarinda Branch or Omaha extension (St. Louis, Kansas City and Northern issue) first mortgage 6 per cent gold bonds.

☞ Messrs. Fisk & Hatch have issued the seventh edition of their pamphlet entitled " Memoranda Concerning Government Bonds," which brings all information of interest to investors respecting these securities down to date. This little book is valuable for reference to all concerned in the securities of the Government.

☞ In the Court of Common Pleas, at Akron, Ohio, on the 3d inst., Judge Tibbals overruled the objections of the United States Rolling Stock Company and other parties, and issued an order confirming the recent sale of the Atlantic and Great Western Railroad. This removes the last hindrance to the reorganization of the road.

☞ Connection was made on the 3d inst. between the eastern and western sections of the Grand Trunk Company's western road, and an engine was run over the new track. The company's system now extends from Chicago to the Atlantic Ocean.

☞ The City Council of Petersburg, Va., have voted to sell 3,235 shares of Petersburg and Weldon Railroad stock held by the city and valued

at $165,000, which was subscribed when the road was built.

Imports and Exports.

The chief of the bureau of statistics, in his sixth monthly statement for the current fiscal year of the imports and exports of the United States, shows that the excess of exports over imports of merchandise, stated in specie values, was as follows:

Month ended Dec. 31, 1879	$21,040,734
Month ended Dec. 31, 1878	35,965,051
Six months ended Dec. 31, 1879	136,813,866
Six months ended Dec. 31, 1878	149,625,055
Twelve months ended Dec. 31, 1879	251,350,477
Twelve months ended Dec. 31, 1878	305,279,590

The excess of imports over exports of gold and silver coin and bullion was as follows:

Month ended Dec. 31, 1879	$5,878,754
Month ended Dec. 31, 1878	252,337
Six months ended Dec. 31, 1879	75,016,997
Six months ended Dec. 31, 1878	2,942,164
Twelve months ended Dec. 31, 1879	67,372,392
Twelve months ended Dec. 31, 1878	2,002,543

☞ The control of the New York and Oswego Midland Railway was transferred, at 12 o'clock last Saturday night, by Receiver Abram S. Hewitt and John G. Stevens to the New York, Ontario and Western Railroad Company. C. N. Jordan, President of the new company, has appointed the Secretary of the company, Theodore Houston, General Manager of the road.

☞ The report of the trustees of the sale of the Eastern Shore (Md.) Railroad as made some months ago, was finally ratified and confirmed in the United States Circuit Court on the 30th ult.

☞ Track laying commenced on the Ohio and West Virginia Railroad, at Logan, Ohio, on the 27th ult.

☞ The last rail of the Indianapolis, Decatur and Springfield Railroad was laid at a point eighteen miles west of Indianapolis on the 29th ult.

☞ Passenger and freight trains are now running regularly on the Pittsburgh and Western Railroad.

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THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM NO. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

Speculative Inflation on the Paris Bourse.

This country has not been an exception in the speculative mania of 1879, as will be seen below:

The course of values in Paris is illustrated by the following statement of the market value of about one hundred of the principal stocks dealt in on the Paris Bourse at the prices of the 31st December last compared with the same date of the previous year.

	Decrease, Francs.	Increase. Francs.
French rente	.....	803,641,687
French credit compani's	.....	275,418,750
French railway shares..	27,000 000	127,181,250
Divers French shares..	4,332,970	71,111,000
French railway bonds.	.....	516,709,000
Divers French bonds..	6 977,269	15,122 559
Foreign Gov. funds....	35,402,065	689,983 830
Foreign railway shares	6,375,000	96,579.000
Foreign railway bonds.	8,131,500	152,725.700
Foreign credit co.'s....	....	78,575,000
Total	88,218,384	2,827,047,776
Net increase.....	2,738,829,442	

The decrease of 27 millions in the value of French railway shares represents the depreciation in those of the Orleans Company, from apprehensions of the purchase of the entire system by the State. In Germany the result of the prospect of State purchase has been directly opposite, the Berlin Bourse having run into the wildest of "bull" speculations upon that prospect.

☞ The Bradford (Penn.) Era says that during the month of January 220 wells, with a production of 5,944 barrels, were completed in the Bradford region alone, five of them being dry holes. In the entire oil regions, including Bradford, 1,889 wells are in progress, and 245 have been completed during the month, nine of them being dry holes. The increase over the December showing is very marked, and may result in a lower price for oil during the coming two months.

☞ The Piedmont and Potomac Coal and Railroad Company has been organized on a charter obtained some years ago, with Hon. H. G. Davis, president, and Alex. Shaw, John Shaw, N. B. Holt, T. B. Davis and U. B. McCandlish, directors. This is a road to be built as a feeder to the Baltimore and Ohio railroad from some point near Bloomington to the Elk Garden coal region.

☞ The Ontario Silver Mining Company produced $89,863 73 silver, assay value, for the first 23 days of January, during which time the mill was stopped for 3 days. The following is the ascertained gold product of three of the Black Hills mines for the first clear up of January, about one-third of the month: Homestake, $37,045 39; Deadwood, $12,260 15, and Golden Terra, $19,-257 84.

☞ The Wilkesbarre (Penn.) Leader says that the Lehigh and Eastern Railroad Company are constructing a railroad from Tombicken, in Southern Luzerne county, to Port Jervis, N. Y., where it will connect directly for New York. This will be an additional outlet for lower Luzerne coal to the New York market.

☞ The gross earnings of the Philadelphia and Erie Railroad Company for the month of December, 1879, were $304,055 83; expenses, $187,-587 91; net earnings, $116,467 92. The net earnings for the year 1879 were $961,549 74; do, for the year 1878, $876,111 66—increase for 1879, $85,438 08.

Providence and Worcester Railroad.

From the report of this company for the year ending September 30, 1879, we learn that the income during that time was $919,852 25, the expenses $569,507 05, and the net earnings $350,-345 20. It has been decided to remove the repair shops to Valley Falls. The estimated cost of the removal and construction of the necessary buildings and machinery, and the necessary alterations of the premises in Providence (now occupied by the machine and repair shops), to make them available for freight purposes, will amount to about $100,000, which expenditure may cover a period of three years, or a shorter period, if, in the opinion of the Board the removal and construction can be, with a due regard to economy and convenience, perfected sooner. This removal of the machine and repair shops will add greatly to the facilities in handling freight at the Providence terminus. During the year over $50,000 has been expended in improvements on the road, including the laying of 750 tons of steel rails, and 2050 tons are to be laid the coming year. Contemplated improvements to be made during the coming fiscal year will require a large outlay of money, and in order to make them without in any way increasing the debt of the company, it is the purpose of the Board of Directors to pay the cost thereof out of the earnings of the road and charge them to operating expenses.

OFFICE OF THE ONTARIO SILVER MINING CO., 31 BROAD ST., NEW YORK, Feb. 5, 1880.

DIVIDEND NO. 52.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for January, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 16th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

NEW YORK, February 2, 1880.

THE STANDARD CONSOLIDATED MINING COMPANY, have this day declared their regular monthly dividend of

FIFTY CENTS PER SHARE,

payable February 12th, at the Agency of the Nevada Bank, No. 62 Wall-st., New York.

Transfer-books close on the 6th inst., and re-open on the 13th inst.

M. R. COOK, Vice-President.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Jan. 22. 1880.

A DIVIDEND OF THREE (3) PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of its capital stock as registered at 2 p. m. on the 12th of February next, after which, and until the 4th of March, the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.

Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.

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Sutro Tunnel Company, San Francisco, California.

TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

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PROF. MOSES G. FARMER, says: "I have used your Kerite as leading wire, more or less for four or five years. It stands abuse, changes of temperature, alternate wetting and drying better than any insulator I have tried."

EMINENT ELECTRICIANS AND PRACTICAL TELEGRAPHISTS

commend and recognize the Kerite insulation as superior to all others.

GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874. says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869. until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

WEEKLY BY JOHN H. SCHULTZ & CO., AT NO. 31 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, February 13, 1880.

The Indianapolis, Cincinnati and Lafayette Foreclosure Sale to be Contested as Irregular.

We have found it a most difficult task to solve the mystery hanging about the foreclosure sale and reorganization of the Indianapolis, Cincinnati and Lafayette Railroad Company noted in our last, together with the proposition which the stockholders had rejected, as it gave them the right to come into the reorganization only on terms that would have been virtual confiscation of their stock, or the alternative of being wiped out altogether. Upon inquiry of the proper sources, however, we find that the stockholders' rights and creditors are protected by the laws of the State of Indiana, which cannot be set aside by the "Reconstruction Committee," while there is doubt if it was ever intended to reorganize the road, the scheme being a sort of legal threat, it is said, to get rid of indebtedness to a canal by compromise, on penalty of wiping out both the lease and back rental to the amount of $250,000, including interest due the White Water Canal Co., on which the road was originally built.

We are told by those who represent the stockholders that very little of the stock has assented to the scheme, as the holders were advised not to do so on the ground that the reorganization proceedings are irregular and the sale will be contested both by them and the canal company, and possibly be set aside. To this end there is a movement planning on the part of the stockholders conjointly with the canal company. There is also a law of the State of Indiana giving a year's right of redemption on the foreclosure of a mortgage, until which time the reorganization cannot be completed. Indeed the unusual haste and manner in which this stock was dropped from the Stock Exchange list, almost before the sale of the road had become public, gives color to the charge on the Street that the reorganization interest desired to break down the price of the stock, in order to buy it in, and, after compromising with the canal company, and getting rid of its obligations to it, go on under the old I., C. & L. charter, rather than incur the expense of defending the reorganization scheme, in which they might be defeated in the end.

While the above is necessarily unofficial, in the present state of the proceedings, yet it is the opinion of those best informed, who are not in the reorganization scheme, which is said to be in the interest of the Wabash system. Hence we would advise the holders of the stock to wait, as their stock may not be so worthless as the "reorganizers" and officials of the company individually and officially have gone out of their way to proclaim. On the other hand the figures set by the Street to which the stock will go, are no doubt an extreme view on the other side, and represent the wishes rather than the judgment of the holders of the stock, just as the "worthless" views of the inside managers are possibly the result of their desire to purchase it at as much below its true value. It will be remembered this stock sold last fall at 16. As to the real condition of the road, it is not such as should make the stock valueless by any means. It has 166 miles of road, 51 miles of sidings, 52 engines, 41 passenger coaches, 16 baggage, mail and express cars and 1,084 freight cars, costing about $17,000,000, against a capital stock of $5,500,000 and a bonded debt of $10,000,000, including $1,600,000 overdue coupons of 1867, In 1878 it earned $1,309,000 gross, and $494,000 net. Since then the business of the railroads of the country has increased 8 to 10 per cent, which would make net earnings for 1879 $40,000 to $50,000 more. Now the interest on its $10,000,000 of bonds at 7 per cent is $700,000, against $534,000 to $544,000 net earnings. In other words the road is now earning more than 5 per cent interest on its total bonded debt. What need then, the reader will ask, was there of foreclosure, and why should the stock be selling at 1¼ a 2 per cent?

Since writing the above we have met Mr. M. E. Ingalls, the receiver of the road who gave us the following facts. As he was the former president of the road he is familiar with its history. He says that the reason default was made on the interest on $2,869,000 of the First Mortgage bonds when the net earnings were more than sufficient to meet it, was by order of the court to apply the same to the payment of overdue debts for wages and supplies.

We find that in 1876, the year in which the receiver was appointed, the payments of interest fell from $654,000 in 1875 to $363,000 for 1876-1877, and to $394,000 in 1877-1878 and about the same for 1878-1879 — making a reduction of about $300,000 which

would thus appear to have been applied to payment for overdue supplies and wages, if we understand Mr. Ingalls rightly. He also says the right of redemption does not apply to railroads, and also that about one-half the stock has assented, that the canal was not leased but condemned, and that the claim is only $250,000 instead of $1,500,000 as reported.

It is to be presumed, however, that this $100,000 per year is not to be applied to overdue bills continuously, and, as we have shown, when applied to pay interest the net earnings are nearly equal to the fixed charges. Mr. Ingalls says that the debt is now $11,500,000, including $1,000,000 overdue coupons; but we showed in our last that $400,000 of these have been surrendered. He also says that the effort to convert $1,500,000 of junior bonds into preferred stock failed, and that hence that much should be taken from their capital stock, making it $5,587,000 and added to their bonds.

Mr. Ingalls and Judge Hoadley were in this city Wednesday looking after the affairs of the company.

The Inter-State Commerce Bill.

As the hearing on the Reagan Inter-State Commerce Bill, now before the Congressional Committee on Railroads, is closed, we propose, in another article, to review the arguments of opposing interests in order to arrive at a just conclusion of the merits and defects of said bill. We wish first, however, to call attention to the purposes of the bill. Representatives of nearly all the leading railroads in the country, of the mercantile interests and the trunk line commissioners and arbitrators have in turn placed themselves and their arguments, pro and con, upon record, until the subject appears to have been exhausted, so far as these interests are concerned. It will now be the duty of the Committee and the Press to ascertain, from all that has been presented, what are the *public* interests, to preserve which the bill in question was prepared, as a remedy for abuses in railroad management which have been shown to be so general and so great as to render the public, for which common carriers were chartered, dependent upon these creatures of their own power.

It must not be lost sight of, therefore, in determining this question, that said bill is in the nature of such remedy for evils that have been amply proven to exist. While giving all due consideration to the arguments of interested parties on either side of the question, they must not be accepted unless true, nor binding upon the committee, only so far as it is necessary to protect their property and interests, under the law, as they would those of the individual, upon a parity with whom railroad managers must be brought. This is the purpose for which this legislation is demanded; in order to compel these powerful and irresponsible corporations—controlled by a dozen men—to manage the highways of travel and commerce for 50,000,000 people, in the interest of these 50,000,000 people, from whom they obtain their charters and rights as common carriers, instead of in the interests of these dozen railroad managers as now. This is the whole point at issue and must not be lost sight of, belittled nor obscured by the ingenuity of the legal talent which the railroads commanded before the committee and keep in their service by enormous retainers, for which the commerce of the country is taxed. The purpose of this bill is to abolish this American aristocracy of "railroad kings," or feudal lords of the nineteenth century, who hold the highways of trade and levy tribute at will upon the unlucky merchantman who is obliged to cross their domain; just as was done in the Dark Ages, except that we are despoiled by forms of laws, made and executed by the retainers of these railroad kings instead of by force of arms as then; and that their retainers are legal gentlemen, instead of the rude and bloody clans who founded the ancient peerages of Europe.

The discussion has brought out among other things a new proposition from the railroads that appears on its face to be just, providing that water carriers be included in the proposed legislation for regulating commerce between the States, as it would be manifestly unjust to restrict competition snd liberty of action on the part of the railroads and then leave competing water routes free to secure business at such rates as would ruin the railroad traffic.

Since the above was written the Committee on Commerce has voted "8 to 7" not to report the Reagan bill, although this vote may be reconsidered.

Regulating Live Stock Transportation by Congress.

The bill introduced in the United States Senate to prevent cruelty to animals in transit, is one which deserves careful consideration in the cause of humanity to protect animals from inhumanity by man, induced by the overgrown greed of gain. While directly affecting the railroad companies as the responsible agents of the drovers and shippers of live stock in transit, the bill does not really affect the transportation companies in the end, as all necessary expenses incurred by the provisions of such a bill would fall upon the drovers and shippers themselves, who are the guilty parties to be reached. It is not a matter of great difference to the railroad companies how often stock is unloaded, watered, fed and rested, nor how closely they shall be stowed in their cars. It is by the car they charge, and the extra cost of unloading and reloading would naturally fall on shippers. It is the cupidity of these owners of stock that causes them to overcrowd cars and ship stock for long distances without the food, water and rest which nature imperatively demands, and without which as great distress follows to the animal as would to a human being deprived from one to two days of food, water and rest. Besides, it engenders disease which renders these amaimals' meat unhealthy food on arrival at their destination. The treatment of animals, is a question deserving of much wider and more general attention and legislation than simply the manner of their transportation. Cruelty to animals from their birth to their death is the rule, and kindness and humane treatment the exception. Scarcely has an animal been born before mutilation in one form or another is practiced upon it in the interest of civilization. It is not permitted to grow and mature without one or more annual inquisitions of brutality, that in most cases are wholly needless and revolting; the only excuse for which is that it is necessary, to adapt the brute creation to the uses of man. This is strangely inconsistent with the accepted belief that the animals were created for man's use. If so, then any use for which they are not in nature fitted, is not the use for which they were created, and hence is an abuse of the brute, which should be forbidden by law. The cynical may smile at any such plea for the mute and defenseless, yet faithful animals whose lives are spent in the service of man; so does the hangman smile at the writhings of his victims, and like the butcher needlessly tortures them if left to his own perverted instincts. Our slaughtering establishments and methods of killing animals, are also a proper subject of legislation and should be conducted by law upon scientific principles, the least painful and most humane, as is done in France. The custom in any of our abattoirs of huddling animals in slaughter pens to witness one by one their fellows dragged from their midst, hung up by the heels and butchered before their eyes, is enough to make one's blood run cold, is needless and should be stopped. It is heartless or ignorant to say that they are animals and have little feeling. Their instincts of life and dread of death are as strong as those of the human being, and their bodily sufferings as well as terror of blood and death are the same as ours. To poohpooh such arguments and such legislation as is needed to protect domestic animals is therefore heartless, and to resist it is brutal, though we doubt not in most cases such action is the result of thoughtlessness, rather than cruelty. A good way to realize the truth of the case and the need of a remedy is to put oneself in the animal's place, and suppose him to be the "lord of creation" and man his subject.

The *Railway World* of Philadelphia, in commenting upon the bill before Congress said:

"The debate indicated an unexpectedly strong feeling of hostility to any measure that tended to extend, in a questionable manner, the authority of the General Government over questions relating to inter-State commerce."

We are surprised that this question of humanity, strictly, should thus be dragged by a railroad journal into this contest between the railroads and the public, with which it has no more to do than with railroading in the moon, in order to help one faction or the other, at the expense of the poor animals which are un-

doubtedly treated with systematic and unnecessary cruelty while in transit from the West.

Railroads of Maine.

The Railroad Commissioners of the State of Maine have made their annual report to the Legislature in accordance with the requirements of law. In regard to examinations the Commissioners say:

"Upon most of the roads we have observed the same marked improvement and progress that have characterized them in the years immediately preceding, on the main through lines particularly, a completeness and perfection that may well challenge comparison with the best and most approved railroads of any State in the nation."

During the year 1879, three new railroad companies have been organized under the general railroad law of 1876, and roads located and built by the same, over which trains now run regularly, viz: the Sandy River Railroad, leading from Farmington to Phillips, a distance of eighteen miles; the St. Croix Railroad, leading from the European and North American Railroad station, in Vanceboro', to the centre of the St. Croix River (the eastern boundary of the State), a distance of about three-fourths of a mile, to connect with a branch of the Canada and New Brunswick Railroad; and the Norway Branch Railroad, leading from Norway village to the Grand Trunk Railway, at South Paris, a distance of about one and a half miles. The first-named road, from Farmington to Phillips, is a narrow gauge of but two feet, the others standard gauge of four feet eight and a half inches.

There are 31 distinct railroads in Maine, with a total length of rail in operation of 1,027.08 miles, being about one mile of railroad in the State to each 33 square miles of territory, to each $230,000 of property and to 644 of population. This large number of lines of road is, however, operated by less than one-half of that number of corporations by consolidation and leases.

Of the consolidated Maine Central Railroad and its branches, amounting to 307½ miles of consolidated and 47½ miles of leased roads, the Commissioners write:

"The road has been operated this year very satisfactorily to the public, and successfully by the management. Trains have been run with great regularity and promptness, and thus far no accident has occurred to mar or interfere with the general prosperity of the road. The business of the road is constantly increasing, and must continue to do so if the improvement in the industries of the country is maintained and enlarged, and the same liberal and enlightened policy now characterizing and controlling the interests of this road is adopted and perpetuated in the future. Railroads are chartered and built, not that the companies or a few individual bond or stockholders may be enriched by large dividends and the tricks of speculation, but on the contrary for the benefit of the people, and the development of the resources of the country through which they pass; for the building up, not the destruction of business centres, and giving increased facilities to enterprise and industry. Such are the understood and accepted conditions upon which our general and State government confer upon corporations the privileges of chartered rights, and upon no other ground could they be justified in conferring these rights; and when a road fails to accomplish these purposes, or by oppressive tariffs and narrow contracted policy distresses and oppresses the people, it fails to accomplish the design for which it was created, and becomes a cheat and fraud, and its iron rails an obstruction and binding chain upon the prosperity of the communities they were intended to benefit. But we have no complaints to make or charges to prefer against the Maine Central Road, for we believe that, as the longest and most extensive railway in the State, its example is worthy of commendation and imitation."

Among the improvements on the road they note the laying of 2,112 tons of new steel rails, equal to 23 miles; the repair of old rails equal to 11 miles of track, the laying of 101,800 new sleepers, a new iron bridge 107 feet long at Cathance, a new iron bridge 474 feet long across the Androscoggin River, a new overhead bridge at Winthrop, a new bridge at Livermore Falls 112 feet long, and one at East Wilton 400 feet in length, besides several smaller structures and extensive repairs on other bridges. It is a satisfaction to the people of Maine to know that this very important road, which reaches nine of the fourteen cities of the State and a dozen of the largest villages and manufacturing towns, and in which two thirds of the population of the State is vitally interested, is so well managed and that it so thoroughly, promptly and economically serves the public. This is not intended as a discrimination against any other corporation. The Maine Central is given greater prominence because its operations affect a greater number of people and a wider range of interests in the State than those of any other company.

Profits of the Elevated Railroads.

In his report to the Hon. Charles S. Baker, chairman of the Sub-Committee on Elevated Railroads, Mr. Sweet, Jr., shows that the cost, including equipment, of the Ninth, Bowery and Third Avenue lines constructed by the New York Elevated Railway Company was up to September 30, 1879, $9,092,948. This included the construction of the road as far as 129th street. It appears from the returns for the year ended October 30, 1879, that the capital of this company was $6,500,000 and the funded debt $8,498,000. The earnings were $2,239,489 08. The operating expenses, including $27,819 paid to the Corporation, were $1,199,158 86. The sum available for interest and dividend was $1,011,640, divided as follows: interest, $477,715; dividend, $532,925. In round numbers the company earned $1,000,000 on an expenditure of $9,000,000.

In regard to the Metropolitan Elevated Railroad, the report shows that the cost of the line from Morris-st. to Eighty-third-st. was $3,058,524 34. This includes the equipment. The returns of this road for the year ended October 1, 1879, show that its gross receipts were $1,285,980; its operating expenses $709,524 47, leaving as net earnings $576,455 62. Seven miles of the road were operated. Regarding the profits of the lines Mr. Sweet says:

"The Ninth Avenue line has been run as a single track road nearly all the time, the rebuilding of the old structure, now nearly completed, having been begun soon after the second track was finished. Notwithstanding this fact, and the want of proper facilities for economical operation, the net earnings for the year ending October 30, 1879, were 15 per cent of the total cost to that time, including the large expenditures for construction made during that year."

The Metropolitan road, from its opening, June 5, to October 30, 1878, less than four months, had made $227,000 net, or 7 per cent of all the cost to that time, nearly all which had been expended during that year. During the next year, with only about a third of its road completed, and utterly without shops or terminal facilities, its net earnings were nearly 7 per cent on the amount expended for construction, though two-thirds of this sum were represented by incomplete and unproductive property. The earnings for the last four months show a large increase in earnings, and operating expenses reduced to 31 per cent.

Blast Furnace Slag and Mineral Wool.

We reprint in another column a correspondence on the above subject, published in the *American Manufacturer and Iron World* of Pittsburgh. The correspondent, Mr. Elbers, will be remembered by many railroad men of ten years ago as the American agent of several Prussian Steel and Iron Works.

The welded puddled steel rails which he used to sell are out of the market, and their manufacture here and abroad has been superseded by the Bessemer process; but the F & E rail-sections which he introduced on many railroads in this country as far back as 1868 are widely known and appreciated—especially on account of their straight bearings for the fish-bars, which allow of using the latter "up side down" or on either side of the rail.

Mr. Elbers left the railroad supply business in 1873; but his Mineral Wool—as the sequel shows—bids fair to bring him again into closer contact with railroad men, among whom he has retained many friends.

—We have received from the publishers—the *Railroad Gazette*—a very interesting and useful pamphlet, upon Taxation of Railroads and Railroad Securities, compiled and edited by Messrs. C. F. Adams, Jr., W. B. Williams and J. H. Oberley, who composed a committee appointed by a convention of State Railroad Commissioners, to report the methods of taxation of railroads and their securities in the different States and in foreign countries; and to devise some uniform system for such taxation which should be equitable to the public and the roads, which we shall refer to hereafter.

—As we feared, we were hasty in giving Col. Scott credit in our last issue for doing justice at last to the Columbus, Chicago and Indiana Central Railroad bondholders by satisfying the judgment of the United States Court in favor of the latter for rental overdue seven years to the amount of about $3,000,000. It is announced instead that he has appealed to the U. S. Supreme Court and will continue to fight these bondholders with their own money to the end of the law, for the purpose of delay.

☞ At a public meeting on the 9th inst. in West Hoboken, N. J., resolutions were adopted in favor of granting the right of way to any responsible company that will construct an elevated railroad from Hoboken to the Palisades, trains to be run at intervals of 10 minutes and the fare to be 5 cents.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept. '79 3
Augusta and Savannah.100	1,022,900	J. & D.	June '79 3½
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '79 4
" " pref.100	4,599,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 79 1½
Boston and Albany 100	20,000,000	M. & N	Nov. '79 4
Bos., Clin., F. & N. Bel.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar....100	60,000	J. & D	June '78 3
Bost., Conc. & Mont.* pref100	800,000	M. & N	Nov. '79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence..100	4,000,000	M & N.	Nov. '79 3
Attleborough Branch..100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	960,000	J. & D	June '79 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Jan. '77 2
" " pref. 50	838,311	quarterly	Nov. '79 3½
Camden & Burl. Co.....100	381,925	J & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June '79 3
Catawissa*..... 50	1,169,500	October	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	Nov. '79 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov. '79 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June '79 2½
Central of New Jersey..100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" pref..... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb. '80 3
Chemung*.....100	380,000	quarterly	Oct. '79 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,085,400	M. & S.	Mar. '80 3
" pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	20,928,300	M. & S.	Dec. '79 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '79 2½
" " pref.....100	12,279,483	A. & O.	Oct. '79 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" pref.100	22,025,603	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific..100	20,980,000	quarterly	Dec. '79 2
Clin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '78 4
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept. '79 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord..... 50	1,500,000	M. & N.	Nov. '79 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 5½
Conn. & Passump Riv...1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River.....100	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. '79 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '79 4
" 2d pref.. 50	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	July '79 2
Delaware*..... 50	1,230,950	J. & J.	July '79 3
Del. & Bound Brook*...100	1,500,000	quarterly	Aug. '79 1½
Del., Lackaw. & Westn. 50	28,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref.10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania*..... 50	1,300,200	J. & J.	Jan. '80 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga...100	1,966,274	.....	May '79 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eo River.....	2 750,000	— & —	Oct. '79 $3
Elmira, Jef. & Canand*...00	500,000	Sept.	Sept. '79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '79 2½
" " pref. 50	500,000	J. & J.	July '79 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept. '79 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Han. June., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '79 3½
Housatonic, pref.....100	1,180,000	quarterly	Jan. '80 2
Illinois Central.....100	29,000,000	M. & S	Sept. '79 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Feb. 80 1
Ja. Riv. & Mo. Northern.100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Aug. '79 1½
Joliet and Chicago*.....100	1,500,000	quarterly	July '79 1½
Ken. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra 1 0	4,500,000	J. & D.	June '78 1
" pref.100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So...100	49,466,500	F. & A	Feb. '80 4
" " (guar.).100	533,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Oct. '79 2
Lehigh Valley 50	27,332,565	quarterly	Jan. '80 1
" " pref. 50	106,300	quarterly	Jan. '80 2½
Little Miami*..... 50	5,871,450	quarterly	Sept. 79 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,622,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	Nov. '79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,180,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,376	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex* 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov. '79 3
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur...100	1,529,000	J. & D.	June '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '79 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '79 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	.....	annually	Apl. '79 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref..100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '79 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	3,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	.....	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '79 4½
Panama.....100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*..100	632,000	J & J.	.....
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pembor. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '79 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '80 1½
" Special Imp..100	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia....100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb.....100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '78 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,469,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,348,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....	2,433 shs	M. & S.	Sep. '78 60c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '79 3½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '79 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June '79 3
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	July '79 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,300	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug. '79 3½
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Jambridge.....100	875,000	J.A.J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	500,000	— & —	.....
Continental (Phila.).....100	180 000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	J. & J.	Oct '79 4
Germantown (Ph.).....50	1,000.000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	Nov. '79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 3
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	June '75 2
Delaware Division..... 50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson....100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 3
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A. '79 70c.s
" (pref.) 50	2 888,977	annually	A. '9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 2
American Coal.....100	1,500,000	M. & S.	Sept. '77 2½
American Express.....100	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co....100	3,000,000	J. & D.	Dec. '9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb '80 $5
Central Mining Co.....	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2,500,000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Molongona Coal Co.....100	308,200	quarterly	Jan. '79 2
National Tube Works...100	1,000,000	quarterly	Jan. 80 2
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sept. '69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common...100	5,700,000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	800,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	ec. '79 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,832	335,678	246,778	2,679,108
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,491	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,464,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,593	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880	502,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,853	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,534,653
1879	1,008,000	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,035,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,852	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,931	8,114,894
1878	705,965	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,513	8,451,768
1879	591,175	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
1880	763,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	356,271	331,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,573	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,650	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,730	207,918	178,567	2,045,450
1879	137,047	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,390	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	634,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,901	589,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,655	7,976,703
1880	536,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,993	403,307	443,514	391,421	260,450	3,729,606
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,503	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,569	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	390,759	397,701	386,096	380,028	3,343,373
1880	367,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,289,380	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,301,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,415,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,313,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,328	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	593,983	535,411	468,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	231,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	554,615	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	113,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,468
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1877	818,764	851,101	1,027,512	1,088,280	1,109,063	1,101,099	1,033,592	1,012,437	1,159,333	1 329,171	1,022,354	973,252	12,744,816
1878	937,340	719,962	855,409	1,075,058	1,099,389	1,154,232	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,002,004	12,873,658

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Feb. 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$14,345,000	6	Jan. & July.	1880	106¼
.. .. coupon	3,570,000	6	" "	1880	106¼
Oregon War Bonds of March 2, 1861 ... coupon	814,300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 ... registered	129,956,750	6	Jan. & July	1881	105¾
.. .. coupon	60,561,000	6	" "	1881	105¾
Loan of March 3, 1863 ..... registered	54,282,460	6	Jan. & July.	1881	105¾
.. .. coupon	16,316,100	6	" "	1881	105¾
Loan of March 3, 1864 ... (10-40s) ... registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s) ..... coupon	.....	5	" "	1904	....
Loan of March 3, 1865 ... (5-20s) ..... registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s) ..... coupon	.....	6	" "	1887	....
.. .. registered	.....	6	Jan. & July.	1888	....
.. .. coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870 ..... registered	288,823,750	5	F. M. A. & N.	1881	103¾
.. .. coupon	217,671,600	5	" "	1881	103¾
.. .. registered	148,391,000	4½	M. J. S. & D.	1891	107½
.. .. coupon	81,009,000	4½	" "	1891	108
.. .. registered	507,687,400	4	J. A. J. & O.	1907	106¾
.. .. coupon	231,088,750	4	" "	1907	106¾
Refunding certificates of Feb. 28, 1879	2,069,800	4	.....	.....	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest ..... (var.).	12,002,445	...	.....	.....	....
Debt bearing no interest	394,510,095	...	.....	.....	....
Pacific R. R. Bonds (registered) ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	123½
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876 ...	7,000,000	2	Jan. & July.	1906	63
.. Substitution (B) bonds; R. R. do	596,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R. R	1,000,000	2	" "	1906	62
.. Funded obligations, July 1, 1874	1,000,000	8	" "	1884	40½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870	3,209,000	6	Jan. & July.	1899	5
.. * Levee Warrants or bonds of 1871	1,984,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds ...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds ...	5,150,000	7	April & Oct.	1900	8½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold ..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg ..	1,313,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr)	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873	870,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.) ...	13,743,250	3.65	Feb. & Aug.	1924	93
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870)	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872)	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877	2,298,000	6	" "	1889	....
.. Funding (1879) bonds	500,000	4	January.	1886	....
Illinois—($806,742):					
.. Refunded Stock bonds, 1847	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18.9	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874)	11,777,100	7	Jan. & July.	1914	49
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($160,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863	335,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds, 1864	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325,675):					
.. Loans to Railroads & Canals, stg	4,512,555	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals	186,684	5	Various.	'80-'90	....
.. Loan (1829) to Balt. & Susq. R. R	209,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1865) bonds	3,328,750	6	Jan. & July.	1883	108
.. State Loans (1870 to 1874)	916,391	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878 ...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	Jan. & July.	1894	110½
.. War Loan, (1869) stg	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,463	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862 ...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)	4,350,000	6	" "	'95-'97	105
.. Railroad Aid (1854-1860) Bonds	7,796,000	6	" "	'89-'90	107½
Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106
Nebraska—($549,267):					
. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864	600,000	6	Jan. & July.	'84-'89	116½
.. Municipal Equalization bonds, 1872	2,206,100	6	" "	'92-'05	115½
.. State bonds, 1873	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863 ..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	79-'98	15½
.. * Funding (new) bonds	3,888,600	6	" "	'98-'00	9½
.. * Special tax bonds	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81 ..	4,072,640	6	Jan. & July.	1891	104
.. Reg. (1856) Loans, pay. after Jan. '86 ..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free ..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan	814,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54)	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold	469,000	6	" "	'78-'79	....
.. *Funding bills receivable (1868) gold	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1988	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1859	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873) ...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873	149,254	6	" "	1893	....
.. *Railroad bond endorsements	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	35
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold ...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold)	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered ...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable), coupon		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1885	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered	1,641,615	6	" "	1905	....
.. Consols (act, 1872)	2,359,500	6	" "	1906	....
.. Consols (act, 1872)	925,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.)	15,282,370	...	Contingent.	.....	8½
.. *Interest unpaid to Sept. 30, 1878	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113¾
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108¾
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,600	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109¾
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	117¾
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	44
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1903	106
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	114¾
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114¾
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	125
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,629,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	434,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	....
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	109
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1895	....
Consol. Mortgage for $2,000,000.	367,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	56¼
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	62¼
Mass. L. (sec'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	115
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	119¾
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89¾
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	.....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114¾
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	105¾
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105¾
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	111¾
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (akg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	92¾
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	286,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114¾
Chattel Mortgage	209,850	6	May and Nov.		88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Catasauqua and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1899	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	108
1st Mort. (W. to Minn. Lake)	1,234,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	114½
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	60
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	115½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	106
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	85
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1890	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'96	110½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	103½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	107½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'82-'92	103
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	105
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	66½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (") coupon....	918,000	6	" "	"	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	116
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,860	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,864,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118½
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	119½
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	939,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,073,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
3d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,200 000	3,200,000	8	Jan. & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C.&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	113
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	114
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	109½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	113
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,900	7	Jan. & July.	" "	1905	109
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	108½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	112
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S. F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	116½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	94
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1880	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1880	94½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	100
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	100
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	109½
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1938	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	600,000	7	March & Sept	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103½
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	108
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	55½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	.....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	851,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ama.	1900	103½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	506,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	160,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	6	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,276,000	4½*	" "	Boston.	1906	90
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109½
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1907	121½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	108½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116½
1st Consol Mortgage gold...	16,686,000	7*	March & Sept.	N Y & London.	1920	119½
1st Consol. Mort. Coup. Bonds.	3,088,000	7*	" "	" "	1920	92½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1902	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & Holly guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	82
Construction Loan.....	280,400	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1890	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104¼
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	103½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	110½
1st Mort. (Q. & Palm. R. R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F & PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300 000	6	April & Oct	Brist. & Bost	1889	....
Equipment Bonds	150 000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	108½
1st Mortgage (Western Div.)	2,356,000	7*	" "	" "	189	105
1st Mort. (Waco & N. W. Div.)	940,000		" "	" "	1903	106
Income and Indemnity bonds	1,359,500		May & Nov	"	....	93
Consolidated Mortgage	2,864,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	75
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,006	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	73½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	61
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage (Bonds, Gar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1.2
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	110
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1890	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 120 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept.	" "	1890	109
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL & G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4.063 000	6*	June & Dec.	" "	1896	116½
1st M.(3dD.244.66m.& 3,000,000a)	8,411,000	7*	May & Nov.	N. Y. L. & F.	1899	109½
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	95
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }		7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon.. }	7,925,000	7	Jan. & July.	" "	1900	122½
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	116
Bonds of 1892 (Reg. & Coupon)	3,234,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1858	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720.000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	116
1st Mortgage (")reg... }		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125½
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	110½
General Mort., registered .... }		6*	" "	"	1922	111
Lewisb., Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,400,000	8	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	103
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	c.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	105½
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	115
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7s	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	103½
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	81
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	49
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jan. & Dec.	New York.	1892	112½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1895	92
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	73-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	102½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	119½
1st Mort. (Mich. Air Line)assn'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	110
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1898	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1896	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20.000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	68½
Third Additional Consol. Mort..	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. cnd. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,800	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	128½
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	" "	1891	112
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	109
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	110
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	113
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200 000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.)						
1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	700,000	7	" "		1891	....
New Jersey West Line						
1st Mort. gold for $3.000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage.....	892,200	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	107
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	125½
1st Mort., reg'd }		7	" "	" "	1903	124½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	125½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	110½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	112½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000.....	1,000,000	7	Jan. & July.	"	1899	115½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	114½
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	109
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2 035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	106½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,838,000	6*	Jan. & July.	Lond. & Balt.	1904	102½
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	6	" "	Baltimore.	1926	79½
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1900	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1899	101
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	111½
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	111½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,564,000	7	April & Oct.	New York.	1911	112½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	77
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds.....	266,500	7	Feb and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	118
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	...
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	640,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114½
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	113
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	116
General Mort. for $20,000,000	7,662,000	6*	" "	Phil. or Lond.	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	103½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	116
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
Consolidated Mortgage June 1, 1871. — Dollar registered	3,389,000	7	" "	"	1911	114½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	98
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1903	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	89½
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	80½
Funding Income	370,000	7	" "	" "	1896	55

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,500	7	April & Oct.	Philadelphia.	1900	68
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	112½
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	126
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	123
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	115½
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	6	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	113½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb. (Me. & N. H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	349,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	..
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1880	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	76
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	..
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	101½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	124
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	90
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	81,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	2,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1890	93
2d Mortgage	460,000	7	Jan. & July	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	68½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	348,000	8	May & Nov.	Saginaw.	1892	110½
St. Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	112
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	103½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	94
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	103½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	102
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114½
Real estate & 2d M. for $3,000,000	2,996,000	7	March & Sept.	" "	1895	108½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	91
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,623,260	6	" "	U.S. Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	94½
3d preferred bonds	452,800	6	" "	" "	'84-'90	88
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	195,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	115
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	104½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	97
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	77
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	107½
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	107½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	104½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	105
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	103½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	103½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	103½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	99½
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	110
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	119½
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	84½
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	87
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	108
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111½
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
2d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	101½
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	84½
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	101
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98½
3d Mort. " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. " ")	700,000	8	March & Sept.	"	1880	46
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $ [illegible]	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116
Western North Carolina:						
1st Mortgage.....	856,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	116
Sterling Bonds, Sinking Fund..	961 234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	98½
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	107½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	100
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109½
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	"	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	38½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	42
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	112
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,500	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	79
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	98
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	104
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107½
Coupon bonds of 1874..... }	3,000,000	7	Apr. and Oct.	" "	1894	109½
Registered bonds of 1874..... }	2,000,000	7	" "	" "	1894	105½
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106
1st Mortgage, registered	6,381,963	6	J. A. J. & O.	"	1884	107½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	106½
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	132½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100½
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	103½
2d Mortgage.....	2,990,392	6	Jan. and July.	"	'82-'97	83
Improvement bonds.....	280,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	80
Boat and Car Loan	621,600	7	" "	"	1916	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	40
Prof. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	[illegible]
2d Mortgage.....	298,000	6			1348	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(*) Asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	396.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,383,000	*	.....	.....	8,613,000	1,750,000	581,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,371,745	1,608,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,823	486,336	1,006,211	456,579	7	100	104
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,968	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,529	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,738	449,279	125,548	—	100	76½
June 30, 1879	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	25,854,000	*	1,130,481	664,993	8,615,000	14,598,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	141½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,252,200	83,000	8,722	107,881	87.2	46,626	41,081	65,184	321,140	113,435	8	100	....
Dec. 31, 1878	337.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,567	—	512.0	4,386,192	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	28	19	8	370	Atlantic and Gulf ¶.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,565,500	1,331,148	—	350.2	651,337	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	405.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,065,300	3,706,158	2,427,860	428.0	1,438,025	149,577	540,966	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	723,000	—	.....	.....	723,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,577	12,116,458	57,305,232	3,031,498	18,277,309	37,670,350	5,319,729	37,111,919	567.5	3,303,055	.....	.....	8,563,967	4,039,612	8	100	253½
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,090	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,020	.....	104.0	1,170,745	.....	.....	650,699	186,923	—	100	64
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,067,559	429,348	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,784	696,010	37,838	64,638	3,533,250	6,500,000	288,368	—	90.2	571,460	903,548	284,681	620,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.). Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	—	71.9	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	8.3	27,380	7,689	88,605	41,570	22,185	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,800	157,524	—	68.8	.....	.....	.....	639,664	152,756	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,584	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	966,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,593	2,219,536	8	100	143
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1.462	92,101	869,092	554,300	283,133	—	52.5	135,063	104,762	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	648,438	560,164	970,548	286,519	—	100	80
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	573	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,556	201,618	6	100	129
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	891
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	206,359	6,921,274	3,600,000	86,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,743	741,374	7	100	120
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	508,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	800,000	677,343	363,127	67.7	900,010	3,213,189	569,751	1,246,417	358,490	6	100	130
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	25,326	349,200	1,000	243,649	60,611	8.8	104,086	686,838	.....	181,265	37,324	2	100	99½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia.. Penn.	5,498,035	1,081,819	8,000	230,809	1,971,450	3,807,500	701,079	338,434	120.5	509,791	139,122	539,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	943,800	1,999,707	.....	197,695	67.2	162,729	101,921	188,227	221,650	49,993	—	100	....
Jun. 30, 1878	242.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern. Iowa.	11,783,770	544,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,782	560,311	—	100	57½
Dec. 31, 1878	190.7	—	40.5	—	29	28	5	1,280	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,963,300	1,776,111	502,467	415.2	469,122	168,688	379,879	1,921,350	1,302,678	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,185	9,423	135,142	.....	62,928	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	108	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	dr. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.).....Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,889	dr. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,174	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	58.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,900,673	395,014	131,150	390,893	12,000,000	6,850,000	1,495,890	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,441	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	46,388	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... .....Canada.	22,289,453	*	4,915,026	164,534	15,000,000	11,541,845	1,012,265	294,965	326.6	1,681,944	219,544	968,024	1,490,270	283,045	—	100	70
Mar. 31, 1879	242.0	—	12.3	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	408,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	*	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pc	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	—	.....	.....	1,687,000	1,687,000	.....	—	75.6	.....	.....	.....	.....	113,370	—	100	25½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	*	.....	.....	7,620,000	3,614,000	.....	—	.....	.....	.....	.....	.....	954,999	7pc	100	111
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	503,458	7,500,000	3,647,000	396,718	—	712.6	952,986	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,517	274,721	725,658	326,024	—	100	127
Dec. 31, 1878	73.4	56.9	188.9	—	258	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,553	—	334.6	4,324,938	4,504,718	3,228,822	5,589,526	2,302,770	—	100	82½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,209	66,701	181,219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,957,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	464,386	137.3	1,281,787	297,472	646,572	829,253	265,443	6	50	76½
Dec. 31, 1878	882.8	380.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,450,528	7,956,113	9,097,651	6,389,421	54,275,500	94,249,650	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,842	17,530,858	5,744,740	—	100	82½
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	215	Charlotte, Col. & Augusta.. N. C. & S. C.	5,182,651	*	.....	267,487	68,145	2,578,000	2,510,548	186,555	192,880	195.0	415,353	68,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	496,035	15,950,402	23,288,820	2,127,589	—	435.0	3,233,377	172,175	586,066	1,936,360	341,621	—	100	22½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,286	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,895	1pc	100	54
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,769,406	781,991	1,997,306	4,691,519	2,156,385	7	100	107½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	66,146,212	*	1,592,685	2,327,845	27,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	144½
June 30, 1878	764.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,933	533,595	260,947	—	100	61
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,485	158,401	674,068	388,422	80,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,656	323,054	3,714,154	220,611	116,718	152.2	463,439	111,068	496,127	784,556	229,516	—	100	98
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,605,000	—	.....	.....	3,916,200	779,700	.....	—	82.4	.....	.....	.....	1,454,766	545,537	10	100	138
Dec. 31, 1878	831.3	591.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2,848,298	1,490,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pc	100	78½
May 31, 1879	1,200	—	326.7	149.5	360	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,333,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pc	100	89½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,563,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,286,270	9,409,933	4,329,961	10	100	150
Dec. 31	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O., Ky., T., M. & Ia.	25 911 501	*	.....	.....	9,662,650	17,247,851	120,606	.....	571.8	1,818,319	227,184	436,158	2,819,019	818,723	—	100	39

Sept.30, 1878	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis....Wis.	5,000,000	*				5,000,000			177.7	276,932	72,749		739,936	787,943	—	50	52
Dec. 31, 1878	170.6	75.6	28.2	—	26	13	6	497	Chicago & West Michigan.....Michigan.	6,570,475	*	31,758	52,711	6,150,000	450,000	23,944		245.6	387,56	205,294	197,637	488,784	80,908	—	100	70½
Mar. 31, 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton...Ohio.	3,827,07*	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794	59.9	567,951	950,520	759,669	907,211	141,193	—	100	....
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.& D.).O.& Ind.	2,436,068	229,072	60,080	.....		2,500,000	1,180,356	.....	98.4	388,764	152,052	210,233	341,676	78,167	—	—	....
June 30, 1878	58.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic..O. & Ind.	4,059,000	*	.....	.....	1,929,200	1,898,000	300,000	.....	75.3	328,970	.....	.....	408,188	127,569	—	100	....
Mar. 31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&D.).Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195	42.0	131,114	83,175	136,371	188,448	33,468	—	50	....
June 30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland...Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189	.....	190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	35½
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,751,000	—	.....	.....	1,100,000	2,651,000	1,342,882	.....	86.2	627,142	354,672	524,687	691,751	194,224	—	50	....
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	109.5	230,022	.....	.....	195,710	52,263	—	100	....
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind...Ohio & Ind.	17,998,528	*	3,582,589	907,964	14,991,800	6,109,000	713,906	674,825	391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	17½
Jun. 30, 1878	67.0	56.8	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.).Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,385	123.4	188,619	53,007	524,032	403,400	309,459	7	100	....
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)...O.	4,625,871	*	208,148	37,678	1,768,798	2,969,000	669,275		156.5	410,716	228,693	259,-23	382,698	64,971	—	100	....
Dec. 31, 1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	733,214	225.8	1,885,556	584,237	1,434,207	2,474,634	1,168,580	7	50	113½
Dec. 31, 1878	118.0	74.2	13.0	—	19	14	5	188	Colorado Central.....Col. & Wy.	4,430,300	*	.....	.....	3,971,300	2,459,000	.....		192.2	.....	[11 m	onths.	669,448	280,558	—	100	...
Dec. 31, 1878	520.5	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.	28,851,097	*	58,000	.....	13,969,823	24,859,724	79,556		580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	21½
Dec. 31, 1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley .....Ohio.	3,701,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631	105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.&C.)..Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	23,250	.....	.....	.....	.....	.....	230,797	65,942	—	50	....
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo.....Ohio.	2,816,106	*	640,590	114,223	897,108	2,416,000	229,316	28,496	117.7	416,530	145,283	345,605	517,871	222,259	—	50	....
Mar. 31, 1879	85.0	7.0	78.0	—	38	44	16	946	Concord.....New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	—	178,760	153,226	141.7	617,354	509,203	673,471	733,004	318,847	10	50	162
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv..Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774	147.0	422,078	135,494	136,116	544,142	219,694	3pf	100	57
Sept.30, 1878	50.0	5.8	37.1	—	18	25	14	826	Connecticut River .....Massachusetts.	2,306,638	241,859	178,675	226,486	2,100,000	206,400	154,862	578,887	79.8	377,739	946,900	332,900	564,670	199,034	8	100	140
Dec. 31, 1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.NY.&P.	2,400,000	*	.....	.....	1,900,000	500,000	.....		64.0	181,905	58,592	507,185	404,665	113,3*4	6	50	....
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley .....Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,800	47,007	561,878	135.0	321,495	325,551	315,696	512,121	199,560	10	50	....
Sept. 30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk .....Connecticut	973,940	164,740	15,254	26,711	600,000	500,000	—	80,645	33.8	97,380	222,212	51,81g	157,953	41,279	—	100	....
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern.....Iowa.	5,230,000	*	.....	.....	3,520,000	1,710,000	196,827	.....	160.6	187,487	81,582	67,043	222,627	17,738	—	100	....
Mar. 31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.).Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921	142.7	683,849	209,674	422,303	545,288	271,432	3½	50	....
July 31, 1879	69.7	—	3*4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.).....Ohio.	971,308	*	.....	.....	457,817	413,500	152,701	.....	69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31, 1878	83.8	10.7	10.1	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,367,508	—	.....	73,198	1,450,323	760,000	160,400	69,983	94.8	268,998	.....	.....	365,580	109,674	6	25	....
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook.....N. Jer.	3,136,534	*	.....	.....	1,514,000	1,500,000	279,621	.....	30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31, 1878	115.0	92.5	223.7	—	150	82	22	16139	Delaware, Lack. and Western.....Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125	207.5	2,468,754	474,16.	3,193,531	3,699,601	2,320,481	—	50	84½
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.).....Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350	106.0	.....	.....	.....	147,022	38,098	—	100	....
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.).....Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	216,383	329.5	704,938	47,552	132,828	773,322	342,676	—	100	70
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge.....Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....		87.2	111,664	48,646	66,945	182,812	52,477	—	100	....
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw.....Mich.	.....	.....	.....	.....	.....	.....	.....	.....	191.6	.....	[9¦ mos.	328,657	265,893	.....	100	....
Dec. 31, 1878	156.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern.....Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	158,540	197.3	785,106	872,722	364,787	970,034	372,149	—	100	90
Dec. 31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,882,000	—	31,453	.....	5,000,000	882,000	.....	31,453	.....	.....	.....	.....	925,228	323,830	5½	100	64
June 30, 1878	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga. ¶.....Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,289	3,423,721	272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	..
Sept. 30, 1878	41.4	76.6	196.2	—	75	136	35	1,281	Eastern.....Massachusetts.	7,000,000	905,000	1,691,481	249,876	4,997,800	13,589,022	1,488,349		—	1,557,775	4,197,991	697,987	2,422,394	841,2-8	—	100	89
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash).....Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	73,562	93.8	197,596	64,795	208,595	206,555	67,842	2	100	50½
Dec. 31, 1878	81.0	3.5	56.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	—	84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶.....Maine.	.....	.....	.....	.....	.....	3,223,800	.....	74,934	133.0	250,406	164,015	141,533	356,858	126,507	—	100	....
Aug. 31, 1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute.....Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,066	1,167,803	109.0	385,938	143,603	332,700	564,809	160,538	4½	50	80
Apr. 30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi..Ind.& Ill.	1,649,600	*	17,068	5,815	455,661	1,100,000	113,822		69.3	.....	.....	.....	242,896	94,236	—	100	...
Sept. 30, 1878	50.0	43.3	46.4	—	70	77	25	1,661	Fitchburg .....Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,435	189.1	1,638,610	2,166,503	1,115,771	1,794,337	489,715	7	100	126
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*.....Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826		280.0	1,095,422	540,556	408,058	1,066,017	438,203	—	100	24½
Dec. 31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag...Mich.&Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564		100.0	247,733	96,982	136,029	245,051	95,071	—	100	....
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.....Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....		104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo.....Indiana.	485,000	*	315,000	.....	600,000	200,000	.....	—	26.0	.....	.....	.....	38,397	19,196	—	100	25½
Dec. 31, 1878	51.1	—	3.1	17.5	—	—	—	—	From., Elk H. & Mo. V. (8 C.&P.)..Neb.	1,350,000	—	.....	.....	690,000	690,000	.....		51.1	55,218	19,772	45,352	138,159	46,063	—	100	....
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	487	Galv., Harrisb. & St. Antonio ¶.....Tex.	9,474,077	809,723	2,239,241	491,660	6,460,000	5,686,927	494,500	373,574	215.0	488,151	60,19*	157,938	1,325,846	792,014	—	100	....
Dec. 31, 1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶....Tex.	3,495,385	*	15,805	81,488	1,000,000	1,500,000	275,596	817,082	50.0	12,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)..N. Y.	1,481,297	*	.....	.....	850,000	600,000	192,249		75.6	388,066	95,811	501,852	264,996	df.16,138	—	100	....
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking).....Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,961	511,323	275.0	858,787	.....	.....	997,719	328,393	6	100	....
Dec. 31, 1878	332.0	—	38.8	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)Mich. &Ind	11,095,085	*	65,504	246,737	2,800,000	2,164,707	.....		423.6	1,188,105	509,326	383,810	1,200,629	242,458	—	100	....
Dec. 31, 1878	856.0	158.2	213.5	—	434	274	84	8,178	Grand Trunk ¶.....Canada.	152,044,870	*	2,311,480	.....	118,498,280	35,812,710	45,510		1,390.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....
Jan. 31, 1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶.....Canada.	33,424,480	7,877,010	2,851,945	.....	33,106,835	18,221,095	.....		1,089.3	3,616,829	1,206,382	1,854,663	4,216,335	1,297,055	—	100	....
Sept.30, 1878	218.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota....Wisconsin.	12,297,805	*	1,469,135	.....	8,000,000	3,979,000	1,777,941	.....	213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)...S Car.	3,623,905	*	374,200	193,895	1,515,166	2,178,768	989,222		164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶..Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....	66.8	242,592	4,340	202,584	112,358	29,706	—	100	....
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	146.7	103,153	146,551	70,456	127,084	40,991	—	100	....
Dec. 31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶.....Missouri.	13,492,427	.....	.....	.....	14,251,724	8,700,000	.....	.....	292.8	1,354,767	257,916	543,472	2,045,450	780,356	—	100	40
Sept.30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South.....N. Y. & Vt.	.....	.....	.....	.....	.....	.....	.....	.....	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept.30, 1878	74.0	—	3.0	—	19	21	10	436	Housatonic .....Connecticut.	2,581,066	*	225,836	78,762	2,000,000	550,500	161,348	154,256	126.2	468,562	223,214	190,167	569,199	208,258	—	100	75
Apl. 30, 1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central¶.....Texas.	21,870,021	1,831,342	6,864,922	353,302	7,722,900	14,901,995	2,773,600	5,521,092	521.7	1,499,283	242,559	457,840	3,931,361	1,328,905	—	100	24
Dec. 31, 1878	45.0	16.8	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.....Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929	61.3	172,915	43,618	394,788	238,889	114,145	—	50	24
Dec. 31, 1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*.....Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	.....	2,013,892	1,255.5	4,247,628	1,725,236	2,067,832	7,111,184	3,631,559	6	100	103½
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland.....Illinois.	6,175,000	—	.....	.....	2,000,000	4,175,000	1,154,299	.....	175.7	278,504	79,962	128,132	256,895	20,661	—	100	....
Nov. 30, 1878	202.3	181.6	69.0	—	46	27	15	1,136	Ind., Bloomington & Western..Ind. & Ill.	19,040,490	1,723,650	17,278	14,606	7,910,900	9,785,000	3,400,119	.....	333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	12
Jun. 30	168.6	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.O. & Ind.	16,854,416	*	57,274	789,260	7,024,450	8,953,300	1,728,200	.....	194.5	896,503	549,587	457,135	1,309,087	494,388	—	50	3
Dec. 31, 1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.).Ind.	4,283,911	*	50,301	346,200	600,000	3,500,000	2,245,340	.....	266.6	1,585,276	243,093	538,619	1,347,246	313,903	—	100	....
Dec. 31, 1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602	.....	116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31, 1878	417.0	102.3	36.0	—	40	35	8	750	International & Great Northern ¶....Tex.	16,948,628	1,479,894	1,274,746	183,207	5,500,000	12,307,000	3,825,806	.....	519.3	822,430	117,055	224,113	1,636,585	571,983	—	100	....
Dec. 31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,577,500	—	.....	.....	4,625,000	2,952,500	.....	.....	183.7	.....	.....	.....	476,265	166,093	—	100	80
Mar. 31, 1879	270.5	77.6	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n...Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	.....	.....	.....	.....	.....	769,600	5	100	....
Dec. 31, 1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw*.(M.C.).Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,138	.....	236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec 31, 1878	111.0	118.8	84.3	—	44	33	12	748	Jeffersonv., Madison & Ind. (Pa. Co.)Ind.	6,508,713	*	182,640	86,155	2,000,000	5,000,000	82,738	.....	224.8	1,046,156	667,961	1,586,380	1,150,015	422,988	7	100	....
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.).....Kansas.	1,008,000	*	.....	.....	504,000	504,000	.....	.....	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	638.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*.....Kansas & Col.	34,369,541	*	3,807,520	3,989,461	9,699,950	28,433,100	4,747,484	.....	672.6	1,506,813	198,178	667,736	3,610,224	1,198,662	—	50	96½
Dec. 31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern.....Mo.	475,000	*	.....	.....	36,000	348,000	.....	.....	43.0	.....	72,704	39,316	84,578	33,867	—	100	....
Dec. 31, 1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf....Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	.....	155.9	777,592	142,236	466,266	833,826	115,567	—	100	58
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n.Kan.	10,00 ,000	*	.....	.....	5,000,000	5,000,000	.....	.....	208.5	320,322	.....	.....	343,343	92,980	—	100	79½
Dec. 31, 1878	197.3	56.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl Mo.& Ia.	9,260,128	1,281,878	116,232	458,279	2,789,414	7,485,197	698,466	83,451	253.5	1,168,361	229,622	674,194	1,583,651	448,059	—	100	71
Dec. 31, 1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A., T. & S. Fe.).Kas.	3,199,800	—	174,200	190,729	2,250,000	1,054,000	37,206	226,524	—	.....	.....	.....	768,515	208,387	—	100	112½
Apl. 30, 1879	99.0	49.5	16.5	—	19	17	7	351	Kentucky Central.....Ky.	6,045,060	*	.....	138,956	5,000,000	1,045,000	23,523	115,782	198.5	379,111	.....	.....	553,389	208,750	4	100	....
June 30, 1878	162.2	—	19.2	—	18	15	5	439	Keokuk and Des Moines (C.,R. I. & P.)Ia.	6,479,427	—	26,187	624,406	3,924,600	2,436,800	489,130	.....	162.2	402,461	157,078	202,985	566,763	148,433	—	100	19
June 30, 1878	80.3	—	4.9	—	—	—	—	—	Lafayette, Bloomington & Mississippi..Ill.	1,923,725	—	1,456	49,894	1,000,000	1,520,000	6,385	.....	80.3	155,603	67,012	91,653	177,545	55,485	—	100	....
Apr. 30, 1878	116.2	—	11.2	—	10	6	2	213	Lafayette, Muncie & Bloomington...Ind.	.....	.....	.....	.....	.....	.....	.....	.....	118.2	246,858	78,087	237,684	246,864	67,019	—	100	....
Dec. 31, 1878	100.0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville.....Ohio.	1,699,997	*	4,732	7,289	1,500,000	—	202,018	—	110.0	195,599	107,743	77,988	153,161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures (—) referring to the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year Ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. & E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Train Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	540.4	484	367	1.6	—	496	178	86	10682	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,037	50 000,000	37,024,000	1,925,820	8,246,182	1,176.8	8,767,042	2,746,682	6,098,445	13,979,766	5,959,501	—	100	104¾
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	1775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,528	3,912	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	236	72	36	498	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,966	—	16,035,233	1,178,753	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,679	—	50	....
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	—	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,380,670	27,528,865	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,965	5,532,738	3,075,811	4	50	103¼
Dec. 31 1878	165.7	—	4.1	—	10	6	2	294	—	Little Miami .....Ohio.	6,561,875	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	624,564	1,224,691	384,621	8	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	—	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	66
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	—	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,280,600	1,881,760	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,531,314	497,896	—	50	....
Jan. 30, 1878	174.7	—	28 2	—	31	24	18	443	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	.....	.....	—	—	....
Jan. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	—	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,182	1,870,774	3,375,300	664,289	111,447	213.5	613,520	327,384	314,282	231 290	138,370	—	100	15
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	489	—	Louisville & Nashville .....Ky. & Tenn.	24.006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	128
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	—	Louisville, N. Albany & Chicago....Ind.	3,500,000	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	57¼
Jun. 30, 1878	187.3	87.9	183 5	—	65	33	11	1,378	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36,569	—	50	....
Jun. 30, 1878	68.2	1.5	5.5	—	9	8	2	127	—	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2,584,932	391,220	8,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,733	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	—	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3,844	.....	3,530,000	.....	.....	99.7	171,215	74,140	45,114	110,477	9,467	—	—	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	—	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050.376	28,667	182,436	4,565,627	4,242 200	102,588	106,025	88.5	195,998	59,411	663,276	566,463	299,181	—	100	17
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	—	Memphis & Charleston.....T., M. & Ala.	7,396,106	1,245,848	428,792	1,271.052	5,312,725	4,220,000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	—	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2.850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	—	Memphis, Paducah & North'n..T. & Ky.	(N	o report	since re	organiza	tion.)	.....	.....	.....	115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	165.4	6.0	6.2	7.0	12	5	6	212	—	Michigan Central.....Mich.	28,437,988	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,353	4	100	90¾
Jan. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	—	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,918	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	—	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,350	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	160,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	[illegible]	—	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	—	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457.223	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	—	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,466,210	18,632,000	6,804,721	.....	785.8	2,960,176	265,473	490,060	5,981,682	848,483	—	100	46¼
May 31, 1879	84.0	—	4.2	—	4	5	3	69	—	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	894	—	Mobile and Girard.....Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,133,500	8,939	.....	84.0	104,000	31,485	.....	195,009	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	—	Mobile and Montgomery .....Alabama.	3,166,261	557,484	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,188	62,493	.....	680,183	268,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	—	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7:9	.....	528.6	1,166,773	238,067	186,688	2,098,500	279,321	—	100	23¼
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	—	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	—	Morris and Essex .....New Jersey.	17,710,791	19,144,949	4,141,925	$25,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	291,354	72,614	—	100	....
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	948,146	201,688	.....	257,163	800,000	200,000	.....	.....	53 7	424,020	869,726	271,417	2,710,117	782,328	7	100	104
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	—	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	216,183	90,764	48.8	.....	.....	.....	.....	497,456	158,403	2	100	112
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	—	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	.....	.....	453.5	1,404,092	186,128	.....	95,932	43,278	5	100	58¼
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	278	—	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	918,941	89,939	122.3	356.841	77,756	425,257	1,871,809	767,995	2	25	90
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	—	Naugatuck .....Connecticut.	1,928,845	234,087	108,797	57,969	2,000,000	.....	389,024	39 ,308	61.2	286,538	274.412	178,203	493.470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	—	Nevada County Narrow Gauge.....Cal.	591,164	*	7,427	756	242,200	250,000	20,696	309,002	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	—	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	—	New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	.....	.....	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	.....	29,768	52,340	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	23.7	—	20	18	8	458	—	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	55.358	52,472	805,000	.....	881	336,032	14.9	120,341	24,227	120,172	193,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	—	New Haven and Northamp.Conn. & Mass.	4.005,281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	—	New London Northern (C.V.)..... Conn.	2,052,708	2,231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	—	New Orleans and Mobile.La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,489	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15964	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	126,058	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	—	New York Central & Hudson River.N.Y.	82,163,689	17,730,406	29,967,488	.....	39,428,300	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	132
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. } City Line..... }	17.006,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Incl	uded in	Lessees r	eturns.	.....	.....	8	100	163
Sept. 30, 1878	460.0	96.5	1,179	—	476	311	96	—	—	N. Y., Lake Erie & Western. N. Y. &Pa.	118.049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	5.5	.....	.....	.....	.....	.....	—	100	....
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	—	N. Y. & Manhattan Beach (3 ft.)...N. Y.	568,111	169,107	704,118	.....	500,000	829,000	45,000	82,629	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	48¼
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	—	N. York & N. England..M., R. I. & Conn.	20,622,534	*	866,382	53,881	20,000,000	400,000	934,076	201,721	22.1	181,874	1,056,871	16.740	298,147	184,147	—	100	....
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	—	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,764,455	1,373,773	1,507,029	15,500,000	.....	475.465	1,940,376	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	53¼
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	—	N. Y., Providence & Boston..Conn.& R.I.	2.645.02:	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	157¼
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	60.000	6	100	....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	142	—	Northeastern ¶.....S. C.	2,148,131	*	466,223	59,020	4,000,000	297,500	135,742	1,024,779	223.2	433,744	98,768	98,768	494 022	159,659	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	—	Northern .....New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,845	162,500	—	100	....
Dec. 31, 1878	137.0	18.0	192.9	—	152	69	42	5,296	—	Northern Central .....Md. & Pa.	12,184,505	4,196,107	387,960	493,637	5,068,400	100	396,617	484,880	8.0	452.301	141,209	401,922	426,874	107,372	5	100	91
Aug. 31, 1878	449.0	186.5	26.0	180.0	48	22	24	1,196	—	Northern Pacific...Minn .Dak.,Wash.&c.	19,588,650	1,116,373	5,156,440	560.455	5,842,000	15,393,000	1,828,533	.....	322.7	2,936,663	1,380,393	5,903,371	3,726,456	1,118,960	—	50	65
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,145	—	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,6:7	251,639	4.264, 50	6,000,000	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	32¾
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	—	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	104
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	—	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	51,928	845,525	66.4	407,889	385,000	403,094	666,883	269,778	10	100	127
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	—	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030.000	12,841,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	31¼
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,811	—	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	80¼
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	—	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	619,449	709,055	.....	.....	301.8	1,193,087	3,959,023	681,190	2,077,616	703,278	6	100	112¼
Sept. 30, 1878	35 0	—	15.6	—	14	13	6	285	—	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	—	Paducah and Elizabethtown..... Ky.	4.277,634	*	56,606	22,674	1,320,400	461.500	8,801	.....	35.0	206,070	186,118	291,874	279,562	74,852	9	100	....
Dec. 31, 1878	47.6	—	122	—	15	24	4	415	—	Panama.....New Grenada.	12,000,000	*	.....	.....	2,853.000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
June 30, 1878	67.4	—	7	—	—	—	125	—	—	Pekin Linc. and Decatur..... ...Ill	1,586,448	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,869	1,569,516	12	100	181
															574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

| | | |

Railroads as Agents of Civilization.

General Sherman has written a letter recommending the construction of a railroad from San Antonio, in Texas, to Laredo, on the Rio Grande. He says:

"Such a railroad would ultimately connedt the railroad system of the United States with that in Mexico. Railroads are modern civilizers, and are most useful for frontier defence, because they enable us to use our small detachments to better advantage. My judgment is that roads radiating from San Antonio west to Fort Clark and southwest to Laredo and south to Brazos, Santiago and Brownsville, would greatly facilitate the defence of the Rio Grande frontier against the thieving raids which have delayed the settlement of that quarter of Texas. I prefer not to express any decided opionion as to the best manner for the General Government to aid the construction of such railroads, as that does not properly pertain to my office."

Statement of the Public Debt of the United States, February 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$92,075 00
6 per cent. bonds, 1881 (Oregon,) 1861	814,000 00	4,071 50
6 per cent. 1881 bonds, 1861..	180,517,750 00	902,588 75
6 per cent. 1881 bonds, 1863..	70,598,000 00	352,992 50
5 per cent. funded loan of 1881	506,495,350 00	6,381,191 87
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,776,150 00	2,462,587 17
Refunding Certificates.....	2,069,800 00	6,899 33
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00
Aggregate of debt bearing interest.....	$1,781,686,850 00	$12,082,406 12
Interest due and unpaid		3,323,031 62

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,150 00	79 21
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	123,050 00	58,937 74
5 per cent. 10-40 bonds, called, 1864.....	5,055,750 00	311,034 49
6 per cent. Consol. bonds, called, 1865.....	717,150 00	4,118 74
6 per cent. Consol. bonds, called, 1867.....	3,603,550 30	316,900 80
6 per cent. Consol. bonds, called, 1868	1,831,600 00	109,102 57
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,275 00	2,375 85
5 per cent. 2 year notes, 1863.	36,450 00	1,907 99
6 per cent. compound interest notes, 1863-64.....	248,220 00	50,436 01
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,000 00	5,537 60
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$12,002,445 26	$934,085 50

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,340 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	12,635,000 00	
Fractional currency, 1862-3-4	15,868,729 96	
Coin certificates, 1863.....	10,411,100 00	
Silver certificates, 1878.....	9,052,910 00	
Unclaimed interest.....		7,597 03
Aggregate of debt bearing no interest.....	$394,510,095 96	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$270,245,550 00	
Bonds at 5 per cent.....	506,495,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,776,150 00	
Refunding certificates.....	2,069,800 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,781,686,850 00	$15,385,437 74
Debt on which interest has ceased since maturity.....	12,002,445 26	934,033 50
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,356 00	
Certificates of deposit.....	12,635,000 00	
Fractional currency.....	15,668,729 96	
Coin and Silver Certificates.	19,464,010 00	
	$394,510,095 96	
Unclaimed interest.....		7,597 03
	$2,188,199,391 22	$16,327,118 27
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,204,526,509 49

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,323,031 62
Debt on which interest has ceased.....	12,002,445 26
Interest thereon	934,085 50
Gold and silver certificates.....	19,464,010 00
U S Notes held for redemption of certificates of deposit.	12,635,000 00
Cash balance available Feb. 1, 1880.....	155,383,696 19
	$203,742,268 57
Debt, less amount in Treasury, Feb. 1, 1880.	$2,000,784,240 92
Debt, less amount in Treasury, on the 1st ult.	2,011,798,804 87
Decrease of debt during the month.....	$11,014,263 95
Decrease of debt since June 30, 1879.....	$26,423,015 45

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$122,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	8,141 60
Totals.....	$64,623,512 00	$322,117 56

Interest paid by United States, $45,651,185 94; interest repaid by transportation of mails, &c., $13,586,091 04; balance of interest paid by United States, $32,065,061 90.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ Hon. Mr. Ives and Superintendent McFee of the International and Lake Megantic Railroad met the Bangor City Government on the 9th inst. relative to the consolidation of the road with the Bangor and Piscataquis Railroad; thus forming a through line from Montreal to St. John. They say they will raise the funds necessary to build the connecting link—80 miles—providing satisfactory arrangements can be made with the city by which the road can be consolidated under one management. Quite a number of citizens present expressed themselves in favor of some arrangement being made to accomplish this purpose. The matter was left with a committee of the City Government, who will report at a future meeting.

☞ At the annual meeting of the stockholders of the New London Northern Railroad company, held on the 4th inst., it was voted to purchase the Brattleboro branch of the Vermont and Massachusetts Railroad, and for this purpose and to retire the present indebtedness of the road it was voted to issue a million and a half of bonds. The old officers and directors were re-elected. Chas. Osgood is President, and Robert Colt Secretary and Treasurer.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 10.

	W. 4.	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883....	....	104	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred..... 49	....	....	49	....	....	....
New preferred.....	....	....	49	....	....	49
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	100	100	....	....	....
7s.....	....	116	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	51½	....	....	....
7s.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	10½	....	11	12	
Preferred	....	....	14½	16	16	
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 36½	....	36½	36½	37	36½	
6s, 1884.....	106½	107	107	107	....	
Gold Loan.....	....	104	104	104	104½	
Railroad Loan.....	....	....	....	....	....	...
Conv. Gold Loan...	....	106	106	....	....	
Lehigh Valley 51½	52	52	52	....	51½	
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 5s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	....	....	....	125½
Consol. mort. 6s, reg..110½	....	....	....	111	....	
Little Schuylkill...	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	57	....	....	....
North Pennsylvania .. 51½	51½	51½	51½	51½	52	
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central.	....	33½	....	....	....	33
6s.....	79½	....	....	79½	....	....
Northern Pacific	33½	33½	33½	32½	32½	
Preferred	57½	57½	58½	56½	56	55
Pennsylvania R. R. .. 51½	52½	52½	52½	52½	52½	
1st mortgage..... 102	....	....	102	....	102	
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	117	117	
Consol. mort. 6s, reg.....	....	....	....	....	113	
Penn. & N.Y. Canal 7s. 120	....	....	....	....	....	....
Penn. State 6s. 2d series 100½	....	....	....	....	....	
do, 3d series 106½	106½	....	....	106	....	
do. 5s, new.....	....	111	111	....	111	
Phila. and Reading..... 32½	34	33½	33½	33½	32½	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	....	....	....	116
Consol. mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie 18	17½	18	17½	19½	18½	
1st mortgage, 6s.....	....	....	....	10 ½	....	
2d mortgage, 7s....	115	115	....	....	....	
Pittsb., Cin. & St L. 7s ...	....	112	....	....	....	112½
Pittsb., Titusv. & Bud.. 18½	18½	18½	19½	20	19½	
7s..... 77½	80½	81	81	80	80½	
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	16½	....	16½	....	....	
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	83	....	....	....	....
United Co. of N. Jersey 156½	155½	156	156½	156½	156½	
Hestonville, (Horse)	....	24	....	24	....	
Chestnut & Wal. (do.). ...	....	....	....	....	....	....
Green and Coates (do.). 95	98	....	....	....	....	....
2d and 3d streets (do.).....	....	101	....	....	....	....
13th and 15th sts (do.).....	90	90	....	....	....	....

Baltimore stock Exchange.

Closing Prices for the week ending Feb. 10.

	W. 4.	Th 5.	F. 6.	Sat. 7.	M 9.	Tu. 10.
Baltimore and Ohio .. 164	154	....	154	163½	....	
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	108½	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	109	109½	109½	109½	
2d mortgage, 7s..... 82	82½	82½	82	81½	81	
3d mortgage, 8s..... 51½	52½	52½	51	50½	50	
Northern Central ($50).....	33	....	33	....	....	....
2d mortgage, 6s 1885.....	108	107½	....	....	....	....
3d mortgage, 6s, 1900 109½	....	....	....	....	....	....
6s, 1900, Gold.....	....	106½	106½	....	....	....
6s, 1904, gold..... 1021	102½	102½	102½	102½	....	
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 6s..... 43	....	42	....	44	....	
O., Alex. & Manassas 7s 84	....	84	84	84½	84	
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol .. 49	48½	49½	50½	49½	49½	
Consol. Coupons 75½	....	77½	77	76½	77	
10-40 bonds..... 36½	36½	....	....	36½	37½	
Deferred Certificates.....	....	....	8½	....	....	....
Western Maryland ... 8	....	9	....	9	....	
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	108
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	99
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 11.

	Th.5.	F.6	Sat.7.	M 9.	Tu.10	W.11.
Adams Express..	109¾	108	108¾	100¾	108¾	110
Albany and Susq.....	....	....	104	104	104	104
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
American Express.....	57	....	....	....	108¾	....
Atlantic & Pacific Tel.	42	42¾	42	42¾	42¾	42
Burl., C.R. & Nor.....	....	56¾	52¾	....	....	....
1st mortgage 5s	89¾	89¾	89¾	89¾	....	89¾
Canada Southern.....	67¾	66¾	67¾	69¾	68¾	68¾
1st mortgage guar....	92¾	92¾	92¾	92¾	....	92¾
Central of N. Jersey ..	81¾	81¾	82	80¾	80¾	82
1st mortgage 1890 ..	....	....	....	116¼x	....	....
7s, consolidated.....	....	....	....	....	....	....
7s, convertible.....	....	....	....	....	....	....
Central Pacific.....	81	81¾	82¾	83¾	....	83¾
6s, gold.....	....	....	....	110¾	110¾	110¾
1st M. (San Joaquin)	104	105	....	105	105¾	106
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s.....	....	....	....	....	....	....
Chesapeake and Ohio...	22¾	22¾	21¾	21¾	21¾	22
Chicago and Alton ...	....	108¾	....	107¾	107¾	107¾
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
Sinking Fund.....	....	....	108	....	....	....
Chic., Burl. & Quincy	146¾	146	146¾	145	145	144¾
7s Consol, 1903.....	120¾	....	....	....	....	....
Chic., Mil and St. Paul	78¾	78	77¾	77¾	77¾	78¾
Preferred.....	....	102¾	....	102¾	102¾	....
1st mortgage, 8s.....	....	....	....	....	....	....
1d mortgage, 7 3-10s..	....	....	....	....	....	....
7s, gold.....	....	....	....	....	....	....
1st M. (La Crosse div..	....	112¾	113	....	....	....
1st M. (I. and M. liv.	111¾	....	....	....	....	111¾
1st M. (I. and D. ext.	....	....	108¾	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F...	100¾	....	100	....	109	....
Chic. & Northwestern.	89¾	89¾	8[illegible]	89¾	89¾	90
Preferred.....	104¾	....	....	105	104	104¾
1st mortgage.....	....	....	....	....	....	....
Sinking Fund.....	107¾	107	....	....	108¾	....
Consolidated 7s	....	....	122¾	....	....	122¾
Consol. Gold bonds.	116	116	....	115¾	115¾	116¾
Do. reg.....	....	116	....	....	....	....
Chic., Rock Isl. & Pac.	....	....	149¾	....	....	150
6s, 1917..	....	116¾	113¾	....	116¾	....
Clev., Col., C. and Ind.	77¾	76¾	....	76¾	....	75
1st mortgage.....	....	....	....	....	....	....
Clev. & Pittsburg guar	113¾	112	....	....	112¾	...
7s, Consolidated.....	118¾	118¾	118¾	118¾	....	....
4th mortgage.....	....	....	....	....	....	....
Col., Chi., & Ind Cent	22¾	22¾	23¾	21¾	21¾	21¾
1st mortgage.....	....	....	94	90	88	89¾
2d mortgage.....	....	....	....	....	....	....
Del. & Hudson Canal.	74	75¾	74¾	74	73¾	72¾
Reg. 7s, 1891.....	106¾	....	....	107¾	....	107¾
Reg 7s, 1884.....	....	....	....	....	104¾	164
7s, 1894.....	109¾	....	....	109¾	....	....
Del., Lack. & Western.	85¾	86¾	86	83¾	83¾	84¾
2d mortgage 7s.....	....	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
1d mortgage.....	....	....	106	....	105¾	....
3d mortgage.....	107¾	108	108	....	....	108¾
4th mortgage.....	103¾	....	....	....	....	....
5th mortgage.....	....	....	....	....	....	....
7s, Consol. gold.....	119	119¾	119	119	119	119¾
Great Western 1st mort	....	....	....	....	108	....
2d mortgage.....	103¾	104	103	....	103¾	103¾
Hannibal & St. Joseph	40¾	39¾	40	39¾	39¾	39¾
Preferred.....	70¾	70	70¾	70¾	69¾	70¾
8s, Convertible.....	....	....	....	110¾	....	....
Houston & Tex. Cent...	75	75	74	74¾	74	73
1st Mortgage.....	....	....	....	....	108¾	....
Illinois Central.....	103¾	....	104¾	104¾	103¾	104
Kansas Pacific.....	92¾	92¾	....	....	....	....
Lake Shore & Mich So.	104¾	103¾	104	103¾	102	103¾
Consol. 7s	....	....	....	122¾	....	122¾
Consol. 7s, reg.... ..	121¾	121	....	121	....	121
2d Consolidated.....	....	....	115¾	116	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	99
Long Dock bonds.....	....	....	....	....	....	....
Louisville & Nashville..	119¾	119¾	119¾	119¾	120	121
7s, Consolidated.....	....	....	115	....	....	....
Manhattan	50¾	50¾	49	49¾	49	49
Metropolitan Elevated..	112¾	114	111¾	112	112	112¾
1st Mortgage	101¾	101¾	101¾	101¾	101¾	101¾
Michigan Central.....	91¾	90¾	90¾	90¾	89¾	90
7s, 1902.....	....	....	....	....	....	....
8s 1882, S. F.....	....	....	....	....	....	....
M. S. and N. I. 1st, S.F	111	....	....	110	....	....
Morris and Essex	104	103¾	103¾	103¾	103¾	103¾
1st mortgage.....	....	....	125¾	....	....	....
2d mortgage.....	....	....	....	....	....	112x
7s of 1871.....	....	....	....	....	....	....
7s, Convertible.....	....	....	....	....	....	....
7s, Consolidated.....	....	....	....	....	....	109
N.Y. Cent. & Hud. Riv	132	131¾	131¾	131¾	131¾	131¾
6s, Sinking fund, 1883	....	105	....	105	105¾	105¾
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage.....	....	....	....	125¾	....	....
1st mortgage reg.....	....	....	....	124¾	124¾	....
N. Y. Elevated.....	121	120¾	121	122	122	....
1st Mortgage.....	110¾	110¾	110	110¾	110¾	110¾
N. York and Harlem.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	126	....	....	....
[illegible] mortgage, reg.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
N.Y., Lake Erie & W..	48¾	47¾	48	47¾	46¾	47¾
Preferred.....	72¾	72¾	72¾	72¾	70	71¾
2d Consolidated.....	90¾	90¾	91	91	90¾	91¾
New 2d 5s fund.....	85	85	85	85¾	85¾	85¾
N.Y., N.Haven & Hart	157¾	157¾	157	157¾	157¾	157¾
North Missouri 1st M.....	....	....	114¾	114¾	114¾	....
Northern Pacific.....	33	....	33	31¾	31¾	33
Preferred	56¾	56	55	54¾	55¾	55¾
Ohio and Mississippi..	31¾	31	30¾	30	29¾	29¾
Preferred.....	67¾	67¾	67¾	67¾	67¾	69¾
2d mortgage	119¾	....	....	112¾	....	112¾
Consolidated 7s.....	111¾	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	111¾
Pacific Mail S. S. Co..	40¾	41¾	41	40¾	39¾	40
Pacific R. R. of Mo.....	....	....	....	....	....	....
1st mortgage.....	105	....	105	105	105	....
2d mortgage.....	....	....	108	....	....	....
Panama	181	....	....	....	....	....
Philadelphia & Reading	68	67¾	67¾	66¾	65¾	65¾
Pitts., Ft. W. & Chi. gtd	....	....	116	....	....	116
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	123	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car....	119	118	117¾	....	....	....
Quicksilver Mining Co.	21¾	21¾	21¾	21¾	20¾	20¾
Preferred.....	66	66	66¾	66	....	65
St. Louis & San Fran..	44	45	45	44¾	42¾	42
Preferred.....	55¾	57	57	57	55¾	55
1st Preferred.....	75	....	76	77	76¾	75
St. L., Alton and T. H.	24	24¾	24¾	23¾	23¾	24
Preferred.....	62	....	....	....	....	....
1st mortgage.....	....	112	....	....	....	....
2d mort. preferred.....	....	....	100¾	....	....	....
Income bonds.....	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	56¾	58¾	57¾	58¾	57¾	58¾
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	102¾	103¾	103¾	103¾	103¾
Tol., P. & War. 1st E.D.	....	....	....	....	....	128¾
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92¾	92¾	92¾	92¾	92¾	92¾
1st mortgage	....	110	....	....	110¾	110
Land Grant 7s.....	113¾	....	....	....	....	....
Sinking Fund 8s.....	119¾	....	....	119	....	119¾
United States Express.....	....	....	....	46	46¾	....
Wabash.....	....	....	....	....	....	....
1st mortgage	108¾	107¾	....	107¾	....	....
2d mortgage.....	104	104	....	....	....	103¾
7s, Consolidated.....	99¾	....	99¾	....	99¾	99
St. Louis Division	....	105¾	105¾	....	....	105¾
Wabash, St. L. & Pac.	45¾	45¾	45¾	46¾	44	45
Preferred	70¾	70¾	70	69¾	69	69¾
New Mort. 7s.....	98¾	98¾	....	....	....	....
Wells-Fargo Express.	103¾	103	103	103	103	103
Western Pacific bonds.....	....	....	....	....	....	....
Western Union Tel ...	104¾	104¾	104¾	104¾	103¾	103¾
7s, S. F. conv., 1900.....	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Atch., Top. and San. Fe	141¾	145¾	145¾	144¾	143	141¾
1st mortgage..... ..	....	....	....	115	114¾	114¾
2d mortgage.....	131¾	133	135	135	135	135
Land Grant 7s.....	....	....	....	....	....	....
Boston and Albany...	140¾	144	140¾	141	141	141
7s, reg.....	....	....	....	....	....	....
Boston and Lowell	....	89¾	89¾	....	89¾	....
Boston and Maine....	119¾	120	....	120	....	120
Boston and Providence	123	....	....	....	....	133
Boston, Hart. & Erie 7s	57¾	57¾	56¾	56¾	....	56¾
Burl. & Mo. R. L. G. 7s	114¾	....	....	....	....	....
Burl. & Mo. R. in Neb.	142	141¾	142	....	141	....
6s, exempt	....	....	....	108¾	....	107
Chi., Burl. and Quincy	146	....	146¾	146	145	144¾
7s	....	....	....	....	....	....
Cin., Sand. and Clev...	18¾	18¾	18¾	18¾	17¾	17¾
Concord ($50).....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	43¾	43¾	42¾	41¾	40	39
New 4½ Bonds.....	89¾	89¾	90	90	90	90
Fitchburg.....	126	....	....	....	....	....
Kan. C., Top. & West.....	....	....	....	....	....	....
Michigan Central.....	91¾	....	....	....	90¾	90
N. Y. & New England..	53¾	54	....	53¾	53¾	53¾
7s.....	113¾	113¾	....	....	112¾	112¾
Northern, N. H.....	91	....	....	....	....	....
Norwich & Worcester.....	....	....	....	....	....	....
Ogden. & Lake Champ	33	31¾	32¾	32¾	31¾	31¾
Preferred.....	....	....	....	....	....	....
Old Colony.....	112	112¾	112	112	112¾	112¾
7s.....	....	....	....	....	....	....
Ph., Wil. & Balt. ($50).....	....	....	70	....	70¾	70
Portl'd, Saco & Ports..	105	....	....	....	....	106
Pueblo & Arz. Val.....	....	....	....	....	....	....
7s	110	110¾	....	....	110¾	....
Pullman Palace Car.....	....	....	116	....	117	117
Union Pacific.....	93	....	93¾	....	....	92
6s.....	....	109¾	109¾	....	....	....
Land Grant 7s.....	....	....	111	....	....	....
Sinking Fund 8s.....	....	115¾	....	115¾	....	....
Vermont and Canada..	19	....	....	21	....	....
Vermont and Mass.....	....	....	119	....	....	....
Worcester and Nashua 6%	....	89	89¾	....	....	....
Cambridge (Horse).....	....	....	....	....	....	....
Metropolitan (").....	....	....	61¾	....	62	....
Middlesex (").....	....	....	....	....	....	....
Oal. & Hecla Mining Co.	245	245	....	246	244¾	244
Quincy.....	42	43	42¾	43	44	44¾

New York Stock Exchange.

Closing Prices for the week ending Feb. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	105	105¾	105¾	105¾	106	106¾
U. S. 4s, 1907, coup.....	105	105¾	105¾	106	106	106
U. S. 4½s, 1891, reg....	106¾	....	....	....	107¾	....
U. S. 4½s, 1891, coup....	108	108¾	....	....	108¾	108¾
U. S. 5s, 1881, reg....	....	....	....	....	103	....
U. S. 5s, 1881, coup.....	104¾	103¾	....	103¾	....	103¾
U. S. 6s, 1881, reg.....	105¾	....	....	....	105¾	105¾
U. S. 6s, 1881, coup.....	105¾	105¾	....	105¾	....	105¾
U. S. 6s, 1880, reg.....	....	....	....	....	....	103¾
U. S. 6s, 1880, coup.....	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.....	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.....	....	88¾	....	90¾	92	
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Jan. 16.	Jan. 23
Atlantic & Gt. W. 1st mort., Certs.	67 — 69	67 — 69
Do. 2d mort., Certs.....	34 — 36	34 — 36
Do. 3d mort., Certs.....	17 — 18	17 — 18
Baltimore and Ohio (sterling).....	113 —115	114 —116
Central of New Jersey $100 shares .	83 — 87	82 — 84
Do. Cons. Mort. Oct. '79 coupon...	108¾	109¾	108¾ — 109¾
Do. Adjustment bonds.....	108 —110	110 —112
Do. Income bonds.....	88 — 92	89 — 92
Det., Gd. Haven & Mil. Equip. bds.	106 —108	106 —108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	95 — 97	95 — 97
Erie shares $100 Recon. Ass. $6 pd.	45 — 47	45 — 47¼
Do Pref. Shares, R. T. Ass. $5 pd.	70 — 80	70 — 75
Do. 1st Con. M. ex-Certs. 6 Cou..	119 —121	120 — 1 2
Illinois Central $100 shares.....	106 —107	107¼ — 108¼
Illinois & St. Louis Bdge 1 mort. stg.	116 —118	116 —118
do do. 2 mort. stg	80 — 85	80 — 85
Lehigh Valley Consol. mortgage....	110 —112	110 —112
N. Y. Cent. & Hud. Riv. Rl. bonds	126 —128	127 —129
Do. $100 shares.....	136 —140	136 —140
Do. Mort. bonds (stg.).....	116 —117	116 —117
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds.....	117 —119	119 —121
Do. do. 2d do.	84 — 86	85 — 87
Do. 2d Consol. Mort. bonds.....	90 — 92	90 — 92
Pennsylvania, $50 shares.....	52 — 53	53 — 54
Do. Con. Sink. Fund Mort.....	109 —110	110 —111
Philadelphia and Reading $50 shs..	35¾ — 36¾	36¾ — 36¾
Pittsbg, Ft W. & Chic. Equip bds.	111 —113	111 —113
Union Pacific Land Grant 1st mort.	114 —116	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, February 12, 1880.

The markets have all been dull and generally declining throughout the week, both at the Stock and Commercial Exchanges. Wall Street was decidedly weak until the Government purchase of bonds when it became stronger. The tendency seems to be downward under a steady pressure of large holders to sell stocks, among which Keene is named in order to protect his wheat and lard deals on which he is said to be badly hurt. To stiffen prices a stock jobbing agreement apparently was kept pending and in mystery until the Government purchase furnished a stimulus to the market Wednesday before authority was given for stating that the contract or running arrangement between the Lake Shore and Erie roads was signed, How much more valuable stocks will consequently be is hard to see since no more business is secured. Against Canada Southern a special drive was made but the rally was quick. Report says that Mr. Vanderbilt marketed a good deal of stock between 80 and 78, then turned traffic to which the road was entitled over to the Lake Shore, which, with the art of bookkeeping, made possible the very unfavorable statement which the Company recently issued; and that when the frightened holders of the stock sell it Mr. Vanderbilt will take it back, throw business over the road instead of over the Lake Shore, and then show the property to be dividend-paying to the share proprietors.

The contract between the Lake Shore and Erie for a division of the New England traffic signed by Vanderbilt and Jewett, has yet to be ratified

by the directors of each corporation. The Statutes of New York forbid a combination between the New York Central and Erie, but Lake Shore runs through other States. Erie originally demanded 33⅓ per cent of the New England traffic, but this was reduced to 20 per cent while navigation is closed and 25 per cent. the rest of the year. There is a tacit understanding that the difference between those percentages and the amount asked by the Erie shall be made up by giving Erie a fair proportion of the overflow of through freight to New York brought to Buffalo by the Vanderbilt system of roads. Upon these two pivots hang the Vanderbilt and Gould stocks and the balance of the market follows, except the coals, which fell off still more on the report of the Delaware and Hudson Company and a break in Reading.

The turning point in stock speculation was on Wednesday in the Government's purchase of its own bonds and the consequent anticipation of a Treasury disbursement of over $11,000,000 cash. Until after mid-day the stock market was feverish and rather more inclined toward lower than higher prices. But when it was known that more than the full amount of $11,000,000 of bonds were offered at about market prices the temper changed, and prices generally not only recovered the early declines, but also further advanced, the market closing strong and excited with sales of 324,800 shares against 240,000 Tuesday and 230,000 Monday. It is a question, however, if this addition to the floating supply of money will be great enough to absorb the large quantities of stock known to have been awaiting an improvement in the market.

Notice is called to the change in the firm of Amerman & Burwell to J. W. Amerman & Co., as seen in their advertisement.

The incomes of the Columbus, Chicago and Indiana Central Road are down to 42 per cent. with the other securities of the road on the appeal of the Pennsylvania R. R. which may keep the suit in court three as four years more.

The Iron Mountain stock and bonds have been strong especially the incomes.

Investment demand for bonds of all classes has been moderate, and a fair speculative one including the purchase of $1,600,000 of Louisville and Nashville new bonds on private terms of Drexel, Morgan & Co.

Proposals for the sale to the Government of $11,000,000 of bonds for the sinking fund were opened Wednesday at the Sub Treasury. The bids amounted to $11,625,000, and over $11,000,000 were accepted. The largest offering was made by the First National Bank which offered to sell $300,000 6s of 1880 at 103.87, $2,000,000 6s of 1881 at 105.49, and $3,000,000 5s of 1881 at 103.37. I & S. Wormser offered $1,500,000 6s of 1881 at from 105.23 to 105.36; Fisk & Hatch, $1,400,000 6s of 1881 at from 105.20 to 105.35, and $600,000 5s of 1881 at 103.10 and 103.15. Secretary Sherman authorized the acceptance of all bids which did not exceed, for the 6s of 1880, 103¾; 6s of 1881, 105½, and for the 5s of 1881, 103½.

The effect upon Government bonds was seen as late as 4 P. M., when brokers were still running round to buy 4 per cents at 106¼, an advance of fully ⅛ over anything paid during bank hours.

State bonds have been quiet and without much interest manifested in them, Secretary Sherman's views as to refunding the 1881s were somewhat modified, in his testimony before the Finance Committee; so that he admitted that a bond at less than 4 per cent interest might sell at par.

Mr. Vanderbilt is said to have bought $5,000,000 4 per cent Governments, which advanced the price to 106 and over.

Sterling exchange has been quiet and barely steady at about $4 82¾@$4 83 for best 60-day bills, and firm at $4 85@$4 85½ for demand drafts; the nominal rates remaining $4 83½@$4 86.

Call loans were 5@6, principally 6 per cent, on stock collateral, and about 4 per cent on Governments.

The last bank statement was again unfavorable, showing $650,000 reduction in the surplus reserve, as the U. S. Treasury absorbed the currency returning from the West and South early in the week.

The elevated railroad stocks declined heavily on reports from Albany respecting a reduction in the fares to 5 cents per passenger at any time in the day. The Iron Mountain Incomes advanced on the report that the Executive Committee had decided to pay the back interest on each issue to December 31st, the payment to be made March 1st, but they declined to give any information until the subject had come before the full board.

The clearances of domestic produce from New York for the week ending Tuesday night amount to $5,725,000, which falls $2,000,000 below the corresponding week last February. The list embraces only 2,929 bales cotton, 623,000 bushels wheat, and 63,500 barrels flour.

A syndicate, embracing Drexel, Morgan & Co., J. & W. Seligman & Co., Hallgarten & Co. and Winslow, Lanier & Co., have taken $6,000,000 of the first mortgage bonds of the Metropolitan Elevated Railroad Company at a price believed to be 99.7. The issue is for the building of the Second Avenue Line, previously authorized for the extension of the road, plans for which were made at the time of the lease to the Manhattan Railway Company. The bonds are said to have belonged to the New York Loan and Improvement Company, which had the contract for building the line.

Mining stocks advanced quite sharply during the week, as a rule, but afterwards fell back on the Californias, while Moose has lost all friends and confidence, as it deserves, since the clique who have mismanaged it, have sold out. The Virginia City Chronicle states that for the month of January the total bullion shipment of the following mining companies were as follows: Consolidated Virginia, $194,424 10; California, $162,268 71; Ophir, $60,666 69; Union Consolidated, $115,717 62. The Union Consolidated Mine began crushing ore about the 1st of December, 1879. The yield in gold and silver for the two months up to January 1st was as follows: Gold, $144,965; silver, $132,318; total, $278,283. It will be four or five days before the January clean up for Sierra Nevada will be made.

The gross earnings of 34 railroads reported for January show $1,853,155 increase over same month 1879, equal to 30 per cent.

The Breadstuffs speculation has been upon a more legitimate basis the past week as shippers have taken quite freely of wheat at gradually advancing prices. Yet stocks are large, their being 6,500,000 bu. wheat in New York and about 30,000 000 "visible supply."

Ocean freights have been a little more active in consequence, but the supply of tonnage is over two hundred ocean vessels in this port and rates of freight have not improved.

Rail freights so far as known have been maintained from the West though the current speculation in produce keeps back freight.

Provisions have broken severely as Keene is said to have lost control of the market, unable to hold it longer.

Cotton has been dull though held steadily above an export basis.

The closing quotations on Thursday were: Adams Express, 109¼@110; American Express, 56@57; Atlantic and Pacific Telegraph, 43⅝@43⅞; Canada Southern, 69½@69¾; Central of New Jersey, 82¼@82¾; Central Pacific, 81@82⅞; Chesapeake and Ohio, 22⅜@22½; do. 1st pref., 30@32; do. 2d pref., 24@25; Chicago, and Alton, 107@107¾; do. pref., 120@125; Chicago and Northwestern, 89⅞@90; do. pref., 104⅝@104⅞; Chicago, Burlington and Quincy, 144½@145; Chicago, Milwaukee and St. Paul, 78¼@78⅜; do. pref., 102⅜@102½; Chicago, Rock Island and Pacific, 149½@150; Cleveland, Columbus, Cincinnati and Indianapolis, 76½@77; Columbus, Chicago and Indiana Central, 21¾@22; Delaware and Hudson Canal, 72⅛@72½; Delaware, Lackawanna and Western, 84⅜@84½; Hannibal and St Joseph, 38¾@39⅞; do. pref., 70@70½; Illinois Central, 103⅞@104; Lake Shore and Michigan Southern, 104⅛@104¼; Louisville and Nashville, 126@128; Michigan Central, —@90½; Morris and Essex, 102½@103¼; Manhattan Railway, 49@48½; Metropolitan Elevated, 112½@114; New York Elevated, 122@122½; N. Y. Central and Hudson River, 131¼@131¾; New York and Harlem, 160@165; New York, Lake Erie and Western, 48⅛@48¼; do. pref., 72½@72¾; Northern Pacific, 32¾@33¼; do. pref., 55½@55¾; Ohio and Miss. 30¼@30½; do. pref., —@68; Pacific Mail, 40⅛@40⅝; Philadelphia and Reading, 65¼@65½; Quicksilver, 20¼@21; do. pref., 65¼@65½; St. Louis, Alton and Terre Haute, 23@24½; do. pref., —@63; St. Louis and San Francisco, 44@44½; do. pref., 56½@56¾; do. 1st pref., 76¾@77; St. Louis and Iron Mountain, 59⅜@59½; Union Pacific, 92@92¼; United States Express, 46½@47; Wells-Fargo Express, 102@103; Western Union Telegraph, 104¼@104½; Wabash, St. Louis and Pacific, 45¼@45½; do. pref., 69¾@69⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—St. Louis and Iron Mt. 1st pref. inc., 93¼; do. 2d do., 79; do. Arkansas Br. 1st, 105⅛; do. Cairo, Ark. and Texas 1st, 102; Lake Erie and Western R. R., 34¼; do. 1st, 98; do. inc., 68; Col. Chi. and Ind. Cent. Inc., 43¼; Missouri, Kansas and Texas R. R., 46⅛; do. 1st mort. 7s, S. F., consol. ass., 101¼; do. 2d, 68; Del. and Hudson 1st, Penn. div., 114; Oregon Railway and Nav., 109½; do. 1st, 92; Texas Pacific Income, L. G., 76½; do. consol., 97; Rome,

Watertown and Ogdensburg R. R., 25 ; do. 1st consol., 68½ ; Clev., Col. Cin. and Ind. consol., 109 ; Ind., Dec. and Spring. 1st, 103½ ; do. 2d, 75¼ ; St. Louis and San Francisco 2d, class B. 73 ; do. C, 71 ; Kansas Pacific 1st, J. & D., with coup. certif., 116½ ; do. F. & A. do., 119 ; do. 6s, Denver Div. ass., with coup. certif., 108⅛ ; do. Inc. No. 16, 85 ; Boston, Hartford and Erie 1st, 56⅞ ; Cedar Falls and Minn. R. R., 23 ; do. 1st, 102 ; Nashville, Chattanooga and St. Louis R. R., 88 ; Toledo, Peoria and Warsaw E. D., 1st, pur. com. rec., 128 ; Central of New Jersey 1st consol. ass., 106¼ ; do. Adjm't, 106 ; do. inc., 85 ; do. conv. ass., 106½ ; Ind., Bloom. and Western R. R., 38 ; do. 1st, 73½ ; do. 2d, 64 ; do. inc., 60 ; Denver and Rio Grande 1st, 103½ ; Toledo and Wabash fund. int. consol., 85 ; do. Equip., 40 ; Chicago, St. Louis and New Orleans R. R., 38¾ ; Ohio and Mississippi 1st, Springfield div., 77 ; Laf., Bloom. and Muncie 1st, 98 ; do. inc., 71½ ; Cairo and Fulton 1st, 106 ; Rensselaer and Saratoga R. R., 120 ; Morris and Essex const. bonds, 102 ; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 108½ ; do. Omaha div., 1st, 107½ ; do. St. Charles Bridge 1st, 107⅝ ; Chicago, St. Paul and Minn. R. R., 50 ; do. L. G. inc., 97⅞ ; Houston and Gt. Northern 1st, pur. com. rec., 106⅛ ; do. 2d, do., 47 ; Buffalo and State Line 1st, 102¾ ; Quincy and Toledo 1st, 104⅝ ; St. Louis, Jacksonville and Chicago 1st, 113 ; Chicago, Mil. and St. Paul, S. W. div., 6s, 101⅛ ; Winona and St. Peter 1st, 108 ; Keokuk and Des Moines 1st, 96½ ; Lake Shore Div. bonds, 119 ; St. Paul, Min. and Man. 1st, 107¾ ; International 2d, pur. com. rec., 48¼ ; Central Pacific State Aid bonds, 105 ; Houston and Texas Central 2d, M. L., 113 ; do. 1st, Waco & N. W. div., 106 ; Louisville, New Albany and Chicago R. R., 67½ ; St. Paul and Sioux City R. R., 38¼ ; do. pref., 77½ ; do. 1st, 100⅞ ; Dubuque and Sioux City R. R., 78¾ ; Boston and New York Air Line pref., 52 ; Chesapeake and Ohio 1st pref., 29½ ; do. 2d pref., 23⅜ ; do. cur. int. 41 ; do. 1st Series B, 66 ; Marietta and Cincinnati 1st pref., 12¾ ; do. 2d pref., 9⅜ ; Mobile and Ohio R. R. ass., 23½ ; do. 1st, 100 ; do. 1st deben., 73 ; do. 2d deben., 47 ; do. 3d deben., 37 ; do. 4th deben., 36 ; Sutro Tunnel, 3 ; Am. Dist. Tel., 68¼ ; Canton, 60½ ; Excelsior Mining Co., 22¼ ; Little Pittsburg, 24⅞ ; Standard, 29½ ; Climax, 3⅜ ; Central Arizona, 11⅞ ; La Plata, 6 ; Caribou, 4⅛ ; Mariposa L. & M., 4 ; Deadwood, 22 ; Ontario Silver, 39 ; Homestake, 37 ; New Central Coal, 25⅝ ; Pennsylvania Coal, 195 ; Cumbesland C. and I., 65 ; Maryland Coal, 24 ; Central of New Jersey Land and Imp. Co., 39 ; Lehigh and Wilkesbarre inc., 68 ; do. consol. ass., 99 ; Louisiana 7s, consol., 48¼ ; Virginia 6s, ex mat. coup., 50½ ; do. 6s, old, 27 ; do. def., 8½ ; Alabama Class A, 65 ; Tennessee 6s, old, 37 ; do. new, 35 ; North Carolina 6s, S. T. 3d class, 5 ; South Carolina 6s, non fund, 6 ; Missouri 6s, 1886, 105¾ ; do. 1889 or 1890, 107½ ; do, 6s, H. & St. J. issue 1886, 106 ; Georgia 7s, gold, 114.

Philadelphia.—Union and Titusville 7s, 87 ; do. 87 ; do. inc. 7s, 55 ; Philadelphia and Reading R. R. inc. 7s, 89⅛ ; do. scrip, 87 ; do. consol. gold, 6s, 106 ; Pennsylvania Co. 6s, 105 ; Texas and Pacific R. R., 45 ; do. 1st, 106⅛ ; St. Paul and Duluth R. R., 86 ; do. pref., 70 ; Huntingdon and Broad Top Mt. consol. 7s, 85 ; do. 1st mort., 117 ; Allegheny Valley 7s, guar., 106 ; Steubenville and Indiana 6s, J. & J., 103½ ; Lehigh Nav. consol. mort. 7s, 102¼ ; Oil Creek 1st mort. 99¾ ; Schuylkill Nav. 7s, B. L., 80 ; Warren and Franklin 7s, 101¼ ; Elmira and Williamsport 5s, 86 ; Sunbury, Hazleton and Wilkesbarre 5s, 83 ; Am. S. S. Co. 6s, 104¼ ; West Chester and Philadelphia 7s, 116 ; Delaware Division Canal, 40 ; Philadelphia, Germantown and Norristown R. R., 103 ; Nesquehoning Valley R. R., 53½ ; Green Mt. Min. Co., 2½ ; Philadelphia City 4s, 108. The latest quotations are : City 6s, 106@108 ; do. free of tax, 120@121 ; do. 4s, new, 103@104 ; Pennsylvania State 6s, 2d series, 101¼@102 ; do. 3d series, 105½@106 ; do. 5s, new loan, 110¾@111¼ , do. 4s, new, 103@104 ; Philadelphia and Reading, 32½@32⅜ ; do. consol. mort. 7s, coup., 115⅞@116⅛ ; do. reg. 116@— ; do. mort., 6s 100@102½ ; do. 7s, 1893, 115½@— ; United New Jersey R. R. and Canal, 156@156½ ; Pittsburg, Titusville and Buffalo R. R., 20⅜@20½ ; do. 7s, 87@89 ; Camden and Amboy mort. 6s, 1889, 111½@—— ; Pennsylvania R. R., 52⅛@52¼ ; do. 1st mort., 102@102⅛ ; do. gen'l mort., coupon, 115@115 ; do. reg., 117⅛@— ; do. consol, mort. 6s, reg., 112½@113½ ; Little Schuylkill R. R. 53@— ; Morris Canal, 37¼@64 ; do. pref., 145@150¼ ; Susq. Canal 10@14½ ; do. 6s, 75@82 ; Schuylkill Nav., 8@10½ ; do. pref., 16@16¼ ; do. 6s, 1882, 82¼@83¼ ; do. 1872, 103@104 ; Elmira and Williamsport pref., 51⅜@51½ ; do. 7s, 107@110 ; do. 5s, 85@87 ; Lehigh Coal and Navigation, 36¼@36⅜ ; do. 6s, 1884, 107@107¼ ; do. R. R. loan, 110½@— ; do. Gold Loan, 105⅜@105⅝ ; Northern Pacific 32½@32⅞ ; do. pref., 55¼@56 ; North Pennsylvania, 51⅞@52⅛ ; do. 6s, 109@111 ; do. 7s, 116@117 ; do. Gen'l mort. 7s, reg., 115@115½ ; Philadelphia and Erie, 17¾@18 ; do. 6s, 103⅜@103⅝ ; do. 7s, 114@115 ; Minehill, 56⅞@57⅛ ; Catawissa, 15@— ; do. pref., 48⅞@49 ; do. new pref., 49@50 ; do. 7s, 1900, 112½@116¾ ; Lehigh Valley 51¾@52 ; do. 6s, coupon, 115@117 ; do. reg., 115@119 ; do. 2d mort. 7s, 125@125¼ ; do. consol., mort., 110¾@111⅛ ; Fifth and Sixth streets (horse), 110@116 ; Second and Third, 100@101½ ; Thirteenth and Fifteenth, 89¾@90 ; Spruce and Pine, 58@59 ; Green and Coates, 97¾@98½ ; Chestnut and Walnut 74@— ; Hestonville, 23¾@24 ; Germantown, 69¾@70 ; Union, 105@110 ; Lombard and South, 15@20 ; West Philadelphia 80@83 ; People's, 17⅝@17⅞ ; Ridge Av., 74@85 ; Continental, 94@95.

Baltimore.—Maryland Defense 6s, 108 ; North Carolina 4s, 70 ; Virginia Peelers, 30 ; do. coudons, 17½ ; do. 10.40 coupons, 80¾ ; Baltimore City 5s, 1894, 109¼ ; do. 6s, 1890, 114¾ ; do. 6s, 1886, new, 109 ; Norfolk Water 8s, 117 ; Cincinnati 7.30s, J. & J., 119½ ; Baltimore and Ohio R. R. 1st pref., 115½ ; do. 2d pref., 106 ; Chesapeake and Ohio Canal, 45 ; Parkersburg Br., 6¼ ; Union R. R., endorsed by Canton Co., 109¼ ; Canton Co. 6s, 108½ ; Atlantic Coal, 1.50. The latest quotations are : Baltimore and Ohio, 153½@154 ; Northern Central, 32¾@33 ; do. 6s, 1900, —@110½ ; do. 6s, 1900, gold, 106½@107 ; do. 6s, 1904, gold, 102⅜@102½ ; do. 5s, 79½@80 ; Marietta and Cincinnati 1st mort., 1892, 109@110 ; do. 2d mort. 7s, 81@81¼ ; do. 3d mort. 8s, 49@49¼ ; do. 1st, sterling, 105@106 ; Central Ohio 1st mort., 109⅝@110¼ ; Western Maryland, 8@9 ; do. 1st, unindorsed, 108@— ; do. 2d pref., 98@99 ; Pittsburg and Connellsville 7s, 113¼@114 ; Orange and Alexandria 4th, 45½@46⅞ ; Orange, Alex. and Manassas 7s, 84⅝@84¼ ; Virginia consol. 6s, 49⅜@49½ ; do. 2d series, 29@30 ; Virginia Consol. coupons, 76@77 ; Virginia 10-40 bonds, 36⅛@36½ ; City 6s, 1890, 114¾@115 ; do. 1900, 115½@— ; do. 5s, 1894, 109¼@109½ ; do. 1916, 110⅛@119¾.

Boston.—Atchison, Topeka and Santa Fe guar. 7s, 110 ; Republican Valley R. R., 141 ; do. 6s, E. D., 102 ; do. W. D., 101¼ ; Oswego Midland R. R., 4 ; do. 2d 7s, 10½ ; Chicago and West Michigan R. R., 70¼ ; Iowa Central R. R., 12 ; do. 2d 7s, 60 ; Boston, Clinton, Fitchburg and New Bedford R. R., 30 ; do. pref., 96 ; Portsmouth, Gt. Falls and Conway R. R., 28 ; do. 7s, 76 ; Summit Branch, 19¼ ; Maine Central R. R., 46 ; do. consol. 7s, 1912, 109¼ ; Flint and Pere Marquette R. R., 24¾ ; do. consol. 8s, 82 ; Rutland R. R., 8¾ ; do. pref., 35⅝ ; do. 1st, 6s, 99 ; Little Rock and Ft. Smith R. R., 66 ; do. 1st, 103 ; Chicago, Clinton, Dubuque and Minn. R. R. 61 ; do. 7s, 1900, 107⅜ ; New Mexico and Southern Pacific 7s, 109 ; Jackson, Lansing and Saginaw 8s, 1885, white, 110 ; Kansas City, Lawrence and Southern R. R., 79½ ; do. 4s, 1909, 86 ; Iowa Falls and Sioux City 7s, 106 ; St. Paul and Sioux City pref., 79 ; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 102½ ; Cedar Rapids and Missouri River R. R., 111 ; do. 7s, 1916, 114 ; Atchison and Nebraska R. R., 76¼ ; Wisconsin Central R. R., 15 ; do. pref., 25 ; do. 1st series, 60⅛ ; do. 5s, pref., 92 ; do. 2d series, 38 ; Kansas City, St. Joseph and Council Bluffs R. R., 71 ; do. 7s, 109 ; Quincy and Warsaw 8s, 1890, 115½ ; Denver and Rio Grande R. R., 70 ; do. 7s, 103 ; Kansas City, Fort Scott and Gulf R. R., 53 ; do. pref., 83½ ; do. 7s, 107¼ ; Cin., Sand. and Clev. pref., 45⅞ ; do. 7s, 1890, conv., 94½ ; Southern Kansas and Western R. R., 66 ; do. 7s, 1910, 102½ ; Manchester and Lawrence R. R., 145 ; Detroit, Lansing and Northern pref., 108 ; do. 7s, 113 ; Vermont and Massachusetts 6s, 1883, 104 ; Indianapolis, Cincinnati and Lafayette R. R., 1½ ; Cheshire R. R., 55 ; Boston, Revere Beach and Lynn R. R., 99¾ ; Ontario Western R. R., 28¼ ; Sioux City and Pacific 6s, 85 ; Wisconsin Valley pref., 74 ; do. 7s, 105 ; Connecticut and Passumpsic Rivers R. R., 57 ; Louisiana and Missouri River R. R., 15 ; do. pref., 29¾ ; Wichita and Southwestern R. R., 80 ; Marquette, Houghton and Ontonagon R. R., 17 ; Boston Land, 11½ ; Boston Water Power, 17¾ ; Brookline Land, 6 ; East Boston Co., (stock doubled) 12½ ; Waverly Land, 50c. ; Union Land, 4 ; Atlantic Mining, 28 ; Allouez, 23 ; Brunswick Antimony, 14¾ ; Blue Hill, 7¾ ; Copper Falls, 15¼ ; Central, 47 ; Dana, 87½c. ; Duncan Silver, 4½ ; Douglass, 6 ; Franklin, 47 ; Huron, 12⅞ ; Humboldt, 1½ ; International, 50 ; Manhattan, 50c. ; Mesnard, 4⅜ ; Madison, 3¼ ; Minnesota, 7 ; National, 6 ; Osceola, 47 ; Pontiac, 1¼ ; Phœnix, 1⅛ ; Pewabic, 67 ; Ridge, 9½ ; South Hite, 2⅞ ; Star, 8 ; Silver Islet, 23½ ; Superior, 50c. ; Sullivan, 12 ; Union Land and Copper, 4 ; Winthrop, 1 ; Washington, ⅞.

☞ The Homestake Mining Company has declared its usual dividend, of thirty cents per share, for January, payable at Wells, Fargo & Co.'s on the 25th inst. Transfer books close on the 20th.

The British Iron Trade.

The exports of steel rails from Great Britain in 1879 were 100,000 tons greater than in 1878; and the output of Bessemer steel in 1879 not less than one million of tons. The number of works is being largely increased, and the greatest preparations have been made for an unprecedented production in 1880.

The magnitude and suddenness of the revival are seen in these figures. During August, September and October of 1879, exports of iron were 226,829 tons, against 37,988 tons in the same months of 1878, and 37,707 tons in 1877. As late as October, only 830 out of 2,158 puddling-furnaces in the Cleveland district were at work, but a large number in addition are preparing to resume operations.

Hematite iron, for steel-making, has advanced from $11 per ton to $24 50; Cleveland pig from $8 40 to $11 50; iron ship-plates from $27 50 to $42 50; steel rails from $25 to $40 per ton.

The manufacture of iron in Great Britain for the following years was:

	1874. Tons.	1876. Tons.	1878. Tons.	1879 Tons.
Rails.....	265,000	107,800	21,000	6,700
Plates.....	178,272	172,374	284,000	178,600
Bars.....	91,000	88,000	68,000	64,700
Angles	45,900	52,664	90,000	48,700
	580,172	420,838	413,000	293,700

Union Bank of England.

The London Daily Telegraph of Jan. 23, contains the prospectus of a new banking company, "The Union Bank of England and America (limited)," with a New York as well as a general board of direction. The proposed capital is £1,500,000 stg., in 75,000 shares of £20, of which half was to be first issued. The gentleman who brought the advertisement to our notice states that the subscription was closed yesterday, a perfect success. Mr. J. H. Sparks, formerly of the White Star line in this city, is one of the London directors. The New York names in the advertisement are Messrs. E. T. Bell (of W. J. Wilcox & Co.), General C. T. Christensen, E. W. Corlies, R. H. Headley, A. E. Orr (of David Dows & Co.), and B. B. Sherman, President of the Mechanics' National Bank, with Mr. H. J. Overmann as Secretary.

The Duty on Steel Rails.

Henry V. Poor, the railroad statistician, appeared before the Ways and Means Committee this morning in advocacy of the bill recently introduced by Mr. Covert of New York, which reduces the duty on steel rails from $28 to $10 per ton. Mr. Poor read an argument, bristling with tables of railroad statistics, to prove that the prosperity of the country and of the railroads were proceeding abreast. In 1869 the New York Central and Hudson River Railroad charged two and four-tenths cents per ton per mile. In 1879 the charge for the same service was eight-tenths of one cent. That is, the cost of transporting a ton of merchandise from Des Moines, Ia., to New York was the same as from Buffalo to New York in 1869. By this reduction new States and Territories have been opened up, populated, and the commerce of the country increased millions of dollars every year. The rate of increase in ten years was 289 per cent., while the per cent. of increase of compensation to roads was 28 per cent., or the service was increased tenfold more than the compensation to the roads. The most potent factor in the reduction of the rates of transportation is steel rails, and the great problem now is how to get them as cheaply as possible. The price of these Bessemer steel rails in England varied much from 1855, the date of their introduction, until 1874. Between that date and 1879 the price fell rapidly, and in the latter year extensive purchases were made in England for American roads at not exceeding twenty-two dollars a ton. At that price the ad valorem duty amounted to 127 per cent. of the cost price in this country, after the price fell to forty dollars a ton, only twelve dollars greater than the duty itself. Mr. Poor estimates that it will require this year a billion of steel rails for renewals. Mr. Poor said, in conclusion, that the difference in price between fifty dollars and eighty dollars the ton is a difference the present year in construction of two or three thousand miles of railroad.—[Boston Journal, Feb. 3.

Mining in New Jersey.

The mining interests in the vicinity of Bloomsburg, New Jersey, have brightened wonderfully within a few weeks. Every land owner is positive that there is iron ore on his premises, and is busy digging for it, and in many cases with marked success. Shafts have been sunk on a dozen farms very recently. On the Musconetcong side and in the upper part of Hunterdon county ore in paying quantity seems to be found almost anywhere. All the old shafts are being worked again. A company, with ex-Senator F. A. Potts as President, and Judge Lathrop, Receiver of the Central Railroad of New Jersey, as Vice President, has secured the Turkey Hill mines, the best so far worked. This company already employs over 100 men, and has opened half a dozen shafts. It loads about 10 cars a day with the ore. To facilitate the transportation, a branch road has been built from the station called West End to the mines, and the cars are thus sent by gravitation to the main track of the Easton and Amboy Railroad. Mr. Heft the Superintendent of the new company, has caused telephonic connection to be made from his office to the mines. So prosperous does every thing appear that the citizens of Bloomsburg propose erecting a furnace within the village limits.

Ohio and Mississippi Railway.

Some time ago Frederick P. Dimpfel, a stock and bond holder, brought suit in the United States District Court for the Southern District of Illinois, against the Ohio and Mississippi Railway Company, to have the purchase of and issue of bonds on the Springfield Division set aside as void, on the ground that neither had been authorized, but was the individual act of Daniel Torrance the former President of the company. The suit was contested, and recently a decision was given against Dimpfel on the questions of law raised. Subsequently the latter filed an amended complaint as to the issues of fact remaining untried, and the company have now handed in their answer, in which they not only admit all Dimpfel's allegations, but go further, and aver that the purchase and issue of bonds were never authorized by either the board of directors or the stockholders; that holders of only 116,282 shares of stock out of the 240,000 outstanding ratified the acts of President Torrance in these regards, whereas a two-thirds vote was necessary to make them legal, and that no resolution or order authorizing or ratifying either was ever recorded in the office of any recorder of deeds of any of the counties of Illinois through which the road runs, as was required by law. In conclusion they "offer to surrender and restore said railroad, the [Springfield Division] and other property to its proper owners in equity, as may be determined and directed by this court, and to account for the profits and earnings thereof, subject to the stating of an accounting of the same, and of the moneys expended upon or on account of said railroad and other property upon principles of equity, and to make good to such equitable owners all that this respondent obtained by the possession and occupancy aforesaid." The company further "prays the same relief as is asked for by the said complainant in his amended bill, and that in the event of the allowance of such relief an account may be taken and stated upon principles of equity before a master of this court, or otherwise, as the court may direct."

Philadelphia and Erie Railroad.

At the annual meeting of the Philadelphia and Erie Railroad Company, held in Philadelphia on the 9th inst., the report of the Board of Managers for the year ending December 31, 1879, was presented, showing the gross earnings during that time to have been $3,091,807 81, and the gross expenses $2,130,258 07 making the net earnings $961,549 74- an increase of $85,438 08 over 1878. Robert Thompson, Wistar Morris, John P. Wetherill, Christian Kneass, H. M. Phillips, J N. Dubarry, N. Parker Shortridge, Alexander Beddle, Samuel Gustine Thompson, and Henry D. Welsh were elected managers. Henry M. Phillips and Henry D. Welsh are new members of the Board, and take the places of John Noblit and J. Alexander Simpson. There was some discussion relative to the rumored proposed sale of the stock held by the city of Philadelphia, but it elicited no information on the subject, and no action was taken. As the net earnings are all absorbed by fixed charges, it was explained that there would be no dividend.

Cumberland, Moorefield and Petersburg Railroad.

At a meeting of the directors of the Cumberland, Moorefield and Petersburg Railroad Co., held at Cumberland, Md., on the 2d inst., J. H. Percy was elected president, John A. Robinson first vice-president, and John Johnson second vice-president. A resolution was adopted authorizing the business committee to have a preliminary survey and location of the road made at an early day; a call of twenty-five dollars for each share of stock was made, payable in sixty days, and stock ordered to be issued to shareholders. The committee who visited Moorefield last August reported, and certain donations to the company of real estate for rights of way, etc., were ordered to be recorded. This company was organized on a charter obtained over a year ago. The proposed road is from Cumberland to Moorefield.

Shenandoah Valley Railroad.

The contractors, Messrs. Best & Hoppock, with a large number of hands, began operations on the northern extension of the Shenandoah Valley railroad, on the farm of Col. H. Kyd Douglas, opposite Shepherdstown, on the 2d inst. Hon. A. R. Boteler, after congratulating the contractors and engineers, struck the first pick and shoveled the first shovel of this extension. Messrs Fitzpatrick & Co., contractors for the masonry work for the bridge over the Potomac, river, at Shepherdstown for the Shenandoah Valley railroad,

also began operations, on quite an extensive scale at the same time.

Seat on the New York Stock Exchange Assignable.

A decision was handed down by Judge Choate in the United States District Court, this city, on the 6th inst. in the matter of Franklin M. Ketchum, a bankrupt, which disposes of the question as to the right of an assignee to take possession of a bankrupt's right to a seat at the Board of the New York Stock Exchange. Application was made for an order requiring the bankrupt to make transfer of his seat to such person as the assignee may procure as a purchaser. The real question was whether the right or privilege which the bankrupt holds as a member of the Exchange is to be regarded as property which should pass to the assignee for the benefit of the creditors. The consent of a committee of the Stock Exchange is necessary to a transfer. Judge Choate says:

"The seat, however, has an actual pecuniary value which the rules of the society, as interpreted and applied in practice, permit the holder to realize by a sale and transfer. There is no practical difficulty in effecting a transfer of the right for a pecuniary consideration, subject to the condition that the debts of the present holder to members are first paid, and the right is to all intents and purposes a business privilege useful for business purposes only. I see nothing in the rules of the Exchange which renders it impossible for the seat to be disposed of by the assignee in bankruptcy, with the cooperation of the bankrupt's subject to the conditions above mentioned."

Blast Furnace Slag.

NEW YORK, Jan. 30, 1880.

EDITOR AMERICAN MANUFACTURER:—Your issue of the 2d inst. contains an article from the London Times, under the above heading, to which you added very correctly: We think this invention (meaning the manufacture of slag wool, silicate cotton or "mineral wool," as it is called here,) originated in this country. We saw it in operation several years ago at the Greenwood Iron Works, Orange county, N. Y.

If you consider it of sufficient importance to your readers—especially to the blast furnace owners—to devote a column or two to the reproduction of the essential subject matter, which is contained in the different patents taken out in this country and England for the invention referred to, I shall be pleased to furnish you a concise history thereof.

In the article referred to above it is stated that the make of slag wool at the Tees Iron Works is about three tons a week.

Though this quantity is turned out daily at the Greenwood Iron Works, it must be confessed that this new industry is yet in its very infancy.

The Times article says further. It follows that for producing these three tons (of slag wool) nearly two hundred tons of slag have to be operated upon.

Such a statement belittles the importance of the subject, and may discourage other English iron masters from the competition which Mr. Wood could not prevent by his own patent.

The mechanical conversion of slag into slag wool would of course yield nearly the full weight of the former in the shape of the latter, provided the slag were smelted and properly treated.

Even if the hot slag is to be utilized as it flows from the furnace, up to 20 per cent of it could by proper appliances be turned into wool; but as long as the demand is not more than can be supplied by converting only within ten per cent of the flowing slag—as at the Greenwood Iron Works—a more elaborate or costly arrangement is not called for.

Though large quantities of mineral wool are in use at many furnaces and mills—as at the Cambria Iron Company, Johnstown, the Merion at Conshohocken, the Glendon Iron Company, Sterling Railway and Iron Company, &c., &c—it may be asserted that the manufacture of this article has so far elicited very little interest from blast furnace owners. Probably the mention of the article as a "non-conductor of heat" carries with it the impression that it is merely boiler covering material, and as such neither quantitively nor financially a "big thing" for the furnace which has to digest a hundred tons of raw material a day. Rope makers do not naturally drift into a side speculation in Brussels lace. Granting that the quantity to be used for the covering of heated surfaces alone is not important from that point of view, (though several concerns have each used for this purpose near and over fifty thousand pounds within a year,) a few other applications may be named which—adapting themselves wonderfully to our system of building peculiar to a new country—are almost certain to create a demand, which eventually may require more slag than all the slag glass and slag brick making together.

The Pennsylvania Railroad Company has purchased within two years over one hundred thousand pounds of mineral wool merely for deadening in the floors of passenger cars. Aside from the deadening of sound, your readers will probably hit on a more important consideration for this application by remembering overheated cars in which, while the perspiration has to be wiped from the forehead, the feet feel amazingly cold. In a car line as described you can safely take off your boots in midwinter—the company permitting. The same kind of deadening is found to answer admirably for packing roofs and walls of dwellings and other structures, and these applications—which are now already thoroughly tested—will create an enormous demand for mineral wool as soon as most people know that there is such a thing. To make most people know this costs a great deal of money, and the necessary capital should come from the iron interest as the wool itself does. Then its manufacture will soon be localized in all the iron producing states; its cost to the consumer will be cheapened, and the resulting larger demand will be more profitable to the producer at lower selling prices than now obtaining.

In other words the importance of mineral wool can only be realized by investigating its merits as a building material.

Yours respectfully,
A. D. ELBERS.

Attack on Steel Rails.

The Iron Age says that the attack on steel rails is prompted by the railroad interest, and much that is said in support of their demands for cheaper rails is utterly insincere, and then adds:

Since the improvement in business last fall the railroad companies have advanced their charges on coal, ore, iron and steel, as well as on all other classes of freight. It is their policy and purpose to charge the highest freight and passenger rates which circumstances will permit, and a reduction in the cost of rails would not be reflected in cheaper freights, except where concessions to shippers are induced by competition; and not then if, by means of pools and combinations, such an apportionment of traffic can be effected and will enable them to maintain a fixed rate.

☞ The Pittsburg and Lake Erie Railroad Company's General Manager, after a fair trial of Riehle Bros. Self Adjusting Railroad Track Scales, writes them that "they are working to their entire satisfaction." The Cumberland Coal and Iron Co. of Frostburg, Md, have just ordered one of their Standard Track Scales. Riehle Bros. scales are being introduced all over the country, and taking the place of other well known makes, on account of their peculiar advantages in continued accuracy and durability. They have recently been introduced in some of the largest Railroad and Iron Companies in the United States.

Delaware and Hudson Canal.

The following is a synopsis of the forthcoming annual report of this company for the year 1879:

Receipts from coal, &c	$6,403,907 13
Receipts from railroad	3,152,839 07
Receipts from miscellaneous and interest	415,303 61
	$9,972,049 81
Expenses of all kinds	7,455,033 40
Net earnings	$2,517,016 41
Paid taxes, interest and rentals leased lines	3,147,659 69
Showing a deficit of	$630,643 28

Of this $316,059 76 was loss upon leased lines, including the New York and Canada Railroad, leaving as deficit on the company's own business $314,583 52.

	Coal, tons.
There were mined and sold for account of the company	3,054,390
Transported for other parties	357,673
Total	3,412,063

The entire cost of the damage to the canal caused by the unprecedented high water of December, 1878 is included in the expenses.

Pomeroy and State Line Railroad.

The Pennsylvania Railroad Company has again taken possession of the Pennsylvania and Delaware Railroad, and organized a new company to be called the "Pomeroy and State Line Railroad Company." The directors of the new company are: George B. Roberts, Edmund Smith, Dell Noblit, Terrance H. Clark, Wistar Morris and Hugh W. Catherwood. The officers are: President, Strickland Kneass; Secretary and Treasurer, James R. McClure. George W. Paxson is again the Superintendent. He also has charge of the West Chester branch of the Pennsylvania Railroad. The road is about 39 miles long, and runs from Pomeroy, on the Pennsylvania Railroad, near Coatesville, to Delaware City. The capital of the company is $500,000. Trains commenced running over that portion of the road between Landenberg and Pomeroy on the 2d inst. Two trips are made daily, connecting with the Delaware Western Railroad at Landenberg, running thence to Wilmington. It is said that trains will run between Landenberg and Newark as soon as the road bed is put in better condition.

☞ A map of a projected surface railroad was filed in the Register's office, Brooklyn, N. Y., on the 5th inst. The proposed route is on the south side of the Concourse from West Brighton to Brighton Beach, Coney Island, a distance of one mile. The incorporators of the company are Theodore Magnus, President, and E. C. Brown, James Hardie, John F. Lambert, M. E. Fennegan, Gotlieb Jochum, W. C. Herbert, Jr., and Benjamin Lewis, Directors.

☞ The receipts of the Ohio and Mississippi Railroad for the month of December, 1879, (including $330,018 07 on hand at the commencement of the month) were $888,865 94; and the disbursements $480,006 76—leaving cash on hand December 31, 1879, $408,859 18.

Central Pacific Stock Sold Ex-Dividend.

Immediately after the recent sale, on the Stock Exchange, of 50,000 shares of Central Pacific Railroad stock, some of the buyers claimed that they were entitled to the declared dividend of 8 per cent which was payable February 1. The stock of the Central Pacific Railroad Company bears dividend coupon-warrants, numbered consecutively, on which the dividends are paid when declared. The ninth dividend was payable on the 2d inst., but the coupon had been cut from the stock when delivered by the syndicate.

The claim to this dividend was referred to the Arbitration Committee of the Stock Exchange, which held a protracted meeting all of the members of the committee, of which Salem T. Russell, of S. T. Russell & Co., is the chairman, being present. The syndicate was represented by its Executive Committee, consisting of R. P. Flower, J. D. Prince and J. D. Probst. C. P. Huntington, Vice-President of the Central Pacific Railroad Company, through whom the stock was sold to the syndicate, appeared as a witness before the committee, and Isidor Wormser, W. B. Lockwood and Louis Marx were also witnesses. It was shown in behalf of the syndicate that it had bought the stock ex-dividend, and that the buyers of more than 40,000 shares of the stock sold on the Exchange were aware that the stock was then offered by the syndicate without the dividend coupon.

After a long discussion, in which J. D. Prince, of Prince & Whitely, made the closing argument on the part of the syndicate, the committee decided that the stock was sold properly ex dividend. The opinion, which is final, was unanimous. This is said to be the first case of the kind in this country, although stock with dividend coupons is said to be not uncommon.

Columbus, Chicago and Indiana Central Railway.

A final decree was made at Washington on the 6th inst., by Judge Harlan, sitting as Circuit Judge, in the long pending litigation between the Pennsylvania Railroad Co. and Pittsburgh, Cincinnati and St. Louis Railway Co. on the one side as lessees, and the Columbus, Chicago and Indiana Central Railway Company as lessors, and the receivers of that company on the other. The result of the decree entered upon the bill filed by the lessee to have the lease declared void or terminated, or, if that was refused, to compel the lessor specifically to perform its covenants by reducing the debt of the company to $15,821,000, and upon the cross bill filed by the receivers to recover the rental under the lease, may be stated as follows:

1st. The lease was declared valid and subsisting.

2nd. The lessor company was found to have been in default in reducing its debt, and the lessee is declared to have been justified in seeking cancellation of the lease unless that covenant was performed.

3d. The lessor was given until the first of January, 1880, to reduce the debt, and the manner in which that reduction was to be accomplished was defined in detail, any decree for rental being refused until that reduction was accomplished.

4th. The report of the master, appointed by the Court, to supervise the performance of the decree by the lessors was made on the 5th inst., and after argument on some points raised by counsel on the former decrees, and upon that report the Court decreed that the acts done amount to performance of the decrees and to a reduction of the debt to $15,821,000, except the amount required for the Pullan decree, involving a large amount, for which security was required and has been deposited for one million of dollars by the Columbus, Chicago and Indiana Central Railway Company.

5th. Upon the finding a decree was entered for the arrearages of rental up to January 1, 1880, amounting to about $2,600,000, subject to deduction for net earnings for November and December to be paid in, which will reduce it to $2,400,000

6th. An appeal from the whole of the decree was immediately asked for by the Pennsylvania Railroad Company and allowed, and the counsel for the Receivers have also given notice of their intention to appeal from some portion of the decree.

Upon the question of amount of rental due considerable differences existed. The lessees asked to set off various claims amounting to about $1,000,000, and of these about $600,000 were allowed. The lessees think too little was credited and the lessors say there was too much. The appeals will raise these questions as well as the numerous legal questions involving the original validity of the lease, its termination by subsequent legal proceedings, the sufficiency of the mode of reducing the debt and others. The litigation was commenced in February, 1875. Five years have elapsed before a final decree has been reached. The appeals in the present state of the United States Supreme Court docket will hardly be heard in less than four years, so that the large amount of money involved in the decree for rental cannot be applied to the interest upon the bonds of the lessor company, and in the meantime it is presumed the road will be operated as heretofore, by the lessees continuing in possession and paying the net earnings into Court.

Memoranda Concerning Government Bonds.

Messrs. Fisk & Hatch have issued the seventh edition of their "Memoranda Concerning Government Bonds." It contains the latest information to date, and will be found invaluable to those intending to invest in Government securities. It can be obtained on application at their office, No. 5 Nassau street. We make the following extract from the publication:

The continued firmness of the 4 per cents in the market and the advance in the premium which has taken place since the large amounts subscribed by the Syndicate were finally closed out, clearly indicate that the remaining 5 and 6 per cent bonds of the Government outstanding can be readily funded at not over 3½ per cent, and it is our belief that no bonds bearing any higher rate of interest should hereafter be issued.

The rapid absorption of the 4 per cent bonds at a considerable premium during a period of several months in which money has been continuously in demand for business and speculative purposes at 7 per cent and over, shows that the accumulated investment capital of the country which must have absolute security and will not encounter the hazards of business or speculation at any price, is rapidly increasing in this country, and has already become sufficient to float the entire Government debt at a low rate of interest, whatever may be the activity of business or the demand for and value of money for business purposes.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool....	$897,420	$1,516,412
" cotton...	1,328,328	2,346,615
" silk	1,411,776	2,374,558
" flax.....	782,209	1,710 446
Miscellaneous dry goods..	392,262	669,038
Total.....	$4,761,995	$8,608,069

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool.....	$368,413	$498,983
" cotton ..	290,955	461,746
" silk	309 036	307.144
" flax	280,329	490,664
Miscellaneous dry goods..	95,458	154,064
Total	$1,344,191	$2,012,601
Add entered for consump.	4,761,995	9,608,069
Thrown upon market....	$6,106,186	$10,720,670

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool....	$240,480	$501,638
" cotton...	293,357	416,839
" silk.....	295,417	326,731
" flax.....	258,845	658,025
Miscellaneous dry goods.	137,625	203,579
Total.....	$1,225,724	$2,106,812
Add entered for consump	2,761,995	8,608,069
Total entered at the port..	$5,987,719	$10,714,881

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$7,312,580	$10,388,185
" cotton ..	6,896,690	9,967,255
" silk.....	11,273,237	15,631,545
" flax.....	4,931,073	7,599,117
Miscellaneous dry goods	3,021,045	4,100,959
Total	$32,434,625	$47,687,061

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$3 829,603	$3,808,235
" cotton ..	1,589,269	1,991,538
" silk	1 828,899	2,347,272
" flax	1,803,085	2,216,974
Miscellaneous dry goods.	828,077	834,818
Total withdrawn from warehouse.....	$9,878,933	$11,198,837
Add entered for consump.	33,434,625	47,687,061
Total thrown on the market	$43,313,558	$58,885,898

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$3,490,254	$3,790,776
" cotton..	1,598,989	2,026,563
" silk	1,902,338	2 457,665
" flax....	1,680,094	2,746,500
Miscellaneous dry goods	925,893	993,842
Total entered warehouse.	$9,597,068	$12,015,346
Add entered for consump.	33,434,625	47,687,061
Total entered at port.....	$43,031,693	$59,702,407

The figures given above represent the net gold value of the goods as invoiced, without the addition of freight or duty.

☞ The Helena and Iron Mountain Railroad has been completed to Marianna, Arkansas, a distance of about 25 miles from Helena.

Responsibility of Pilots.

In the United States Circuit Court, this city, on the 6th inst. Judge Choate handed down a decision which is important as defining the responsibility of pilots. Gideon Mapes, a licensed pilot, undertook to bring the Austrian bark Jenny from the Sandy Hook lightship to a berth on the North River in February, 1879. On the arrival of the bark opposite Thirty-fourth st., a considerable quantity of ice was found in the slip, and the docking of the vessel would have been attended with considerable difficulty. The pilot made representations to the master of the bark which deterred him from attempting to go into the slip, and represented that it would be safe for the vessel to remain in the stream all night. Thereupon the tug boat was dismissed, and the captain signed the pilot's card which certified that he had performed his duty, and dismissed him. During the night the vessel received injuries from floating ice, and it was for these injuries the libel was brought. Judge Choate, in his decision, says:

"It is clear that pilots are responsible to the owners of a vessel for their negligence or default in the performance of their duty. * * * On the merits of the case the libellants are entitled to a decree. The very reason for having pilots at all is that they know the peculiar perils of the port, which are presumed to be unknown to masters of vessels, especially of foreign vessels. The pilot claims he left the vessel in a place of safety and was discharged by the master. But if that discharge was procured by an untrue statement, though with no wrongful intent on the part of the pilot, the discharge cannot avail him. The presence of the pilot would have afforded some protection, and it is not shown that if he had given notice of the danger the vessel could not have escaped the damage. It was incumbent on the pilot to show that she could not. This he has not done. Decree for libellant with costs and reference to compute damages."

Atchison, Topeka and Santa Fe Railroad.

The following dispatch announces the completion of the Atchison, Topeka and Santa Fe Railroad to Santa Fe, New Mexico:

SANTA FE, N. M., Feb. 9, 1880.

Hon. Thos. Nickerson, President A., T. and S. F. R. R. Co., Boston:

New Mexico sends greeting to New England, and Santa Fe to Boston. An enterprise long credited to you and your associates as the dream of speculators, is to-day an accomplished fact. Atchison, Topeka and Santa Fe are united by an unbroken band of iron and a continuous path of commerce. The last rail has been laid and at eleven o'clock this morning the last spike driven by Gov. Wallace in the presence of the Territorial Legislature and officers; the military and entire populace, salvos of artillery, music of bands, locomotive whistles and the cheers of thousands of spectators welcomed the joyous event.

You have to-day, what you have so well earned, the gratitude of this people.

(Signed.) GEO. T. ANTHONY.

☞ The receipts of the Indianapolis, Cincinnati and Lafayette Railroad for the month of December, (including $46,879 57 on hand at its commencement) were $482,443 11, and the disbursements $411,686 31—leaving a balance on hand December 31, 1879, of $70,656 80.

☞ A company calling itself the Coney Island Silent Safety Elevated Railroad Company proposes to build a road eight feet above the surface, on the south side of the Concourse, from Brighton Beach to West Brighton.

WM. A. COLE & CO.,

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THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM No. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the year to January 31, 1880, compared with their respective amounts carried to the same time last year.

	1880.	1879.	Increase.
Reading Railroad...	1,137,806	845,919	291,887
Schuylkill Navigati'n	38,041	15,631	22,410
Lehigh Valley.....	794,621	471,762	232,859
Delaware, Lackawanna and Western..	278 904	253,844	25,060
Shamokin Val'ey...	68,064	44 309	23,755
Central New Jersey.	283,799	205,083	78,696
United Railroads of New Jersey.....	81,961	53,479	28,482
Pennsylvania Coal..	43,279	75,054	*31,775
Delaware & Hudson	303,810	218,155	85,655
Huntingdon & Broad Top Mt.....	31,846	18,358	13,488
Pennsylvania & New York.....	186,665	152,286	34,379
Clearfield, Penn.....	198,548	110,962	87,586

*Decrease.

The total tonnage of anthracite coal from all the regions for the week ending January 31st, as reported by the several carrying companies, amounted to 436,662 tons, against 105,866 tons in the corresponding week last year, an increase of 330,796 tons. The total amount of anthracite mined for the year is 1,721,028 tons, against 1,155 909 tons for the same period last year, an increase of 565,119 tons. The quantity of bituminous coal sent to market for the week amounted to 87,995 tons, against 50,042 tons in corresponding week last year, an increase of 37,958 tons. The total amount of bituminous mined for the year is 355,014 tons against 197,947 tons for the corresponding period last year, an increase of 157,067 tons. The total tonnage of all kinds of coal for the week is 524,657 tons, against 155,908 tons in corresponding week last year, an increase of 368,749 tons, and the total tonnage for the coal year is 2,245 685 tons, against 1,311 817 tons to same date last year, an increase of 933 868 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of January was 136 885 tons, of which 108,254 tons were coal and 28,631 tons coke. The total tonnage for the year thus far has been 396,105 tons, of which 307,595 tons were coal and 88,510 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending January 31st were 34,999 tons, and for the year to that date 143,485 tons—81,950 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 30,131 tons, for the year 129,774 tons, an increase of 76,067 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 4,897 tons, and for the year 11,127 tons, an increase of 330 tons as compared with 1879. There were no shipments by the Chesapeake and Ohio Canal last week. The shipments by that route so far this year have been 2,584 tons.—[Phil. Ledger, Feb. 9.

Uniformity in Railroad Returns.

The New Hampshire Board of Railroad Commissioners are taking great pains to secure if possible a complete uniformity in the returns of all railroad corporations in that State. The present custom does not insure that regularity in the returns which is greatly to be desired, not only for the good of the Commonwealth, but for the purposes of comparison not only in but out of the State. In view of bringing this resul about the Commissioners have prepared a double column printed blank, two feet in length, which they will furnish to railroad officers with the request that they be filled out according to the questions laid down and returned to the Board. The first section of the blank requires a general financial exhibit; the second asks for a close analysis of earnings and expenses; and the third provides for a full showing of assets and liabilities. The closing section includes quite a number of interrogatories, among them being the following:

What proportion of through business is done by the cars of your own line? Is it an item of profit to your line to hire cars to do your business? Have any accidents ever occurred on your line in consequence of color blindness of the employes? Do you have a physical inspection of the men in your employ before they commence work? How many and what accidents have occurred on your line since last report, and have you ever had an accident on your road caused directly or indirectly from overwork or physical exhaustion of the employes?

The Commissioners are sanguine that the new system which they will introduce will be productive of excellent results. Granville P. Conn, M. D., of Concord, Chairman of the Board, says that the best report in the United States is issued by the Lake Shore and Michigan Southern Railway Company.

Detroit, Lansing and Northern Railway.

It is announced that the directors of the Detroit, Lansing and Northern Railway have declared dividends of 3½ per cent upon its preferred stock from the earnings of the six months ending December 31. 1879, and of 3½ per cent upon the common stock from the earnings of the year ending December 31, 1879. Both dividends are payable at the Boston office on and after February 10 to stockholders of record at the close of business February 3, 1880. This makes dividends of 7 per cent on preferred and 3½ per cent on common stock for the year. The earnings for 1879 were $1,108 932 65; for 1878, $970,033 90—increase for the year, $138,998 75. This is an excellent showing for the road, and is largely due to the economical and judicious efforts of those who control its management. The road is a very important one to Detroit and the whole State, and its prosperity will please everyone interested in the section of the country through which it passes.—[Detroit Price Current.

OFFICE OF THE HOMESTAKE MINING COMPANY, No. 31 BROAD-ST., NEW YORK, Feb. 12, 1880.

DIVIDEND NO. 14.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for January, payable at the office of Wells, Fargo & Co. No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Jan. 22, 1880.

A DIVIDEND OF THREE (3) PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of its capital stock as registered at 2 p. m. on the 12th of February next, after which, and until the 4th of March, the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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Attorney and Counsellor at Law,

(Rooms 50 and 51.)

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☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

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GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874. says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869. until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

For Sale by all dealers in Telegraphic Materials.

For further particulars address

A. G. DAY, 120 Broadway, N. York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXXVI., No. 8.] FRIDAY, FEBRUARY 20, 1880. [WHOLE No. 2,287, VOL. LIII.

☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, February 20, 1880.

The Darien Canal and the Monroe Doctrine.

The Senate has passed a resolution, similar to the one passed by the House of Representatives, requesting the President to transmit to the Senate copies of all correspondence since February, 1869, with foreign governments relative to an inter-oceanic canal, and copies of all treaties made or proposed by the State Department, if not incompatible with the public interests. This action is in answer to the growing demand that the Monroe doctrine shall be asserted by the United States before the canal scheme shall be allowed to progress further and assume definite shape under the quasi protection of a foreign government. The possibility that the ownership of the Panama Railroad has already passed into foreign hands, with the right of its owners to the protection of their Government, has possibly aroused public sentiment to the contingency of the canal when built passing in the same manner by ownership under the protection and influence of a foreign Government. In the event of complications hereafter between the United States and such Government, the ocean commerce of the United States between its own States on the Atlantic and Pacific Coasts, would be at the mercy of this foreign Government, and in case of open hostilities it would be driven from the seas. The South and Central American States would then be brought under European influence, if not control; and it might finally be the means of establishing a European protectorate over them, or a repetition of the Maximillian scheme which might not end in a manner so fortunate for the United States.

This is what we foresaw in the early discussion of this canal scheme, and the RAILROAD JOURNAL was the first to say, in its issue of November 21st, that "the United States Government should assume this great and needful undertaking." Also in our issue of December 12th, we said, "It would be most desirable that American capital and citizens should build this great work. * * It would, however, be a criminal blunder to commit the Government to any but the best route. * * The next most important consideration before the selection of the route shall be made, is the future status of the canal after its completion upon which the protection of its franchises and property must depend." In the same issue and article we showed that M. de Lesseps would probably do what he is now supposed to have done in the purchase of the Panama Railroad, the refusal price of which we then gave as well as the total cost to enable him to control it and its franchises which was $4,200,000 at the price of 120. That he should thus have stolen the march of us for so comparatively small a sum is not to our credit; and is an evidence of his sagacity; for we do not see how the United States can now prevent the French Government from assuming the same rights of protector and exercising the same influence we have if, as supposed, M. de Lesseps owns the Panama road, whose franchises as well as the concessions of Wyse cover the only Sea Level route said to be practicable by engineers. The survey adopted by M. de Lesseps is described in another column.

The Inter-State Commerce Bill Reported.

In our last issue, we commented on the purposes for which the Inter-State Commerce bill was proposed, and promised a review of the arguments upon the merits of the bill then under consideration, as well as a discussion of its merits. That was the Reagan bill which has been finally rejected by the committee, and Mr. Henderson's bill adopted in committee as a compromise which will be reported. Mr. Reagan will also submit to Congress in a minority report his original bill. The Henderson bill is given below, but as we have not had time to compare it thoroughly with the Reagan bill and to consider fully whether it will meet the purposes for which it was demanded, as explained in our last, we shall defer comment upon its merits in this issue.

The bill provides for the appointment of a "Board of Commissioners of Inter-State Commerce" as a bureau of the Interior Department. Commissioners are to hold office respectively for two, four and six years and are to receive salaries of $5,000 each and traveling expenses, and are to be provided with a secretary and an accountant at salaries of $2,500.

The board is to exercise supervision over that portion of the business of all railroads which may pass from one State or Territory into another or into any foreign country, but this supervision is limited to questions of commerce between the States, and the methods of operating railroads by railroad corporations as affecting that commerce, and does not, except within the limits of Territories or in the case of the crossing of navigable waters, extend to

any other portion of the business of those railroad companies, whether carried on by one railroad or by several running in connection with each other. The said board is to prescribe a railroad year and a system of reports to be rendered by such railroad companies, to examine their accounts affecting commerce between the States, to see that the United States laws are enforced, to furnish such information to the Government in regard to fares and freight tariffs as may be required or as they may deem expedient, to report annually to the Secretary of the Interior on November 1, and otherwise to procure the data necessary to the gradual enactment of an intelligent system of national legislation regulating inter-State railroad commerce.

The board is to investigate complaints of discriminations in charges, and if such complaints are approved by an incorporated board of trade or any State or city government, the investigation, if so desired, is to be made on the spot where its cause originated or wherever else is most convenient, and the results are to be reported in writing and included in the next annual report. Whenever it shall appear to the board that any railroad corporation has failed to perform its duties as a common carrier between the States it is to give notice in writing to the corporation with a statement of such changes as are adjudged to be proper, and if the corporation neglects to comply with the recommendations the board is to state the facts in the next annual report, with a statement of such legislation as the board recommends. Whenever it shall appear that any railroad corporation has violated any law of the United States it is to give notice thereof to the corporation; and if the violation is continued it is to present the facts to the Attorney General of the United States, who shall take such proceedings as may be necessary. The board in any investigation is to have power to summon witnesses and direct the production of books and papers relating to any subject matter of complaint for the alleged violation of this act, and in case any person shall fail to produce such papers, in so far as they relate to the question referred to by this act, he may be compelled by any United States Commissioners, as in civil cases in the United States courts, and such investigations are to be conducted in the general office of the corporation owning the papers.

No railroad company is to charge more than a fair and reasonable rate of toll for the transportation from one State or Territory to another, or to or from any foreign country, so far as the same shall relate to commerce between the States, or for the use and transportation of any railroad car, and for each violation of this provision the company is to be liable for extortion. No railroad corporation engaged in the transportation of property between the States by railroad, steamboat or canal boat, is allowed to charge to any person any greater of less rate than is charged to any other person for the same facilities under similar circumstances, and all railroad corporations are to furnish, as nearly as may reasonably be within their power, the same facilities to all persons for the carriage, storage and handling of all property of like character, and as near as reasonably may be with equal expedition. No break of bulk or interruption nor any understanding is to be made to prevent the carriage of any property from being treated as one continuous carriage in the meaning of this act, unless such interruption or contract was made in good faith for some necessary purpose. No person engaged in the transportation of property between the States is, directly or indirectly, to allow any rebate, drawback or other advantage which, under like conditions, is not allowed to all persons, and the penalties provided are to apply to the receiver of such advantage as well as to the party paying it.

This board is to inquire into that method of railroad management known as "pooling," and state the result in its first annual report, and what legislation is expedient in relation thereto. No persons engaged in the carriage, storage or handling of property are to enter into any combination to prevent by changes of schedule, carriage in different cars, breaking different car loads into less than car loads, or by other means, the carriage of such property from being continuous, whether it be on one or on several railroads. The act is to apply to the carriage and handling of property in one, actually or substantially, continuous interstate line, whether it be partly on several railroads or wholly or partly on lakes or canals.

Any corporation or person violating this act is to forfeit to the persons who may sustain damage thereby three times the amount of the damages, to be recovered in any United States court where the person or corporation can be found or may have an agent, and is to pay a penalty of not less than $1,000, to be recovered on information of the Commissioners or otherwise, one-half of which is to be paid to the party damaged and bringing action, but the action must be brought within one year after its cause. Nothing in the act is to apply to the carriage of property less than a car load, or wholly within one State, or property carried for the United States, or to the transportation of articles free or at reduced rates for State or municipal governments, or for charitable, educational or scientific purpose, or to or from public fairs. The last section appropriates $25,000 for carrying the bill into effect from the date of its enactment to June 30, 1881.

The action of the committee in agreeing upon this bill was with the view of compromising the controversy that has been going on in the Committee on Commerce for the greater part of the session. Mr. Reagan, however, obtained leave to report his bill to the House, as well as that of Mr. McLane, and all three will be printed and considered together. Neither Mr. Reagan nor Mr. McLane is satisfied with the Henderson compromise, and both will oppose it in the House and urge the adoption of their respective bills.

The de Lesseps Canal.

The World of 15th inst. published a special dispatch from Panama announcing that the commission of engineers appointed by M. de Lesseps to reexamine the route for an interoceanic canal proposed by Lieutenant Bonaparte-Wyse and M. E. Reclus had concluded its survey, and unanimously reported that the work is entirely practicable. Having now his report ready, M. de Lesseps was to leave the Isthmus on the 16th inst. for this city, where he will probably arrive on the 25th. The following description of the canal route he proposes to open is from The World of Monday:

M. de Lesseps's route is more or less that of the Panama Railroad. The proposed canal starts from Limon Bay at a depth of about 25 feet and a little north from the island of Manzanillo, by which it will be protected from the violent northeastern winds prevailing there principally during the dry season. A great dock and pier about 2,000 metres in length are to be built and will add to the safety of the port. On the Pacific side the canal debouches far in the bay of Panama at a proper depth. The total length of the canal will be 73.20 metres, or 45.5 miles, including the two extreme ends under the sea. The depth of water is fixed at 8.50 metres (27.88 feet). In hard rocks the width at the surface of water will be 22 metres and on the soft earth 56 metres. The slopes will be 1 to 2 to 1 vertical for soft rock, 2 to 1 vertical for earth and 0 on hard rock. While traversing hard rock the vertical sides of the canal will rise 2 metres above the water level. The minimum radius of the curves is fixed at 3,000 metres. The canal will admit only of the navigation of one vessel, not being wide enough for two alongside of each other. But at short distances it will have openings in which a vessel will wait for the passage of another.

The country through which the first few miles of the canal will cross, on the Atlantic side, is very low. Its formation is of debris of corals and shells. The canal, avoiding the small hills of Mindi and the railroad line, takes up the old bed of the Chagres, which it follows up to the Sierra de Mindi, and hence to the valley of the Gatun. Before it reaches the Loma del Tigre, on the seventh kilometre, the canal crosses the River Chagres twice and the deadly swamps of the River Trinidad, known as Miller's Swamps. Towards the twentieth kilometre the axis of the canal is pushed northwards in order that it may more easily cross the curve of Bubio Soldado through the lowest possible hills. Up to this place the ground is constituted of trachytic conglomerates. At Bubio Soldado the height above the sea level is thirty metres, but immediately after the region is again low. From Bubio Soldado the canal takes up the River Chagres itself and enters the valley of the Frijole and of Tabernilla. It then uses the River Chagres for nearly a quarter of a mile, and after leaving the Chagres it cuts the railroad line at Serro Taylor (about 120 feet high above the average sea level), and then returns to the valley of the Chagres, with whose bed it again confounds itself, and so continues more or less up to Matachin.

At Matachin, 43 kilometres from the Atlantic terminus of the canal, the height above the average level of the sea is but 14 metres. There the region rises quite sharply to a height of 87 metres at Culebra. As this dividing ridge is but seven miles from Matachin it will be seen that the region there rises from 71 feet up to 286. From Culebra to Rio Pedro Miguel, on the Pacific slope, the distance at the basis of the triangle there formed by the Andes is but 4 miles, and yet the descent is from 286 feet to 33 feet, a grade of 253 feet in rather less than 4 miles. From Pedro Miguel down to the Pacific the region again is quite low, very seldom rising more than 20 feet above the sea level.

As M. de Lesseps is bound to have a sea level canal it will be seen that either a tunnel or a great cut will have to be made through the mountain. His idea now is to make a deep cut. The rock in the mountain is doleritic, but it is said by late experiments not to be too hard.

One of the greatest difficulties in the construction of this canal will be the handling of the River Chagres, which, by its sudden rising, sometimes reaching forty-three feet in twenty-four hours, would certainly injure the canal if not held back or diverted in some way. M. de Lesseps's engineers propose to retain the River Cruces, near Matachin, by building a great dam between Cerro Pelado and Cerro de Matachin, two conic hills, and then let the water of the vast artificial lake thus formed above be thrown out slowly by means of sluices. At the same time a new channel is

to be constructed out of the present river north of the canal line, and it is believed that this channel and the dam will afford ample means of egress to the freshets in the upper Chagres.

Infringement upon Letters Patent for Improvements in Street Cars.

At a Stated Term of the Circuit Court of the United States of America, for the Southern District of New York, in the Second Circuit, held at the United States Court Rooms, in the City of New York, on Monday, the 26th day of January, in the year of our Lord one thousand eight hundred and eighty.

Present—The Honorable Hoyt H. Wheeler, Judge.

John Stephenson vs. The Second Avenue Railroad Co. } In Equity.

This cause having heretofore been brought to a hearing on the pleadings and proofs therein, and having been argued by George Gifford for complainant and by Horace M. Ruggles for defendant, and due deliberation had thereon,—

It is, on motion of George Gifford for said complainant ordered, adjudged and decreed as follows:

That the Letters Patent for improvements in Street Cars granted to the complainant, dated respectively June 14, 1864, December 13, 1864, March 16, 1869, May 14, 1872, and October 11, 1875, and numbered respectively 1959, 45442, 87800, 126757 and 6697 are and that each of them is good and valid.

That the said complainant was the first and original inventor and discoverer of the improvements in street cars as described and claimed in the said letters patent respectively, and that the said complainant is the exclusive owner of said letters patent.

That the defendant herein, the Second Avenue Railroad Company, has infringed upon the said letters patent and each of them and upon the exclusive rights of the complainant under the same.

And it is further ordered, adjudged and decreed, That the complainant does recover of the defendant the profits, gains and advantages which the said defendant has received or made or which have arisen or accrued to it from the said infringement since the said dates of said letters patent respectively, and also that the complainant recover from the defendant the damages sustained by him by reason of said infringement.

And it is further ordered, adjudged and decreed, That the said complainant do recover of the defendant his costs and charges and disbursements in this suit to be taxed.

And it is further ordered, adjudged and decreed, That it be referred to Kenneth G. White, Esq., one of the Masters of this Court, residing in the City of New York, to ascertain, and take, and state, and report to the Court an account of the said profits, gains and advantages, and also the amount of damages sustained by said complainant from said infringement.

And it is further ordered, adjudged and decreed, That the complainant, on such accounting, have the right to cause an examination of the officers of said defendant, *ore tenus,* or otherwise; and, also, the production of the books, vouchers and documents of said defendant, and that the said officers attend for such purpose before said Master from time to time as said Master shall direct.

And it is also further ordered, adjudged and decreed, That a perpetual injunction be issued in this suit against the said defendant restraining it, its officers, agents, clerks, servants, and all claiming or holding under or through it from making, or selling, or using, or in any manner disposing of any of the inventions or improvements claimed in the said letters patent numbers 45442, 87800, 126757 and 6697, and from making, selling or using, or in any manner disposing of any street car containing any of the inventions or improvements claimed in said last mentioned letters patent pursuant to the prayer of the bill of complaint.

HOYT A. WHEELER.

Illinois Central Railroad Improvements.

In a recent issue we noted the improvements being made by the above company on its New Orleans division. It is apparently carrying out a similar policy along its entire line, except at its depot in Chicago where it is refused the necessary room by the city by which it is hemmed in on one side and Lake Michigan on the other. Its facilities for suburban travel could be imitated by our New York companies to their own profit, and public advantage.

The Railway Age says the Illinois Central Railroad is making extensive improvements which will give it facilities for suburban travel probably unequalled by any other surface road in the country, and in respect to economy of construction, convenience of reaching and leaving trains, and attractiveness of route, it will be superior to the enormously expensive elevated railways of New York. Its rates of fare are quite low. Ten ride "punch" tickets, good for any number of persons, are sold at the rate of six cents per trip for the first four miles, seven cents as far as the city limits, 5 miles, and so on to 13 cents to Parkside, 8.74 miles out, where most of the regular suburban travel ends, though these trains also run some miles further.

To still better accommodate the increasing business, and to enable trains to be run as often as may be desired without interruption by the through traffic which now crowds the double tracks, the company has been engaged for some months in widening its road bed and laying down two additional tracks as far as Parkside station. This work is being done in the most substantial manner. The total cost of these improvements will not fall much short of $200,000.

The company is now building six cars similar to those used on the New York elevated roads, in order to facilitate ingress and egress. These cars will seat 40 persons—only two less than the ordinary coach—weigh only fourteen tons when empty, and when loaded weigh no more than those now in use weigh when vacant. As an experiment an engine of the "double-ender" type, is being built at the Rogers Locomotive Works. It will have two pairs of 48 in. drivers, weight 31 tons empty. As this engine will not have to be turned, considerable time will be saved. At present all engines after arriving at the Lake street depot have to run back to the turntable at Sixteenth street, a mile and a half.

Canadian Pacific Railway.

The second session of the fourth Parliament of the Dominion of Canada opened on the 12th inst. with the usual ceremonies. His Excellency the Governor-General delivered the speech from the throne, in which he said:

Every effort has been made by the authorities to hasten the construction of the Canadian Pacific Railway from Lake Superior to the Red River, and no doubt is entertained that the railway will be opened for traffic between those important points within the time specified in the contracts. Under authority given by Parliament last session, nearly 100 miles from the river to the western boundary of Manitoba has been placed under contract, and tenders are about being asked for the construction of another hundred miles from the boundary westward. The completion of these two sections will at an early day afford railway facilities through 200 miles of the most fertile land in the Northwest. After an exploratory survey of the line from Port Simpson to Pine River Pass and through the Peace River country, it has been decided to adopt the location of the line to Burrard Inlet, and contracts have been awarded for 127 miles of railway between Emory's Bar, on Fraser River, and Savonas Ferry. This work will be vigorously proceeded with as spring opens. Its construction will complete the most difficult portion of the Canadian Pacific Railway and secure the connection by steam of the fertile district of Kamloops with the capital of British Columbia.

Bergen County Branch.

The Bergen County Branch Railroad, long contemplated by the New York, Lake Erie and Western Railroad Company, is to be constructed this year, the work to be begun early in the Spring. The route which was surveyed several years ago, is from the main line just above Rutherford Park, through Bergen County to a point a short distance below the Ridgewood depot. The branch would form a loop about 10 or 12 miles long, The object is to get an easy grade, and to avoid the annoyance and inconvenience incident to running all the heavy freight trains through the City of Paterson. The fastest express trains and the through freight trains both ways would be run over this branch, thus affording a needed relief to the main line, which since the narrow-ganging has been almost continually gluted with freight. This improvement is also part of the scheme to have four tracks on the road to a point west of Paterson. There are now four tracks from the tunnel to the Hackensack River, and they are to be extended to Rutherford Park as soon as convenient, and will ultimately connect with the branch above described. This would add immensely to the capacity of the road east of Paterson, and would enable the company to run faster passenger trains between Paterson and New York.

☞ The number of freight cars destroyed during the riots, as furnished to the Allegheny County Commissioners by the Pennsylvania Railroad Company, is as follows: box cars, 919; gondola, 367; stock, 33; flat, 5; coke, 76; dump, 9; unknown, 158—total, 1,599.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe. 100	10,409,300	.....	Feb. '80 3
Atlanta and West Point. 100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law* ... 100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah. 100	1,022,900	J. & D.	June '79 3½
Avon, Geneseo & Mt. M.* 100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio. 100	14,216,800	M. & N	Nov. '79 4
" " pref. 100	4,549,578	J. & J.	Jan. '80 3
Washington Br. 100	1,650,000	A. & O.	Oct. '79 5
Berkshire* 100	600,000	quarterly	Apl. '79 1½
Boston and Albany 100	20,000,000	M. & N	Nov. '79 4
Bos., Clin., F. & N. Bed. 100	1,247,600	— & —	.....
" " pref. 100	1,750,100	.. ..	Oct. '79 1½
Agricultural Br. guar ... 100	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N	Nov. '79 3
Boston and Lowell 500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine 100	6,921,274	M. & N.	Nov '79 3
Boston and Providence. 100	4,000,000	M. & N	Nov. '79 3½
Attleborough Branch. 100	131,700	J. & J.	Jan. '80 2½
Bost., Revere B. & Lynn. 100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie* . 100	950,000	J. & D	June '79 3
Burl. & Mo. Riv in Neb. 100	8,537,800	quarterly	Feb. '80 2
Burl. & Mo. Riv. in Neb. 100	377,400	quarterly	Jan. '77 2
Camden and Atlantic ... 50	838,311	quarterly	Nov. '79 3½
" " pref. 50	589,110	J. & J.	Jan. '80 4½
Camden & Burl. Co. 100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June '79 3
Catawissa* 50	1,159,500	Oct. ber	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	Nov. '79 3½
" 2d pref. 50	1,000,000	M. & N.	Nov. '79 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.* 100	6,850,400	F. M. A. N	Feb. '80 1
" " pref. 100	769,600	F. & A	Feb. '80 3½
Central of Georgia 100	7,800,000	J. & D.	June '79 2½
Central of New Jersey . 100	18,563,200	quarterly	Apl. '79 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. '80 3
" pref. 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb '80 3
Chemung* 100	380,000	quarterly	Jan. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton 100	10,065,400	M. & S.	Mar. '80 3
" pref. 100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy. 100	30,928,300	M. & S.	Mar. 80 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras* 100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul.. 100	15,404,261	A. & O.	Oct. '79 2½
" " pref. 100	12,279,483	A. & O	Oct. '79 3½
Chicago & N. Western. 100	14,988,807	J. & D	Dec. '79 3
" pref. 100	22,025,608	quarterly	Dec. '79 1½
Chicago, R. I. & Pacific. 100	20,930,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton ... 100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '78 4
Clev., Col., Cin. & Ind. 100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning* . 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg* . 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia* .. 50	1,786,200	M. J. S. D	Dec. '79 2
Colum. & Hocking Val. 100	2,500,000	F. & A	Feb '80 4
Concord 50	1,500,000	M. & N.	Nov. '79 5
Concord and Porta.* 100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv.. 1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River 10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley. 50	1,292,950	J. A. J. O.	Oct. '79 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '79 4
" 2d pref... 50	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan* 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	July '79 2
Delaware* 50	1,230,950	J. & J.	July '79 3
Del. & Bound Brook* ... 100	1,500,000	quarterly	Aug. '79 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor. ... 100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy* 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga. ... 100	1,968,274	.....	May '79 3
Eastern (Mass.) 100	4,997,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & D.	Dec. '79 2½
Ee River	2 75,000	— & —	Oct. '79 $1
Elmira, Jef. & Canand* . 00	800,000	Sept.	Sept. '79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '79 2½
" " pref. 50	500,000	J. & J.	July '79 3½
Erie and Pittsburg* 50	1,000,250	quarterly	Sept. '79 1½
Fitchburg 100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo. 100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and D	Dec. '78 3
Han. Junc., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '79 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '80 2
Illinois Central 100	29,000,000	M. & S	Sept. '79 3
Iowa Falls & Sioux City* 100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Feb. 80 1
Io. Ho. & Mo. Northern. 100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind. 100	2,000,000	quarterly	Aug. '79 1½
Joliet and Chicago* 100	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West. 100	2,250,000	F. & A.	Feb. '80 3
Kentucky, Central 1 0	4,500,000	J. & D.	June '78 1
" pref. 100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So. 100	49,466,500	F. & A	Feb. '80 4
" " (guar.) 100	533,500	F. & A.	Feb. '80 5
Lawrence* 50	450,000	quarterly	Oct. '79 2
Lehigh Valley 50	27,332,550	quarterly	Jan. '80 1
" " pref. 50	106,300	quarterly	Jan. '80 2½
Little Miami* 50	5,871,450	quarterly	Sept. 79 2
Little Schuylkill* 50	2,946,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville. 100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi. 100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover 100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ... 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F. M. A N	Feb. '79 2½
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Eleva'ed.. 100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central 100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery.. 100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex* 50	15,000,000	J & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell 100	800,000	M. & N	Nov. '79 3
Nashua and Rochester . 100	1,305,800	A. & O.	Oct. '79 1
Nashville and Decatur.. 100	1,529,000	J. & D.	June '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Oct. '79 1½
Naugatuck 100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Sept. '79 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N Haven & Northamp.. 100	605,000	quarterly	Oct. '74 3
New London Northern* 100	1,418,800	quarterly	Oct. '79 1½
N. Y. Cen. & Hudson R.. 100	89,428,330	quarterly	Jan. '80 2
New York and Harlem.. 100	8,500,000	J. & J.	Jan. '80 4
" " pref. 100	1,500,000	J. & J.	Jan. '8 4
" City Line	.....	annually	Apl. '79 3
New York & Long Br.* 100	2,000,000	.....	Oct. '79 3
New York Elevated 100	6,500,000	quarterly	Jan. '80 2½
N. Y., Lake Erie & West. 100	77,107,700	.....	.....
" " pref... 100	8,146,700	.....	.....
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston. 100	3,000,000	quarterly	Feb. '80 2
Nia. Bridge & Canand* 100	1,000,000	J. & J.	July '79 3
North Carolina* 100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S. C.) pref.. 100	96,000	M. & N	Nov. '77 4
North Pennsylvania 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,642,000	A. & O.	Apl. '76 3
Northern N. Hampsh.. 100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*.. 100	1,000,000	J. & J.	July '77 2
Norwich & Worcester* . 100	2 604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.* 100	3,077,000	J. & J.	July '76 2
" " pref. 100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.... 100	20,000,000	quarterly	.....
" " pref. 100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*.. 100	482,400	F. & A.	Aug. '79 1½
Panama 100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*.. 100	632,000	J & J.	Jan. '80 4
Paterson and Newark*.. 100	250,000	J. & J.	.....
Paterson and Ramapo*.. 100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Aug. '79 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '78 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton* 100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt. 50	11,572,700	J. & J	Jan. '80 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	quarterly	Jan. '80 1½
" Special Imp.. 100	5,504 300	quarterly	an. '80 1½
Pittsfield & N. Adams.. 100	450,000	J. & J.	Jan. 80 2
Portl., Saco & Portsm... 100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia... 100	.....	.....	Oct. '79 4
Providence & Worces.. 100	2,000,000	J & J.	Jan. '80 3
Republican Valley 100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass.. 100	175,575	— & —	Nov. '79 3
Richmond & Peterab.... 100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesse Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	July '75 3
Rutland preferred. 100	4,168,700	F. & A.	Feb. '75 3½s
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " " pref. 100	2 46 ,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City. 100	4,600,000	.....	.....
" " pref. 100	4,600,000	.....	.....
Salem and Lowell 100	2,433 shs	M. & S.	Feb. '80 1½
Schuylkill Valley* 50	576,050	J. & J.	Sep. '78 50c
Seaboard and Roanoke. 100	1,151,400	M. & N.	Jan. '80 2½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Nov. '79 3½
Shore Line* 100	995,800	J. & J.	Aug. '79 3
Sioux C. & Pacific pref.. 100	169,000	A. & O.	Jan. '80 4
South Branch (N. J.)*.. 100	438,300	J. & J.	Oct. '79 3½
South Western, (Ga.) *.. 100	3,892,300	J. & D.	July '79 3
Stockbridge and Pitts.*. 100	448,700	J. & J.	Ju e '79 3½
Stony Brook* 100	267,300	M. & N.	July 79 3½
Summit Branch* 50	4,125,000	F. & A.	Nov. '77 3
Sussex (N. J.) 100	31 ,850	J. & J.	Feb. '76 3
Syr., Bingham. & N. Y.* 100	2,004,000	J. & D.	Jan. '72 2½
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '79 2
Troy and Boston 100	1,609,000	F. & A.	Feb. '80 4
Union Pacific 100	36,745,000	quarterly	Feb. '78 4
United Cos. of N. J*.... 100	19,890,400	quarterly	Jan. '80 1½
Utica, Jhenango & S. V. 100	4,000,000	M. & N.	Jan. '80 2½
Utica and Black River... 100	1,666,000	J. & J.	May '79 3
Vermont and Mass 100	3,050,000	A. & O.	Mar. '79 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River* 100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.) 100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley 100	225,000	J. & J	July '79 3½
Westchest. & Phil. pref.. 100	821.300	J. & J.	Jan. '80 2
West Jersey. 100	1,559,750	F. & A	Nov. '79 2
Wilmington & Weldon. 100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac* 100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg* 100	500,00	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills... 100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)... 100	200,000	J. A. J. O.	Apl. '78 4
Brondw. & 7th Av. (N Y) 100	2,100,000	J. A. J. O.	Apl. '79 2½
Brooklyn & Hunter's Pt. 100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F. M. A. N	Aug. '79 3½
Bushwick (Brooklyn)... 100	309,000	J. & J.	July '71 3½
Cambridge 100	875,000	J. A. J. O.	Oct. '79 4½
Cen. Park, N & E. Riv.. 100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.) 50	600,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.. 10	800,000	— & —	.....
Continental (Phila.)..... 100	180 000	J. & J.	Jan. '80 5
D. Dock, E. Brdw. & Bat.. 100	1,200,000	F. M. A. N	May '79 2
Eighth Avenue (N. Y.)... 100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry .. 10	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	J. & J.	Oct '79 4
Germantown (Ph.) 50	1,000.000	J. & J.	Jan. '80 2
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J	July '71 2
Green & Coates St. (Ph.) 50	600,000	J. & J.	July '79 6
Heston, Hantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland 100	100,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston) 100	400,000	M. & N.	Feb. '80 4
N. Y., Bay Ridge & Jam 100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)... 100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City 50	476,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N. Y.)... 100	1,199,500	J. A. J. O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).... 100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	Nov. '79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.).... 100	2,000,000	F. M. A. N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Delaware Division 50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson.... 100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan* . 100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J. S. D. M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated).... 100	1,026,000	F. & A.	Feb. '78 2
" (preferred)..... 100	1 176,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A. '79 70c.s
" " (pref.). 50	2,888,977	annually	A. '9 140c.s
MISCELLANEOUS.			
Adams Express 100	12,000,000	quarterly	Dec. '79 2
American Coal 25	1,500,000	M. & S.	Sept. '77 2½
American Express 100	16,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co 100	3 000 000	J. & D.	Dec. '79 5
Calumet and Hecla Mining. 100,000	8.	F. M. A. N	Feb. '80 $5
Central Mining Co..... 100	.....	Annual.	Feb '80 $5
Consolidation (Md.) Coal. 100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I.. 100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel..... 100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal. 100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref 100	8,893,400	.....	.....
Missouri Val. Land Co.. 100	200,000	M. & S.	Jan. '80 2
Molagona Coal Co..... 100	306,200	quarterly	Mar. '80 2½
National Tube Works... 100	1 000 000	quarterly	Jan. 80 3
Pacific Mail Steamsh p.. 100	20,000,000	M. J. S. D.	Sept. '69 5
Pennsylvania Coal 50	4,000,000	F. M. A. N	Feb. '80 3
Pullman Palace Co. 100	6,938,200	F. M. A. N	Feb. '80 2
Quicksilver, common ... 100	5,700 000	.....	.....
preferred ... 100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.... 100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co. 100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	ec. '79 3½
Topeka Equipment Co.. 100	255,000	A. & O.	Oct. '79 5
United States Express... 100	7,000,000	F. M. A. N	Feb. '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph. 100	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129.554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	960,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880	502,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,583,653
1879	1,008,000	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,035,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,965	666,953	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,212	716,513	8,451,768
1879	591,175	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
1880	763,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1876	296,258	329,331	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49.944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,610	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,513	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	599,312	7,111,000
1879	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,655	7,976,703
1880	536,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,998	403,307	448,514	391,421	260,450	3,729,606
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	231,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127,079	1,172,961	1,258.990	1,157,691	1,445,929	1,338.272	1,473,532	1 381.391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	.....	.....
Philadelphia and Reading:													
1876	619.631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356.831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	556,615	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	113,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,130,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1877	815,754	851,101	1,027,512	1,088,280	1,109,063	1,101,099	1,033,592	1,012,437	1,159,333	1 329,171	1,022,354	973,252	12,744,816
1878	037,340	719,962	835,409	1,075,058	1,098,389	1,154,233	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,002,004	12,873,658

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Feb. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,345 000	6	Jan. & July.	1880	104¼
.. ..coupon	3,570,000	6	" "	1880	104¼
Oregon War Bonds of March 2, 1861....coupon	814 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	129,556,750	6	Jan. & July	1881	105½
.. ..coupon	50,561,000	6	" "	1881	106½
Loan of March 3, 1863.....registered	54,282,400	6	Jan. & July.	1881	105½
.. ..coupon	16,316,100	6	" "	1881	105½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
(10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
(5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	288,823,750	5	F. M. A. & N.	1881	103¾
.. ..coupon	217,671,650	5	" "	1881	103¾
.. ..registered	168,391,600	4½	M. J. S. & D.	1891	108
.. ..coupon	81,009,000	4½	" "	1891	109½
.. ..registered	507,687,400	4	J. A. J. & O.	1907	107
.. ..coupon	231,088,750	4	" "	1907	107
Refunding certificates of Feb. 28, 1879.....	2,069,800	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	12,002,445	...	.....	.....	....
Debt bearing no interest.....	394,510,095	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	125¼
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1878...	7,000,000	2	Jan. & July.	1906	72
.. Substitution (B) bonds; R. R. do.....	598,000	5	" "	1906	74
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	62
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,130,000	7	April & Oct.	1900	8½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	570,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1890	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds.....	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	48
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	..	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob. & Tex. R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	335,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bond s, 1864.....	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct.	1889	....
Maryland—$11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1883	108
.. State Loans (1870 to 1874).....	916,491	6	" "	'87-'93	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1888	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	103
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875).....	4,350,000	6	" "	'95-'97	105
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds.....	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115½
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15½
.. * Funding (new) bonds.....	3,848,600	6	" "	'98-'00	10
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan.....	814,350	5	" "	'77-'92	112
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold..	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	33½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	33½
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold....	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (6rds fundable), registered.—	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (6rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	8½
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	109
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,800	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	112
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,987,000	7.3	Jan. & July.	New York.	1896	117½
Special Mortgage to Penn	3.500,000	6	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	43½
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1908	134½
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	109
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	101½
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	.....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1900	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	56½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	52
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	119½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	90
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	.....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	106½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	113
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	92½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	113
Chattel Mortgage	299,85[illegible]	6	May and Nov.	"	98-'99	....
Cayuga Lake:						
1st Mortgage	800,000	7	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	103
1st Mort. (W to Minn. Lake)	34 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	115
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	61
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm'nt Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	90½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	111
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	107½
1st Mort. (Calif. & Oregon) gold	5,000,000	6*	" "	" "	'88-'92	103
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	103½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.:	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,000	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	....
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	70
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "		1884	....
Income (")coupon....	300,000	6	" "	" "	1876	...
Funded Interest, coupon.....	160,500	6	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	116
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,864,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Consol. Mortgage for $30,000,000.	14,830,500	7	" "	"	1903	120½
1st Mort. (Car. and Burl.) guar..	256,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St. Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. gurr. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,500 000	3 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	114
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	110
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	112½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	113½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	125
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	...
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	109½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	108½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	108½
Funded coupons (193 m.).....	678,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	116½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1868.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1908	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	103
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	94½
1st Mort.(San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	104
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	118
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'94	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	108½
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	603,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118¼
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	108
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1903	91
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'95-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	.....	.....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	.....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95.000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	8a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Am.	1900	104
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1848	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6a7	Jan. & July.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	....
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1893	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T. & Ga.,old)	635,000	6	" "	" "	'80-'85	...
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,275,000	4½*	" "	Boston.	1906	91
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109½
Income Mortgage guaranteed ..	670,000	5	April & Oct.	"	2862	86½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	106½
3d Mortgage.....	4,852,000	7	" "	" "	1883	108½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116½
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	121
1st Consol. Mort. Coup. Bonds.	3,088,000	7*	" "	" "	1920	92½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	6	March & Sept.	New York	1888	....
Flint & Holly B. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & Saginaw guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 700,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	82
Construction Loan.....	280,400	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold.	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold.	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,508	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed.	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1886	110½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1883	300 000	6	April & Oct	Brot. & Best	1889	....
Equipment Bonds	150 000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G.skg fund,guid.	6,227,000	7*	Jan. & July.	New York	1891	109½
1st Mortgage (Western Div.)	2,500,000	7*	" "	" "	180	105
1st Mort. (Waco & N W. Div.).	940,000		" "	" "	1903	106
Income and Indemnity bonds..	1,350,000		May & Nov	"	...	93
Consolidated Mortgage	2,864,000		April & Oct	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	74½
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund..	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200.000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	74½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert.B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered...	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1883	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. D.(L.& L.M.):						
1st Mortgage(Gt. Bar	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1:2
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	110
1st Mort. (Northern Ext.) guar.	637.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250.000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1890	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)conv.	1,400,000	10	March & Sept.	"	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")old	1,000,000	7*	" "	" "	1895	....
Consolidated Mort. (260m.)conv.	887,000	7	March & Sept.	" "	1890	10 8½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	110
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1886	101
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	122
Consol. Mort., S.F., Coupon..		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25.000,000.	9,206,000	7	June & Dec.	" "	1903	116
Bonds of 1882 (Reg. & Coupon)	3,234,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg...		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	110
General Mort., registered		6*	" "	"	1923	111
Lewisb. Centre & Spruce C.(P.& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	103
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 8	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Mump. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	105
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	118
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7c	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	109
$1,100,000 Loan, tax free.....	756 900	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	84
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	52
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	112
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	92
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,700,000	6*	Jan. & July.	New York.	1908	104
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	110
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1882	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	1104
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	April and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	98
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:		6*				
1st Mortgage Sterling	5,686 000	8*	May & Nov.	Mob. & Lond.	1938	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $16,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	125½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	112
Convertible bonds	384,000	7	Jan. & July.	" "	1900	....
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	109
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	110
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	113
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey Wes Line						
1st Mort. gold for $3.00(000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage	600,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	107
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	125½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	112½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	112½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	252,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	115½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	109
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2 035,000	7	Jan. & July.		1903	115
North Shore (Flush., N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110½
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	107
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,538,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon	3 000,000	5	" "	Baltimore.	1926	79½
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & K.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	112
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	112
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	114
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	81
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000	1,892,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	---	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	103
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.)2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	116
State lien for $7,500,000, skg f'd	4,287,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	81
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9 m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	103
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	114
General Mort. for $20 000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	44
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	103
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	114
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	102
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($50,000,000)	19,686,000	7*	Jan. & July.	" "	1908	83
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	89
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	90
Funding income	399,900	7	" "	" "	1896	55
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	103
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	58
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	112
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	128
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	123
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	121
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	113
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div.10 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	149,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	190,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	56
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	104
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	124
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.	"	1916	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1919	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W. & R.)Skg Fund	799,990	7	March & Sept.	New York	1890	93
2d Mortgage	460,000	7	Jan. & July	" "	1901	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	73
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	6	May and Nov.		1902	51

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,600,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	112
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	92
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	103½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	106½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	102
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	109
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	75
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (L.S.& M.S):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	72
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,800	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'88-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	114
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	616,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	107
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	97
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	75
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	800,000	7	May & Nov.	" "	1890	104½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	105
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	105
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	48½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	99
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	111¼
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	119¼
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	94½
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	87
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	109
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	103¾
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	105½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	113
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1879	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	8	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1875	....
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	101½
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. &Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85½
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	101
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	98½
3d Mort. " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. " ")	700,000	8	March & Sept.	"	1890	48
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynch'b'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,982	....	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Ams	17,000		May and Nov.	New York.	1898	....
1st Mortgage for $2 50. 00)	256,600	7g	Apr. and Oct	" "	1901	35
Westchester and P.[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,168,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	115
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	89
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	107½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	100
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109½
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	51½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	112
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1888	79
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (naxt lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	104½
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	107½
Coupon bonds of 1874..... }	3,000,000	7	Apr. and Oct.	" "	1894	109½
Registered bonds of 1874..... }	2,000,000	7	" "	" "	1894	110
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	104½
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	102½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	90
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100½
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	105½
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	80
Improvement bonds.....	260,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	80
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	49
Pref. Int. B'ds (" ")	324,810	6	" "	"	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1888	...
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1871	...
2d Mortgage.....	298,000	6	" "	"	1918	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The figure 1 (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	796.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
De...28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	521,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,371,745	1,698,693	845,023	.....	3,500,000	6,045,000	371,461	—	177.3	692,461	293,623	486,336	1,006,211	456,579	7	100	104
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	581,988	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,076	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio	3,147,803	—	.....	63,858	1,671,667	1,503,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	78
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	143
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,184	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,238,462	*	11,982,758	1,995,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,829	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	879	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	.....	18,829	1,013,294	4,476,677	3,566,500	1,331,145	350.2	651,587	86,913	.....	959,378	352,918	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,065,803	3,706,158	2,427,860	428.0	1,433,025	149,577	540,968	1,781,710	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	288,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,499	18,277,300	37,670,350	5,319,729	37,111,919	557.8	9,303,055	.....	.....	8,583,357	4,039,612	8	100	155
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,694	40,757	453,968	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,785	696,010	37,938	64,636	3,533,250	6,500,000	288,365	—	90.2	571,460	903,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.6	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,884	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	58.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	*	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,350	7,689	83,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,634	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	178.6	—	248	184	55	4,907	Boston and Albany.....Mass. & N. York.	24,368,716	3,145,400	2,433,360	958,204	20,000,000	7,003,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,612,555	6,633,533	2,219,536	8	100	141
Sept. 30, 1878	36.5	—	6.8	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	283,133	—	52.5	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.2	766,719	688,438	550,164	970,548	286,519	—	100	29½
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	12½
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,373	2	500	94
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,911,581	4,564,171	582,851	2,100,741	741,378	7	100	120½
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	130
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	99
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,569	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,459	3,807,500	701,979	338,434	120.5	509,791	190,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	55½
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,487	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	142
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,182	9,423	135,142	.....	62,825	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	283,048	.....	.....	187,955	df. 9,122	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,529	*	.....	.....	4,465,000	2,500,000	25,745	.....	143.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	224,171	—	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,300,673	39,014	131,150	390,893	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,655	369,417	67.0	278,139	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,100	*	.....	.....	978,400	2,178,900	242,500	24,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,389,458	*	4,915,026	164,534	15,000,000	11,511,845	1,012,285	294,965	326.6	1,681,914	219,544	958,044	1,440,270	233,045	—	100	69½
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	236,000	7pf	50	32½
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,687,000	1 487,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	25½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	.....	.....	7,650,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	112
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,459	7,600,000	3,617,000	398,718	—	718 6	952,986	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	39½
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,859,276	4,203,665	.....	344.6	4,324,938	4,501,718	3,228,822	5,589,526	2,302,770	—	100	84
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.8	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,947,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	77½
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,276,500	94,249,680	7,209,255	12,339,278	1,941.0	5,628,444	6,978,188	1,787,842	17,630,858	8,744,740	—	100	83
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	.....	267,487	68,145	2,678,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,943	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,978,421	109,692	486,035	15,950,402	28,288,829	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,860	841,621	—	100	23½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,286	145,719	2,153,300	836,500	26,312	24,427	53 6	577,059	124,821	419,309	527,588	123,885	1pf	100	54
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,947,306	4,691,519	2,156,385	7	100	109½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,635	3,327,845	27,958,816	27,068,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	146½
June 30, 1878	764.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,384	.....	221.6	313,592	87,572	235,933	538,595	260,947	—	100	64
Dec. 31, 1878	30.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	80,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,694	*	352,407	71,656	823,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,566	229,510	—	100	99
May 31, 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.) Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,587	10	100	138
Dec. 31, 1878	881.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	89½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,378,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	18,420,606	6,816,812	7pf	100	89½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,580	*	2,524,006	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	160½
Dec. 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25 911 501	.....	.....	9,662,650	17,247,851	120,695	.....	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	42

Sept.30,	1878	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis	Wis.	5,000,000	*					5,000,000				177.7	276,932	72,749		739,936	787,948	—	50	57
Dec.	31, 1878	170.6	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944	—	245.6	387, 56	205,294	197,637	488,784	80,908	—	100	70
Mar.	31, 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,827,07	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794	59.9	567,951	950.520	759,669	907,211	141,193	—	100	....
Mar.	31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C., H. & D.). O. & Ind.		2,436,088	229,072	60,080				2,500,000	1,180,356	98.4	388,764	152,062	210,283	341,676	78,167	—	—	....
June	30, 1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*			1,929,200	1,898,000	300,000		75.3	328,970			408,188	127,599	—	100	....
Mar.	31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C. H. & D.).	Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195	42.0	131,114	83,175	146,341	188,448	33,458	—	50	....
June	30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,784	84,437	4,434,787	2,178,726	562,189		190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	34
June	30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C., C., C. & I.)	O.	3,751,000	—			1,100,000	2,651,000	1,342,882		86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec.	31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*			1,450,000	2,000,000	26,000		109.5	230,022			195,710	52,263	—	100	....
Dec.	31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,825	391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	78
Jun.	30, 1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.).	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,584	1,189,335	123.4	188,619	53,007	524,082	403,400	309,459	7	100	....
Dec.	31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)	O.	4,625,871	*	208,148	37,678	1,768,798	2,969,000	669,275		156.5	410,716	228,698	259, 28	382,698	64,971	—	100	....
Dec.	31, 1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa. Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	723,214	225.8	1,885,556	594,237	1,434,207	2,474,684	1,168,580	7	50	111
Dec.	31, 1878	118.0	74.2	13.0	—	19	19	5	188	Colorado Central	Col. & Wy.	4,430,300	*			3,971,300	2,459,000			192.2		[11 months.		669,448	280,558	—	100	...
Dec.	31, 1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C. (Pa. Co.).	O. Ind & I.	28,851,097	*	58,000		13,969,823	24,859,724	79,556		580.5	4,178,285	683,917	1,791,981	3,433,665	411,514	—	100	21
Dec.	31, 1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley	Ohio.	3,501,748	1,265,711	503,827	80,025	2,030,150	2,600,000	165,530	455,631	105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun.	30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C., S. & C.).	Ohio.	2,000,000	—			1,000,000	1,000,000	23,250		—				230,797	65,942	—	50	....
Dec.	31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo	Ohio.	2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496	117.7	416,530	145,288	345,605	517,871	222,259	—	50	....
Mar.	31, 1879	35.0	7.0	78.0	—	38	44	16	946	Concord	New Hampshire	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226	141.7	617,254	509,508	678,471	733,004	318,847	10	50	162
Jun.	30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774	147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	57
Sept.	30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,038	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887	79.8	377,739	946,900	332,900	504,670	199,034	8	100	142
Dec.	31, 1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.	N.Y. & P.	2,400,000	*			1,900,000	500,000			64.0	181,905	58,582	507,185	404,665	113,374	6	50	....
Dec.	31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878	135.0	321,495	325,551	316,696	512,121	199,560	10	50	....
Sept.	30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973.940	164,740	15,254	26,711	600,000	500,000	—	80,645	33.8	97,380	222,212	51,819	157 953	41,279	—	100	....
June	30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*			3,520,000	1,710,000	196,827		160.6	187,487	51,582	67,043	222,627	17,738	—	100	....
Mar.	31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.).	Ohio.	6,100,655	791,209		12,903	3,612,778	2,728,800	531,733	164,921	142.7	683,849	209,674	422,303	545,288	271,432	3	50	....
July	31, 1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,368	*			457,817	413,500	152,701		69.7				94,016	29,108	—	50	....
Dec.	31, 1878	83.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P.W. & B.)	Delaware.	2,367,508	—		73,198	1,450,323	760,000	160,400	69,983	94.8	268,938			365,580	109,674	6	25	....
Dec.	31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,534	*			1,514,000	1,600,000	279,621		30.8				270,570	119,022	—	100	100
Dec.	31, 1878	115.0	92.5	223.7	—	150	82	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,642	4,346,125	207.5	2,458,754	474,16	3,193,581	3,699,601	2,320,481	—	50	86
Dec.	31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*			4,000,000	2,271,000		224,350	106.0				147,022	38,098	—	100	....
Dec.	31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383	329.5	704,938	47,552	132,628	773,322	342,676	—	100	70
June	30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge	Ia.	2,400,000	*			4,000,000	2,178,000			87.2	111,664	45,646	66,945	182,812	52,477	—	100	....
Oct.	31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw	Mich.	—	—			—	—	—		191.6			[9½ mos.	828,657	265,893	—	100	....
Dec.	31, 1878	156.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	158,540	197.3	785,106	872,722	864,787	970,034	372,199	—	100	90
Dec.	31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)	Iowa.	5,882,000	—	31,453		5,000,000	882,000	—	31,453	—				925,228	323,830	5	100	65
June	30, 1878	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	2,423,721	272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....
Sept.	30, 1878	41.4	7.6	195.2	—	75	138	35	1,281	Eastern	Massachusetts.	7,000,000	905,000	1,691,481	249,876	4,997,600	13,589,022	1,488,349	—	—	1,557,775	4,197,991	697,987	2,422,394	841,2-8	—	100	36
Dec.	31, 1878	93.8	—	10.0	—	11	5	1	266	Kel River (Wabash)	Indiana.	2,789,128	*	8,261	85,614	2,792,120	—	27,221	78,562	93.8	197,598	64,795	208,595	206,555	67,842	2	100	50
Dec.	31, 1878	91.0	3.5	26.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	—	84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept.	30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶	Maine.	—	—			—	3,222,800	—	74,934	153.0	250,406	154,015	141,533	356,858	126,507	—	100	....
Aug.	31, 1878	109.0	21.2	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	132,871	1,120,416	1,017,000	41,006	1,167,303	109.0	335,938	143,603	332,700	564,809	160,538	4	50	80
Apr.	30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,649,600	*	17,068	5,815	458,661	1,100,000	113,822		69.3				242,896	94,236	—	100	....
Sept.	30, 1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,052	4,500,000	1,000,000	632,499	494,435	189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	124
Dec.	31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826	—	280.0	1,095,422	540,556	408,053	1,056,017	438,203	—	100	134
Dec.	31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich. & Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564	—	100.0	247,733	96,932	136,029	245,061	95,071	—	100	....
Dec.	31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.	Ind.	3,745,000	*			1,000,000	2,745,000	—	—	104.2				257,108	81,096	—	100	....
Dec.	31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	485,000	*	315,000		600,000	200,000			26.0				38,397	19,196	—	100	25
Dec.	31, 1878	57.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C. & P.)	Neb.	1,340,000	—			690,000	690,000	—	—	51.1	55,216	19,772	45,352	138,159	46,053	—	100	....
Dec.	31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶	Tex.	9,474,077	809,723	2,239,241	481,660	6,450,000	5,686,927	494,500	373,574	215.0	488,151	60,19	157,938	1,325,846	792,014	—	100	....
Dec.	31, 1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶	Tex.	3,495,386	*	15,806	81,488	1,000,000	1,500,000	275,596	817,032	50.0	182,350	55,055	174,300	495,440	184,595	—	100	....
Sept.	30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)	N. Y.	1,481,297	—	—	—	850,000	600,000	192,249	—	75.6	388,086	95,811	501,852	264,996	df. 16,138	—	100	....
Mar.	31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,951	511,323	275.0	858,787	—	—	997,719	338,393	6	100	....
Dec.	31, 1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa. Co.)	Mich. & Ind	11,095,085	*	65,504	246,787	2,800,000	8,000,000	2,164,707	—	423.6	1,185,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec.	31, 1878	856.0	158.2	213.5	—	434	274	84	8,173	Grand Trunk ¶	Canada.	152,044,870	—	2,311,630	—	118,498,280	36,812,710	45,510	—	1,390.2	8,884,271	2,025,787	2,387,942	9,581,320	2,349,255	—	100	....
Jan.	31, 1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶	Canada.	33,424,430	7,877,010	2,851,045	—	33,106,835	18,221,095	—	—	1,089.3	3,616,829	1,206,332	1,854,668	4,216,385	1,297,055	—	100	....
Sept.	30, 1878	213.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135	—	8,000,000	3,979,000	1,777,941	—	213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec.	31, 1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)	S Car.	3,623,905	*	374,200	193,895	1,515,166	2,178,763	989,222	—	164.8	237,791	48,662	108,077	383,909	181,660	—	100	....
Mar.	31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶	Tex.	1,919,727	*	—	—	—	500,000	—	—	66.8	242,592	4,340	202,484	112,358	29,706	—	100	....
Jun.	30, 1878	126.9	—	12.5	52.0	8	12	4	98	Hamilton and Northw-stern	Canada.	—	—	—	—	—	—	—	—	146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec.	31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶	Missouri.	13,492,427	—	—	—	14,251,724	8,700,000	—	—	292.3	1,534,767	267,916	543,472	2,045,450	780,355	—	100	41
Sept.	30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.	—	—	—	—	—	—	—	—	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept.	30, 1878	74.0	—	3.0	—	19	21	10	486	Housatonic	Connecticut.	2,581,006	*	225,836	78,762	2,000,000	550,500	161,348	154,256	126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl.	30, 1879	346.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central	Texas.	21,370,021	1,831,342	6,864,922	353,302	7,722,900	14 901,995	2,773,600	5,521,092	521.7	1,499,283	242,559	457,840	3,031,361	1,326,905	—	100	83
Dec.	31, 1878	45.0	16.8	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929	61.3	172,915	43,618	394,788	238,389	114,145	—	50	24
Dec.	31, 1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35 513,173	*	6,628,702	868,927	29,000,000	11,997,000	—	2,013,892	1,256.5	4,247,628	1,726,236	2,067,832	7,111,184	3,631,559	6	100	104
Dec.	31, 1878	175.7	—	8.8	—	12	14	2	318	Illinois Midland	Illinois.	6,175,000	*			2,000,000	4,175,000	1,154,299		175.7	278,504	79,952	128,132	256,895	20,661	—	100	....
Nov.	30, 1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	1,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119	—	333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	40
Jun.	30, 1878	168.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.	O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200	—	194.5	896,503	549,587	457,135	1,309,087	494,388	—	50	3
Dec.	31, 1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.)	Ind.	4,233,911	*	50,301	348,200	600,000	3,500,000	2,245,300	—	266.6	1,585,274	248,093	538,619	1,347,246	313,908	—	100	....
Dec.	31, 1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)	Ind & Ill.	4,666,450	*	36,528	24,624	1,402,000	3,150,000	174,692	—	116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec.	31, 1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern ¶	Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806	—	519.3	822,430	117,055	224,113	1,636,586	571,983	—	100	45
Dec.	31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.)	Ia.	7,577,500	—	—	—	4,625,000	2,952,500	—	—	183.7	—	—	—	476,265	166,493	—	100	80
Mar.	31, 1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n.	Ia. & Mo.	6,200,000	—	—	—	3,200,000	5,000,000	—	—	—				769,600	5	100	....
Dec.	31, 1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw.* (M C.)	Mich.	6,312,933	—	—	—	1,966,800	3,648,000	698,133	—	236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec.	31, 1878	111.0	118.8	34.3	—	44	38	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)	Ind.	6,508,713	*	182,640	86,155	2,000,000	5,000,000	82,738	—	224.8	1,046,156	667,981	1,535,880	1,150,015	422,988	7	100	....
Apl.	30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,008,000	*	—	—	504,000	504,000	—	—	84.0	—	—	—	—	—	—	100	....
Dec.	31, 1878	638.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,389,541	—	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484	—	672.6	1,505,813	198,178	667,736	3,610,224	1,198,662	—	50	96
Dec.	31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	476,000	*	—	—	36,000	348,000	—	—	43.0	—	72,704	39,315	84,578	33,867	—	100	....
Dec.	31, 1878	169.9	—	24.4	—	28	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*	—	—	6,750,000	4,000,000	—	—	166.9	777,592	142,286	466,266	833,826	115,567	—	100	50
Dec.	31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n.	Kan.	1,000,000	*	—	—	5,000,000	5,000,000	—	—	208.6	320,322	—	—	343,343	92,989	—	100	84
Dec.	31, 1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl Mo. & Ia.		9,250,128	1,231,878	116,282	458,279	2,789,414	7,485,197	698,465	83,451	253.8	1,168,361	229,622	674,194	1,583,651	448,059	—	100	70
Dec.	31, 1878	66.8	—	3.3	—	—	—	—	—	K. City, Top. & West. (A., T. & S. Fe.)	Kas.	3,199,900	—	174,200	190,729	2,250,000	1,054,000	37,205	226,524	—	—	—	—	768,515	208,387	—	100	112
Apl.	30, 1879	99 0	49.5	16.5	—	19	17	7	351	Kentucky Central	Ky.	6,045,060	*	—	138,956	5,000,000	1,045,000	23,523	115,732	198.5	379,111	—	—	553,389	208,750	4	100	....
June	30, 1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines (C., R. I. & P.)	Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	459,130	—	162.2	402,461	157,078	202,985	566,763	148,433	—	100	19
June	30, 1878	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,725	—	1,456	49,894	1,000,000	1,020,000	6,455	—	80 3	155,603	67,012	91,553	177,545	55,485	—	100	....
Apr.	30, 1878	115.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington	Ind.	—	—	—	—	—	—	—	—	118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec.	31, 1878	100.0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville	Ohio.	1,699,997	*	4,782	7 289	1,500,000	—	202,015	—	110.0	195,599	107,743	77,588	153,161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(CORRECTED TO [illegible]) The column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date of Listing.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec 31, 1878	540.4	484 3	671.6	—	495	178	86	10389	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,037	50 000,000	37,024,000	1,925,820	3,248,182	1,176.8	8,767,042	2,746,082	6,098,445	13,979,766	5,969,501	—	100	107¼
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	¶775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,238	1,178,753	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	496	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,350,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,582,738	3,075,811	4	50	104½
Dec. 31, 1878	120.4	—	55.2	—	45	39	18	679	Little Miami .....Ohio.	6,561,875	*	.....	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,960	624,564	1,228,691	384,621	8	50	....
Dec. 31 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .....Ark.	3,000,000	*	.....	.....	.....	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	65
Sept. 30, 1878	94.9	63.0	63.0	—	66	152	15	381	Long Island ¶ .....N. Y.	6,242,608	—	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,53 ,314	497,896	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 890	138,370	—	100	15
Jan. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978.053	294,160	—	100	....
Jan. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24.006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	144
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago....Ind.	3,500,000	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jan. 30, 1878	187.3	87.9	153 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	23,606,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,733	266,980	—	50	....
Jan. 30, 1878	68.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland...Ohio.	3,580,000	*	200,000	3 844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	—
Jan. 30, 1878	272.0	20.0	29.0	—	37	29	13	826	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050.376	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.6	195,998	59,411	663,276	566,453	299,181	—	100	15
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,556	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n...T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,938	*	6,169,161	345,178	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,853	4	100	91½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,068	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	36C,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	—	—	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	168,917	825,400	1,982,900	324,445	.....	100.0	167,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	676.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	306,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K.& Tex.	40,988,976	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	46½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,445	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jan. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	268,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	2,098,500	258,391	—	100	26
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Morris and Essex .....New Jersey.	17,710,791	19.144.240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	291,354	72,614	—	100	....
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	2,710,117	782,328	7	100	105
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	497,456	158,403	2	100	138½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,097,296	*	.....	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	95,982	43,276	5	100	58½
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Nashv. & Decatur (L.& N.)...Tenn.& Ala.	3,747,557	—	.....	.....	781,832	1,642,557	2,105,000	39 ,308	122.3	356.841	77,766	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	86	Naugatuck .....Connecticut.	1,928,845	234,087	108,797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge..... Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	78,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3½).....New Br.	2,031,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	55,358	52,472	605,000	.....	881	336.032	14.9	193,381	180,508	962,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	286	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	231,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	411.7	298.4	1,389	—	595	470	213	15964	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	281,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York Central & Hudson River.N.Y.	82,163,689	17,730,406	29,967,488	.....	39,428,200	39,801,233	582,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,406,017	10,969,040	8	100	132½
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern..... N.Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.6		Lessees returns.		.....	.....	8	100	....
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	—	N. Y., Lake Erie & Western. N. Y. &Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	49½
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	829,000	.....	.....	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20.622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	439.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	51½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	1,373,778	1,537,029	15.500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	167
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2.645.027	559,487	1,089,987	.....	3,000,000	1,050,000	218.800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	142	Northeastern ¶ .....S. C.	2.148,131	*	47,317	47,417	899,350	1,142,000	89,181	35.896	102.0	272,509	46,141	.....	363,646	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,460	—	387,960	498,637	5,068,400	100	396.617	484,880	84	452.801	141,209	401,922	426,874	107,372	5	100	100
Dec. 31, 1878	137.0	13.0	192.9	—	152	64	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4 196.107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	65
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,296	Northern Pacific...Minn.,Dak.,Wash.&c.	19,588,660	1,115,378	130.694 587	120,347	100,000,000	.....	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	34
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,145	North Penney vania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,667	251,639	4.264, 5o	6,000,000	2,041,,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	103
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.&Mass.	3.205.435	179,751	278,037	223,680	2,604,400	400,000	51.928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	127
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	960	Ogdensburg & L. Champlain..... N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	31½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	.....	50.578	377,787	24.030.000	12,841,000	1,924,750	615.0	.....	.....	.....	3,137,136	861,547	—	100	38
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,819	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	681,190	2,077,616	703,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742,000	.....	.....	74.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	35 0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,574	88,769	41,216	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4,277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,461	53,277	223.882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	[illegible]	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	184
June30, 1878	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur..... Ill	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,869	76,385	—	100	....

| | | |

Dom Pedro II. Railroad.

The Dom Pedro II, Railroad is the largest and, with perhaps one exception, the most important in Brazil. The total length of the main line is 365 miles, and extensions are made almost every year. The road was commenced under the management of an incorporated company, interest of 7 per cent on the capital stock being guaranteed by the Government. But in building the first portion of the road it was necessary to cross the mountains near Rio, and by the time 100 miles were completed the capital was entirely exhausted. In 1865 the Government bought the road of the stockholders, and it has since been built and run as a branch of the imperial service. On the invested capital of rather more than $40,000,000 the Government realizes an average income of 5⅛ per cent yearly.

Statement of the Public Debt of the United States, February 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$92,075 00
6 per cent. bonds, 1881 (Oregon,) 1861	814,300 00	4,071 50
6 per cent. 1881 bonds, 1861..	180,517,750 00	902,588 75
6 per cent. 1881 bonds, 1863..	70,598,900 00	352,992 50
5 per cent. funded loan of 1881	506,495,350 00	6,331,191 87
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,776,150 00	2,462,587 17
Refunding Certificates.....	2,069,800 00	6,899 33
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00
Aggregate of debt bearing interest.....	$1,781,686,850 00	$12,082,406 12
Interest due and unpaid		3,323,031 62

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,150 00	79 21
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	123,050 00	58,937 74
5 per cent. 10-40 bonds, called, 1864.....	5,055,750 00	311,034 49
6 per cent. Consol. bonds, called, 1865.....	717,150 00	4,118 74
6 per cent. Consol. bonds, called, 1867.....	3,603,550 00	316,960 80
6 per cent. Consol. bonds, called, 1868	1,331,600 00	109,102 57
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,275 00	2,375 85
5 per cent. 2 year notes, 1863.	36,450 00	1,907 99
6 per cent. compound interest notes, 1863-64.....	248,290 00	60,436 01
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,000 00	5,537 60
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$12,002,445 26	$934,033 50

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,340 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	12,635,000 00	
Fractional currency, 1862-3-4	15,668,729 96	
Coin certificates, 1863.....	10,411,100 00	
Silver certificates, 1878.....	9,052,910 00	
Unclaimed interest.....		7,597 03
Aggregate of debt bearing no interest.....	$394,510,095 96	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$270,315,550 00	
Bonds at 5 per cent.....	5 6,495,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,776,150 00	
Refunding certificates.....	2,069,800 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,781,686,850 00	$15,395,437 74
Debt on which interest has ceased since maturity.....	12,002,445 26	934,033 50
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,356 00	
Certificates of deposit.....	12,635,000 00	
Fractional currency.....	15,668,729 96	
Coin and Silver Certificates.	19,464,010 00	
	$394,510,095 96	
Unclaimed interest.....		7,597 03
	$2,188,199,391 22	$16,327,118 27
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,204,526,509 49

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,323,031 62
Debt on which interest has ceased.....	12,002,445 26
Interest thereon	934,033 50
Gold and silver certificates.....	19,464,010 00
U S Notes held for redemption of certificates of deposit.	12,635,000 00
Cash balance available Feb. 1, 1880.....	155,383,698 19
	$203,742,268 57
Debt, less amount in Treasury, Feb. 1, 1880.	$2,000,784,240 92
Debt, less amount in Treasury, on the 1st ult.	2,011,798,804 87
Decrease of debt during the month.....	$11,014,263 95
Decrease of debt since June 30, 1879.....	$26,423,015 45

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	8,141 60
Totals.....	$64,623,512 00	$323,117 56

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,586,094 04; balance of interest paid by United States, $32,065,061 90.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The Coney Island Railroad Company filed a supplementary map in the Register's office, Brooklyn, on the 12th inst., altering the proposed route of the road. It will run north of the route originally proposed.

☞ The earnings of the Chesapeake and Ohio Railroad for the month of January, 1880, were $202,335 09; January, 1879, $38,667 21 — increase, $113,667 88.

☞ It is officially announced that the first regular freight train through to Chattanooga on the Cincinnati Southern Railroad will start on the 22d inst.

☞ The Chicago, Burlington and Quincy Railroad has declared out of the earnings of the current three months a dividend of $2 per share, payable March 15.

☞ The receipts of the Pennsylvania Canal Co. for the year 1879, were $282,767 49 the expenses, $174,843 31, and the net earnings, $107,924 18.

☞ The Standard Oil Company is building a pipe line from the oil regions to Cleveland, Ohio, with a capacity of 10,000 barrels a day.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 17.

	W. 11	Th. 12	F. 13	Sat. 14	M. 16	Tu. 17
Allegheny Val. 7 3-10s.....	....	117½	....	....	....	....
7s, Income.....	....	44	....	43½	43	....
Camden & Am. 6s, 1885.....	103½	103½	....	103½	....	....
6s, 1889	105½	....	....	....	....	....
Mort. 6s, 1589.....	....	....	113	112	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	16½	....
Preferred.....	....	....	....	....	....	....
New preferred.....	....	....	49	....	....	....
7s, new.....	....	....	....	115	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Hunt. & B. Top Mt ...	12	....	12	12	12	12½
Preferred	15½	....	15½	....	15½	15½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	36	36½	36½	37½	37½	37½
6s, 1884.....	107½	107½	....	....	....	107
Gold Loan.....	105½	105	....	104½	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	51½	51½	52	52	52	52½
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	....	125	....	....	....	....
Consol. mort. 6s, reg..	111	....	111	....	111½	....
Little Schuylkill.....	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	57½
North Pennsylvania ..	52	51½x	....	51½	51½	....
1st mortgage 6s.....	....	....	....	....	109½	....
2d mortgage 7s.....	110½	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	115	....	....	....	....
Northern Central. ...	32½	....	....	33	33	....
6s.....	....	....	....	....	....	....
Northern Pacific	33	33	33¾	33½	35	35
Preferred	55½	55½	56¾	56	58	58½
Pennsylvania R. R. ..	52½	52½	52½	52½	52½	52½
1st mortgage.....	....	....	102	....	1 2	1 2
Gen'l mortgage.....	....	....	....	116½	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series	106	106	....	....	....	....
do. 5s, new.....	111½	....	112	....	....	....
Phila. and Reading.....	32½	32½	33½	34½	34½	34½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	....	....	....	....
Consol mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie 18	17½	17½	18	18½	18½	....
1st mortgage, 6s.....	103½	....	....	....	....	103½
2d mortgage, 7s.....	....	....	....	....	114	....
Pittsb., Cin. & St L. 7s	112½	....	112½	112½	112½	112½
Pittsb., Titusv. & Buff..	20½	21½	22	21½	21½	21½
7s.....	....	88	....	87	....	90
Schuylkill Navigation..	....	....	....	....	....	....
Preferred.....	16	....	....	....	16	15½
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey	156½	156½	156½	156½	156½	....
Hestonville, (Horse)..	24	23½	23½	....	24½	24½
Chestnut & Wal. (do.). ...	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
13th and 15th sts (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 17.

	W. 11	Th. 12	F. 13	Sat. 14	M. 16	Tu. 17
Baltimore and Ohio	....	154	155	....	155	
6s, 1880.....	....	....	101	....	....	
6s, 1885.....	109	....	....	....	....	
Central Ohio ($50).....	....	38½	....	....	....	
1st mortgage	....	....	....	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s.....	109½	109	....	....	....	109½
2d mortgage, 7s.....	81	82½	82½	82½	82½	83½
3d mortgage, 8s.....	49	50	50	50	50	51½
Northern Central ($50)	33	33	33½	33½	....	33½
2d mortgage, 6s 1885.....	107½	....	....	....	....	....
3d mortgage, 6s, 1900.....	110	....	110½	....	....	....
6s, 1900, Gold.....	....	....	107	....	....	....
6s, 1904, gold.....	102½	102	....	102½	102½	103½
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	46	....	....	....	47	48
O., Alex. & Manassas 7s	84½	84½	84½	85	84	85½
Pittsb. & Connellsv 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	49½	49½	49½	....	49½	49½
Consol. Coupons	77	....	76	78½	76	76
10-40 bonds.....	....	....	36½	36½	....	37
Deferred Certificates.....	....	....	7½	....	....	....
Western Maryland ...	9	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred ..	95	....	....	....	....	99
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18.
Adams Express	109	....	109	109	108½	107½
Albany and Susq	104½	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	109
American Express	....	56½	56½	57	....	....
Atlantic & Pacific Tel.	43½	44½	48	47½	49½	....
Burl., C.R. & Nor	....	58	57	....	55½	....
1st mortgage 5s	89½	89½	90½	90½	....	....
Canada Southern	70	69	69½	68	68	68
1st mortgage guar	92½	92	92	93	....	92
Central of N. Jersey	82½	82½	84½	84½	82½	84½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific	82½	83	82	81½	82	81½
6s, gold	110½	....	110½	110½	111	....
1st M. (San Joaquin)	....	....	....	....	105	104½
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	105½
Chesapeake and Ohio	23½	22½	22½	22½	22½	23½
Chicago and Alton	110½	....	....	108½	109	109½
Preferred	....	....	....	....	60	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	108	....	107½
Chic., Burl. & Quincy	144½	146	147½	147½	147	146½
7s Consol, 1903	119½	....	....	....	....	....
Chic., Mil. and St. Paul	78½	78½	78½	79	78½	79½
Preferred	102½	103	103½	103½	103½	103½
1st mortgage, 8s	....	....	....	....	125 x	....
1d mortgage, 7 3-10s	....	....	....	....	....	112½
7s, gold	....	113	....	113½	113½	....
1st M. (La Crosse div.	....	....	....	....	113½	....
1st M. (I. and M. div.	112½	....	....	....	....	....
1st M. (I. and D. ext.	109½	....	....	....	109½	110½
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	114	....	....	....	....	....
Consolidated S. F.	109	109	109½	....	109½	109½
Chic. & Northwestern	89½	89½	90½	91½	91½	92½
Preferred	105½	105	105½	106½	106½	....
1st mortgage	....	....	....	....	108½	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	122½
Consol. Gold bonds	115½	116	116	116	116½	116½
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	....	....	....	151	150	150½
6s, 1917	116½	....	....	113½	....	....
Clev., Col., C. and Ind.	76	77	....	....	77½	77½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	110½	....	....	111½
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	22	21½	21½	21½	21½	21½
1st mortgage	....	88½	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	72	72½	76½	76½	75½	75½
Reg. 7s, 1891	107½	107½	....	107½	....	107½
Reg 7s, 1884	....	....	....	104½	104½	....
7s, 1894	....	....	....	....	110	....
Del., Lack. & Western	84½	86½	87	86½	86½	86½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	123
2d mortgage	....	....	....	106½	....	....
3d mortgage	....	....	108½	108	....	....
4th mortgage	....	....	104	....	....	....
5th mortgage	111½	....	....	....	....	....
7s, Consol. gold	119½	119½	119½	119½	121½	122
Great Western 1st mort	....	....	....	....	108	....
2d mortgage	....	....	103½	....	104½	....
Hannibal & St. Joseph	40	40	40	40½	40½	40½
Preferred	70½	70½	70½	71½	71½	71½
8s, Convertible	110½	....	....	....	....	....
Houston & Tex. Cent	74	....	77	79	83	83½
1st Mortgage	....	....	105½	....	109½	109½
Illinois Central	103½	101x	101½	100½	102½	104½
Kansas Pacific	96½	....	....	....	....	....
Lake Shore & Mich So.	104½	104½	104½	104½	104½	106
Consol. 7s	....	....	....	....	122	....
Consol. 7s, reg	122	....	....	....	122	....
2d Consolidated	....	....	116	116½	....	116½
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	128	134	137½	144	140	149½
7s, Consolidated	....	....	....	....	118	118½
Manhattan	49½	49	51½	50½	49½	50½
Metropolitan Elevated	113½	114	114	117	118	118½
1st Mortgage	102½	102½	103	103½	103½	103½
Michigan Central	90½	89	90	90	90	92
7s, 1902	119½	120	....	119	119½	119½
8s 1882, S. F.	108	....	....	110	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	110½
Morris and Essex	102½	....	103½	103½	104	105
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	108½	....	....	108½	129½	109
N. Y. Cent. & Hud. Riv	131½	132	132	131½	131½	131½
6s, Sinking fund, 1883	....	....	105	....	105½	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	126	125
1st mortgage reg	124½	....	....	....	125½	125
N. Y. Elevated	122	....	124½	....	126	126
1st Mortgage	110½	111½	....	111½	112½	112½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	126½	....	....	....	....	....
2d mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18.
N.Y., Lake Erie & W.	48	48	47½	47½	47½	48½
Preferred	72½	72½	72½	73	72½	73½
2d Consolidated	92½	92½	93½	93½	92½	93½
New 2d 5s fund	87½	88½	87½	88	88	88
N.Y., N.Haven & Hart	157	....	156½	157	....	157
North Missouri 1st M.	114½	114½	....	115½	....	115½
Northern Pacific	32½	33½	33½	35½	34½	34½
Preferred	55½	57	56½	58½	58	58½
Ohio and Mississippi	30½	31½	32½	34½	35½	36½
Preferred	67	69½	74½	78½	80	81½
2d mortgage	....	....	112½	....	113	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	113½	112½	....	112	....	....
Pacific Mail S. S. Co.	40½	39½	40½	41½	43½	43½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	105	....	....	....	105½	106
2d mortgage	....	....	....	108	108	....
Panama	....	....	....	....	184	....
Philadelphia & Reading	65½	65½	68½	69	68½	68
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	118
1st mortgage	....	....	....	128	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	118	118	....	120½	....	....
Quicksilver Mining Co	20½	....	20½	20½	....	20½
Preferred	65	....	....	64	63½	....
St. Louis & San Fran.	44	45½	45	45½	45	45½
Preferred	56½	58½	57½	57½	57	58
1st Preferred	77	77	78	77	....	78
St. L., Alton and T. H.	23½	24	24	23½	26½	23½
Preferred	60½	....	60	....	....	60½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	101½	....	101½	....
Income bonds	....	92	....	....	....	....
St. L., Iron Mt. & S. As.	59½	61	63	65½	64½	64
1st mortgage	....	....	....	....	111½	115
2d mortgage	102½	103½	....	103½	104	103½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92½	92	92½	91½	91½	92½
1st mortgage	....	110½	110½	111½	....	111
Land Grant 7s	....	113	....	....	113½	113
Sinking Fund 8s	119½	119½	118½	....	119½	119½
United States Express	47	....	48½	47	47½	48½
Wabash	....	....	....	....	....	....
1st mortgage	....	108½	107½	....	....	....
2d mortgage	103½	104	104	104	....	104½
7s, Consolidated	99½	99½	100	100	101	99
St. Louis Division	105	104½	....	105	....	105½
Wabash, St. L. & Pac.	45½	45	45½	46	45½	45
Preferred	69½	69½	69½	69½	69½	69½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	103	103	102½	103	103½	103
Western Pacific bonds	....	....	....	....	107½	....
Western Union Tel	104	104½	105½	106½	108½	109
7s, S. F. conv., 1900	115	115	....	....	115	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 18.

	Th.12	F.13.	Sat.14	M.16.	Tu.17.	W.18.
Atch., Top. and San. Fe	142½	143	144	142½	....	143
1st mortgage	116	115½	115½	115½	115½	....
2d mortgage	135	....	....	....	134½	134½
Land Grant 7s	113½	....	113½	....	....	....
Boston and Albany	141	141	....	141	....	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	....	93	94	....
Boston and Maine	120	120	120½	....	....	120½
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	56½	56½	56½	56	55½	56
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	141½	142	142	142	....	....
6s, exempt	108	....	....	....	....	108
Chi., Burl. and Quincy	144½	....	147½	....	146½	146½
7s	120	....	....	....	....	....
Cin., Sand. and Clev.	17½	17½	17½	17½	17½	17½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	142	....
Eastern	40	38½	41	39	38½	38
New 4½ Bonds	89½	90	90	90	90	91
Fitchburg	....	....	....	124½	....	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	90½	90	....	....	92
N. Y. & New England	53	57	....	53	52½	51½
7s	....	113	112½	....	1 2½	....
Northern, N. H	....	....	....	....	....	100
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	32½	32½	32½	32½	31½
Preferred	78	78	79	....	77½	....
Old Colony	112½	112½	112½	112½	112½	112
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	70½	70½	....	70½	70½	70
Portl'd, Saco & Ports	....	....	....	106	....	....
Pueblo & Ark. Val	....	....	....	....	....	85
7s	....	....	....	....	....	110
Pullman Palace Car	....	....	119	120	....	120½
Union Pacific	92½	....	92½	93½	92½	....
6s	109½	109½	109½	1 9½	....	....
Land Grant 7s	110½	....	....	....	....	....
Sinking Fund 8s	115½	....	....	115½	....	115½
Vermont and Canada	20½	....	....	....	....	....
Vermont and Mass	118	....	....	....	....	....
Worcester and Nashua 6s	....	....	....	56	....	....
Cambridge (Horse)	122½	....	....	....	....	....
Metropolitan (")	62	62	....	....	62	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co	244	244	244	244	243	244
Quincy	43	42½	43½	43	42	41½

New York Stock Exchange.

Closing Prices for the week ending Feb. 18.

	Th.12.	F.13.	Sat.14	M.16.	Tu.17.	W.18.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	106½	106½	106½	107½	107½	107½
U. S. 4s, 1907, coup	106½	106½	106½	107½	107½	107½
U. S. 4½s, 1891, reg	107½	107½	107½	107½	....	....
U. S. 4½s, 1891, coup	108½	108½	108½	....	109½	109½
U. S. 5s, 1881, reg	103½	103½	103½	103½	103½	....
U. S. 5s, 1881, coup	103½	103½	103½	....	103½	103½
U. S. 6s, 1881, reg	100½	....	105½	....	....	....
U. S. 6s, 1881, coup	....	....	104	....	....	106½
U. S. 6s, 1880, reg	....	....	104	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	103½
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	93	93½	94	95	96½	97½
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Jan. 30.	Jan. 23
Atlantic & Gt. W. 1st mort., Certs.	72 — 74	67 — 69
Do. 2d mort., Certs	37 — 39	34 — 36
Do. 3d mort., Certs	19 — 20	17 — 18
Baltimore and Ohio (sterling)	114 —116	114 —116
Central of New Jersey $100 shares	82 — 84	82 — 84
Do. Cons. Mort. Oct. '79 coupon	109½ 110½	108½—109½
Do. Adjustment bonds	109 —111	110 —112
Do. Income bonds	89 — 92	89 — 92
Det., Gd. Haven & Mil. Equip. bds.	108 —110	106 — 108
Do. Con. M. 6 p.c. till '84 after 6 p.c.	95 — 97	95 — 97
Erie shares $100 Recon. Ass. $6 pd.	47 — 47½	45 — 45½
Do Pref. Shares, R. T. Ass. $3 pd	72 — 73	70 — 75
Do. 1st Con. M. ex-Certs. 6 Cou.	121 —123	120 —122
Illinois Central $100 shares	107 — 108	107½—108½
Illinois & St. Louis Bdge 1 mort. stg.	116 —118	116 —118
do do. 2 mort. stg	80 — 85	80 — 85
Lehigh Valley Consol. mortgage	110 —112	110 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	127 —129
Do. $100 shares	135 —137	136 —140
Do. Mort. bonds (stg.)	115 —117	116 —117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	120 —122	119 —121
Do. do. 2d do.	86 — 88	85 — 87
Do. 2d Consol. Mort. bonds	91 — 93	90 — 92
Do. Gold Income Bonds	68 — 72	70 — 75
Pennsylvania, $50 shares	54 — 55	53 — 54
Do. Con. Sink. Fund Mort	110 —111½	110 —111
Philadelphia and Reading $50 shs.	35 — 36	35½ — 36½
Pittsbg, Ft. W. & Chic. Equip. bds.	111 —113	111 —113
Union Pacific Land Grant 1st mort.	112 —113	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, February 19, 1880.

Our last review closed with the purchase by the Government of $11,000,000 of the 1890-'81 bonds and an easy money market, followed by an active demand for stocks and bonds of almost all classes, both for investment and speculation, at advancing prices, in order to reinvest the money thus let loose and to secure the advance expected to follow such an increase in the available supply of money in the Street, upon which a renewal of the long promised "boom" was anticipated, and afterwards realized, as will be seen below. On Friday came news from Washington confirming the prospects of a 3½ per cent Government refunding loan, which gave additional impetus to the upward movement in anticipation of a similar effect to that produced last fall on the stock market by the refunding of the national debt. The bonds proposed are a 20-40 year 3½ per cent, equal to the 5s and 6s maturing before 1881, except $200,000,000 which amount is likely to be bought for the Sinking Fund under the arrangement of the Treasury for the weekly purchase of bonds to an amount equal to the overplus from receipts of customs, which amount is now fixed at $1,000,000 per week, the first of which were bought on Wednesday at 103.95@103.97½ for 1880s, and 103.56@103.75 for 6s of 1881, and 103.50@103.67 for 5s of 1881. A 3 per cent loan is also now being seriously talked of in Committee at Washington. Upon these movements in Government bonds the price of the 4s advanced sharply, accompanied by large purchases, to 107¼, and District of Col bias to 97¼, while money has

ruled easy from the same cause at 5@6 early in each day to close generally 3@4 per cent on call loans. Sterling Exchange opened stronger by ½c. on a continued scarcity of commercial bills and afterwards advanced ½c. more on a better demand, but the supply increased slightly at the close and about half the advance was lost at $4 83½@$4 83¾ for 60 day bills and $4 85¾@$4 86¼ for demand. In State bonds there was little doing and no new feature to affect the market. On Saturday the feature was a better bank statement which showed an increase of $1,319,000 in the legal reserve, making it $4,650,000, after which the stock speculation grew stronger and more active, commencing with Erie, Lake Shore, Iron Mountain, Missouri, Kansas and Texas, Wabash, St. Louis and Pacific, Louisville and Nashville and the coal shares, the latter being affected strongly enough by a partial suspension of mining, which, however, is expected to be made good by the advance in coal, in consequence of which the price has been worked up. Iron Mountain advanced on rumored new connections with Gould's system. Houston and Texas Central on reported purchases in the interest of Gould, Scott and the Texas Pacific. Pacific Mail also advanced on improved business and the improved prospects of the Lesseps canal scheme. Erie was affected by the agreement alluded to in our last with the Lake Shore and since that by a reported advance agreed upon in petroleum freights from 35 cents to $1 per barrel, in which Jersey Central is interested and hence advanced. Lake Shore and Western Union have led the Vanderbilt stocks, the latter on a favorable decision of a suit on one of their patents in general use by telegraph companies, by which the Western Union gets exclusive use, although the case will no doubt be appealed. Ohio and Mississippi also rose sharply on a reported desire of Gould to get control, as well as better business and reports of a compromise with the Springfield Division bondholders, which, however, was denied. London orders are also said to be in the market. Erie consols have also sold freely and in large blocks, $1,000,000 of the firsts having been taken by an insurance company at about 119 and now held at 122. Lehigh and Wilkesbarre Coal Co. consolidated bonds are to pay a coupon on March 1st, and hence have advanced also. Chesapeake and Ohio issues have also been active on greatly improved traffic and condition of the road. The New York, Ontario and Western securities have also been active in view of the near expiration of the time in which holders of old Oswego Midlands can come into the reorganization scheme. Iron Mountain Incomes have again advanced. The Chicago, Burlington and Quincy road pays a quarterly dividend of $2 per share on March 15. New Albany and Chicago stock suddenly jumped from 85 to par on Wednesday, in sympathy with the Louisville and Nashville speculation which bobs around 5 to 10 points in a day on the will of the clique who manipulate it without actual transactions of any volume, it is said. The City of Louisville is contemplating a sale of its stock in this road at these prices.

There has been very little change in the wheat deal the past week although the outlook for exports is better at the close. Provisions have dragged along at about former prices after recovering the break in part of last week. There has been only one export outlet worth note and that is for refined lard for the Continent, of which the Wilcox Co. have sold over 25,000 tierces in the last 20 days. Cotton has been rather depressed and dull as there is not much actual trade doing. Iron has been quite active, but there are signs of speculation having been carried too far. Copper and tin are in much the same overdone speculative situation. We are informed on good authority that some 12,000,000 lbs. of American copper have lately been reimported from Europe, much of which was in the original packages and hence has not appeared in imports as it paid no duty. Hence stocks are this much more here than would appear from our exports in which these 12,000,000 lbs. appear. Tin is also held by the large operators who bought the enormous stock of the old Cornwall manufacturers who failed last year from heavy overproduction. Hence the talk of light stocks is not credited, and a reaction in these two articles is looked for more especially as there was no such short supply as in the case of iron when the boom began last summer and fall. Our imports of merchandise continue large, except of specie which are nominal. Exports still are below last year same time by about $1,000,000 per week or only a little over $6,000,000 owing to the speculation in export products.

The mining stock exchange has shown little animation and the stocks dealt in on the stock exchange as a rule have been depressed and dull, as the "boom" steadily refuses to help mining shares, although nearly everybody is interested in mines. The trouble no doubt is that the managements of the mining companies are away from here and less responsible to stockholders, who take a few shares as a flyer and never trouble themselves to look after their property. In this connection we are informed by the moving parties that an effort to get a transfer office for Consolidated Virginia and California in this city, is to be made as the dividends on a majority of the stock of the former are paid in New York and Boston and two fifths of the latter, while the San Francisco management do not own one fifth of the stock of either, but do own the mills and assay offices through which the ore is run. Eventually a new company organized in the East is contemplated under an Eastern management. Meantime proxies of Eastern holders are to be used hereafter to elect Eastern representatives in these boards of direction in which the majority now have no voice.

The closing quotations on Thursday were: Adams Express, 107½@108; American Express, 56½@57; Atlantic and Pacific Telegraph, 51¼@51⅞; Canada Southern, 68@68½; Central of New Jersey, 83¾@84; Central Pacific, 82¾@83; Chesapeake and Ohio, 23@23¼; do. 1st pref., 33½@34; do. 2d pref., 25¼@26; Chicago, and Alton, 109½@109¾; do. pref., 122@—; Chicago and Northwestern, 92½@92⅝; do. pref., 106½@107; Chicago, Burlington and Quincy, 146¼@147; Chicago, Milwaukee and St. Paul, 79⅜@79¾; do. pref., 103⅝@103⅞; Chicago, Rock Island and Pacific, 151@152; Cleveland, Columbus, Cincinnati and Indianapolis, 78¼@78¾; Columbus, Chicago and Indiana Central, 21½@21¾; Delaware and Hudson Canal, 75@75¼; Delaware, Lackawanna and Western, 86¼@86½; Hannibal and St Joseph, 44@44½; do. pref., 73⅜@73⅝; Illinois Central, 104@104¼; Lake Shore and Michigan Southern, 107⅛@107¼; Louisville and Nashville, 141½@143; Michigan Central, 91¾@91⅞; Morris and Essex, 105@105½; Manhattan Railway, 49¾@50¼; Metropolitan Elevated, 116@117; New York Elevated, 124½@125½; N. Y. Central and Hudson River, 132½@133; New York and Harlem, 163@—; New York, Lake Erie and Western, 48@48⅛; do. pref., 72¾@73⅛; Northern Pacific, 33⅞@34¼; do. pref., 58@58¼; Ohio and Miss. 36@36⅛; do. pref., 79@80; Pacific Mail, 43½@43¾; Philadelphia and Reading, 67⅞@68; Quicksilver, 20@21⅛; do. pref., 63½@64; St. Louis, Alton and Terre Haute, 23½@25; do. pref., 60@62; St. Louis and San Francisco, 45½@46; do. pref., 57¾@58½; do. 1st pref., 77@77½; St. Louis and Iron Mountain, 63¾@64; Union Pacific, 92½@92¾; United States Express, 47¾@48¼; Wells-Fargo Express, 102½@103; Western Union Telegraph, 109⅞@110; Wabash, St. Louis and Pacific, 45½@46; do. pref., 70¾@71.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—St. Paul and Sioux City R. R., 43¼; do. pref., 82; do. 1st, 102; Rome, Watertown and Ogdensburg R. R., 35; do. 1st consol., 74¼; Peoria, Decatur and Evansville R. R, 24⅞; do. inc., 58; Nashville, Chattanooga and St. Louis R. R., 94½; do. 1st, 112½; Lake Erie and Western R. R., 34¼; do. inc., 68½; Louisville, New Albany and Chicago R. R., 100; Missouri, Kansas and Texas R. R., 45½; do. 1st consol. ass., 104½; do. 2d, 67⅞; Ind., Bloom. and Western R. R., 42¼; do. 1st, 74½; do. 2d, 65; do. inc., 63½; Marietta and Cincinnati 1st pref., 14; do. 2d, 9⅛; do. 1st mort., 108; Chicago, St. Paul and Minn. R. R., 58; do. 1st, 105; Chesapeake and Ohio 1st pref., 33⅜; do. 2d pref., 26; do. 1st, Series B, 69¾; do. cur. int. 44; Ohio Central R. R., 26; do. inc., 58; do. 1st, 98; New York, Ontario and Western R. R., 31; Denver and Rio Grande 1st, 103¾; Kansas Pacific 1st consol., 97¼; do. Inc. No. 16, 82; do. 6s, Denver Div. ass., with coup. certif., 110; Mobile and Ohio R. R. ass., 26½; do. 1st, 100½; do. 1st deben., 76¾; do. 2d deben., 49; do. 3d deben., 39¼; do. 4th deben., 37¾; St. Louis and Iron Mt. 1st pref. inc., 95; do. 2d do., 84; do. Cairo, Ark. and Texas 1st, 102; Col. Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 90¼; do. Inc., 45; South Pacific 1st, 102½; Houston and Texas Central 1st, Waco & N. W. div., 106; do. 2d, M. L., 114; do. Inc. and Ind., 98; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 109; do. Omaha div., 1st, 109; do. St. Charles Bridge 1st, 107½; St. Louis and San Francisco 2d, class A, 94¼; do. B, 75; St. Louis, Jacksonville and Chicago 1st, 113; Keokuk and Des Moines 1st, 97½; Frankfort and Kokomo R. R., 22½; Chicago, St. Louis and New Orleans R. R, 42; Ind., Dec. and Spring. 2d, 74; Lehigh and Wilkesbarre consol. ass., 100; do. inc., 71; Boston and New York Air Line pref., 54; Del. and Hudson 1st, Penn. div., 116; Toledo and Wabash fund. int. consol., 86; do. Equip., 48⅛;

Ohio and Mississippi Springfield div. 1st, 84 ; Laf., Bloom. and Muncie 1st, 97¾ ; International and Gt. Northern 40 ; do. 1st, 100¼ ; do. 2d, 74⅞ ; Central of New Jersey 1st consol. ass., 107 ; do. Adjm't, 107 ; do. conv. 107¼ ; do. inc., 88½ ; Boston, Hartford and Erie 1st, 56 ; do. guar., 52 ; Oregon Railway and Nav., 1st, 93 ; Dubuque and Sioux City R. R., 65 ; Cin., Laf. and Chicago 1st, 103 ; Texas Pacific Income, L. G., 76½ ; Cairo and Fulton 1st, 106½ ; do. 1st pref. inc., 95¾ ; Philadelphia and Reading Gen'l mort. 7s, coupon, 90 ; Cedar Falls and Minn. 1st, 103 ; Cin. and Spring. 1st, guar. by C., C. C. and Ind., 104 ; Toledo, Peoria and Warsaw pref. inc. for 2d mort., 64½ ; do. 1st, E. D., pur. com. rec., 130 ; Chicago, Burlington and Quincy 8s, 109 ; Am. Dock and Imp. 7s, 109 ; Clev., Col. Cin. and Ind. consol., 108¾ ; Albany and Susq. 1st ccnsol., 110 ; Illinois and Southern Iowa 1st, 100 ; St. Paul, Min. and Man. 1st, 109 ; New Central Coal, 29½ ; Consolidation Coal, 30 ; Climax Mining Co., 3⅜ ; Standard, 31 ; Central Arizona, 10⅝ ; Excelsior, 21 ; Little Pittsburg, 22¼ ; Caribon, 4⅛ ; Deadwood, 20 ; Homestake, 37 ; La Plata, 6½ ; Mariposa L. & M., 3⅞ ; Am. Dist. Tel., 70 ; Canton Co., 60¼ ; Sutro Tunnel, 3½ ; Virginia 6s, def., 8 ; South Car 6s, non-fund, 6 ; North Carolina 6s, old J. & J. 29 ; do. fund. act. 1866, 9¾ ; do. S. T. 1st class, 5 ; Missouri 6s, 1887, 108½ ; do 1888, 109 ; Tennessee 6s, new, 33½ ; Louisiana 7s, consol., 48 ; Alabama Class A, 63½ ; Quebec, 5s, 100.

Philadelphia.—Huntingdon and Broad Top Mt. 1st mort., 117 ; do. consol. 7s, 74⅛ ; Warren and Franklin 7s, 101½ ; Pennsylvania Canal 6s, 80½ ; Philadelphia and Reading R. R. scrip, 87 ; do. inc. 7s, 89⅛ ; do. Gen'l mort. 7s, 86¼ ; do. 7s, conv., 102 ; Union and Titusville 7s, 94¼ ; Texas and Pacific R. R., 47½ ; do. 1st, 107 ; Schuylkill Nav. 7s, B. L., 80 ; Am. S. S. Co., 30½ ; do. 6s, 105¼ ; Steubenville and Indiana 6s, J. & D., 104 ; Delaware Division Canal, 40 ; do. 6s, 90 ; St. Paul and DuluthR. R., 35 ; do. pref., 69¾ ; People's Pass. R. R., 17½ ; Philadelphia, Germantown and Norristown R. R., 102¾ ; West Jersey R. R., 35 ; Lehigh Nav. consol. mort. 7s, 102½ ; Philadelphia and Reading Coal and Iron mort. 7s, 90 ; Belvidere Delaware 3d mort., 101¼ ; Oil Creek 1st mort., 100 ; Sunbury, Hazleton and Wilkesbarre 6s, 83. The latest quotations are : City 6s, 106@108 ; do. free of tax, 121@— ; do. 4s, new, 103@104 ; Pennsylvania State 6s, 2d series, 101⅛@101¼ ; do. 3d series, 105¾@106¼ ; do. 5s, new loan, 111½@112 , do. 4s, new, 103@104 ; Philadelphia and Reading, 33¾@33⅞ ; do. consol. mort. 7s, coup., 115⅞@116⅛ ; do. reg. 116¼@— ; do. mort., 6s, 100½@102 ; do. 7s, 1893, 115½@— ; United New Jersey R. R. and Canal, 156⅛@156¾ ; Pittsburg, Titusville and Buffalo R. R., 21⅛@21⅝ ; do. 7s, 90@92 ; Camden and Amboy mort. 6s, 1889, 112¾@113¾ ; Pennsylvania R. R., 52¾@52¾ ; do. 1st mort., 102@102½ ; do. gen'l mort., coupon, 116½@117 ; do. reg., 117¼@— ; do. consol. mort. 6s, reg., 112½@118½ ; Little Schuylkill R. R. 52@— ; Morris Canal, 87¼@64 ; do. pref., 145@150¼ ; Susq. Canal 10@14½ ; do. 6s, 75@82 ; Schuylkill Nav., 8@10½ ; do. pref., 15⅝@16 ; do. 6s, 1882, 80@82 ; do. 1872, 103⅝@103⅞ ; Elmira and Williamsport pref., 51@51½ ; do. 7s, 107@110 ; do. 5s, 85@87 ; Lehigh Coal and Navigation, 37¼@37½ ; do. 6s, 1884, 107@107¼ ; do. R. R. loan, 110½@— ; do. Gold Loan, 104⅝@104⅞ ; Northern Pacific 34¼@34½ ; do. pref., 58@58¼ ; North Pennsylvania, 51⅛@51⅜ ; do. 6s, 109@111 ; do. 7s, 116@117 ; do. Gen'l mort. 7s, reg., 114⅞@115½ ; Philadelphia and Erie, 17¾@18 ; do. 6s, 103½@103½ ; do. 7s, 114@115 ; Minehill, 57⅜@57⅝ ; Catawissa, 16⅛@16⅜ ; do. pref., 49@49 ; do. new pref., 49@49½ ; do. 7s, 1900, 112½@116¾ ; Lehigh Valley 52@52½ ; do. 6s, coupon, 116@117 ; do. reg., 116½@118½ ; do. 2d mort. 7s, 125@126 ; do. consol., mort., 111⅝@111¾ ; Fifth and Sixth streets (horse), 110@118 ; Second and Third, 100@100 ; Thirteenth and Fifteenth, 89¾@90 ; Spruce and Pine, 56@58 ; Green and Coates, 97¾@98½ ; Chestnut and Walnut 73½@74½ ; Hestonville, 24¼@24¾ ; Germantown, 65@70 ; Union, 105@109 ; Lombard and South, 12@20 ; West Philadelphia 80@82 ; People's, 17¾@17⅞ ; Ridge Av., 74@85 ; Continental, 85@95.

Baltimore.—Wilmington, Columbia and Augusta 7s, 51⅜ ; Virginia and Tenn. 6s, 101¼ ; South Side 3d mort., 91 ; do. 2d mort., 98 ; Baltimore and Ohio 1st pref., 106¼ ; do. 2d pref., 106 ; do. scrip, 152 ; Central Ohio pref., 49½ ; Parkersburg Br., 67⅛ ; Maryland Defense 6s, 108 ; Virginia Black Scrip, 11 ; Virginia 10.40 coupons, 80 ; do. Peelers coupons, 17½ ; Baltimore City 5s, 1894, 110 ; do. 5s, 1916, 111 ; do. 6s, 1890, 115 ; Savannah 5s, 78 ; Atlantic Coal, 1.50 ; George's Creek Coal, 95. The latest quotations are : Baltimore and Ohio, 154½@155 ; Northern Central, 32½@33 ; do. 6s, 1900, 110¼@110½ ; do. 6s, 1900, gold, 107@107 ; do. 6s, 1904, gold, 103@— ; do. 5s, 79½@80 ; Marietta and Cincinnati 1st mort., 1892, 109¼@109½ ; do. 2d mort. 7s, 84¼@85 ; do. 3d mort. 8s, 52¼@52¾ ; Western Maryland, 1st, unindorsed, 108@108½ ; do. 2d pref., 97@99 ; Pittsburg and Connellsville 7s, 113½@114½ ; Orange and Alexandria 4th, 47¼@47½ ; Orange, Alex. and Manassas 7s, 85⅝@85¾ ; Virginia consol. 6s, 50¾@51¼ ; do. 2d series, 29¼@29¾ ; Virginia Consol. coupons, 76@76¼ ; Virginia 10-40 bonds, 38¾@39 ; City 6s, 1890, 114¾@115 ; do. 1900, 117@— ; do. 5s, 1894, —@110½ ; do. 1916, 111¼@— ; do. 1885, 104@—.

Boston.—Flint and Pere Marquette R. R , 13½ ; Little Rock and Ft. Smith R. R., 65 ; do. 7s, 103¾ ; Boston, Clinton, Fitchburg and New Bedford R. R., 28½ ; Kansas City, Lawrence and Southern R. R., 84 ; do. 4s, 88 ; Oswego Midland 2d, 15 ; Atchison, Topeka and Santa Fe 7s, guar , 110¼ ; Kansas City, St. Joseph and Council Bluffs R. R , 70 ; do. 7s, 108¼ ; Wisconsin Valley 7s, 110¾ ; Kansas City, Fort Scott and Gulf R. R., 50½ ; do. pref., 83½ ; do. 7s, 108 ; Chicago and West Michigan R. R., 69⅞ ; Central Pacific 7s, 1883, gold, 102½ ; Chicago, Clinton, Dubuque and Minnesota R. R., 64 ; Vt. and Canada R. R., 21 ; Rutland R. R., 8¼ ; do. pref., 34¾ ; do. 1st mort 6s, 99½ ; Sandusky City and Ind. 7s, 102 ; New Mexico and Southern Pacific R. R., 20 ; do. 7s, 109¾ ; Vermont and Massachusetts 6s, 1883, 103¾ ; Pullman Palace Car Co. 7s, 1888, 105 ; Iowa Central R. R., 12¾ ; Republican Valley 7s, E. D., 102¼ ; do. W. D., 101¾ ; Southern Kansas and Western R. R., 75⅞ ; do. 7s, 104 ; Atchison and Nebraska R. R., 78 ; Marquette, Houghton and Ontonagon R. R., 15 ; Boston, Revere Beach and Lynn R. R., 99 ; Wisconsin Central R. R., 29 ; do. 1st, 61 ; do. 2d, 40 ; do. pref., 29 ; Florence, El Dorado and Walnut Valley R. R., 35 ; Cedar Rapids and Missouri River R. R., 112 ; Summit Branch, 21½ ; Central R. R. of Iowa, 39½ ; do. 1st, 115 ; do. 2d, 61 ; Ontario and Western R. R., 28 ; Cheshire R. R., 54 ; Portsmouth, Gt. Falls and Conway R. R., 80 ; do. 7s, 56½ ; Wichita and Southwestern R. R., 94 ; Manchester and Lawrence R. R., 144¾ ; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 102½ ; Denver and Rio Grande R. R., 70 ; Cin. Sand. and Clev. 7s, 94½ ; Nashua and Lowell R. R., 188½ ; Pittsfield and North Adams R. R., 102¼ ; Boston Land, 11 ; Boston Water Power, 17⅛ ; Brookline Land, 5¾ ; Waverly Land, 50c. ; East Boston, 11½ ; New Hampshire 6s, 119¼ ; Boston 4s, 1909, 100⅝ ; Cincinnati 7.30s, 1906, R. L., 117½ ; St. Louis City 6s, 1881, 101 ; Cook Co. Ills., 7s, 1880, 100 ; Atlas Mining Co., 1½ ; Allouez, 23¼ ; Atlantic, 27 ; Brunswick Antimony, 14 ; Blue Hill, 7¾ ; Copper Falls, 131½ ; Catalpa, 3½ ; Central, 47 ; Copper Harbor, 1 ; Dana, 1 ; Duncan Silver, 4¼ ; Douglass, 5½ ; Franklin, 48 ; Gt. Western, 1⅜ ; Huron, 13½ ; Hungarian, 87½c. ; Humboldt, 1½ ; Hanover, 87½c. ; International, 55c. ; Mesnard, 4½ ; Manhattan, 1 ; Madison, 8½ ; Minnesota, 7 ; National, 6⅜ ; Osceola, 47 ; Pontiac, 1⅜ ; Pewabic, 65 ; Phœnix, 14½ ; Ridge, 9¼ ; Rockland, 1¼ ; Sullivan, 14¼ ; Star, 8¾ ; Superior, 58c. ; South Hite, 2⅜ ; Silver Islet, 21½ ; Union Land and Copper, 5⅞ ; Winthrop, 1¼ ; Washington, 1⅛ ; West Minnesota, 1.

☞ Meetings were held in Philadelphia on the 16th inst. of the stockholders of the Buffalo, Chautauqua Lake and Pittsburg and the Pittsburg, Titusville and Buffalo Railroad Companies for the purpose of taking action upon the articles of consolidation of those corporations. The terms of the contract were read at both meetings, and adopted. The officers of the Pittsburg, Titusville and Buffalo Company will act for the consolidated company until the next election. The statement is made by stockholders of both companies that the proposition has been made to lease the consolidated roads to the Lake Shore and Michigan Southern Railway Co.

☞ The Little Chief Mining Co. has declared its first monthly dividend of one per cent on $10,000,000 capital stock, amounting to $100,000, or 50 cents per share, payable at the Central Trust Co. on the 25th inst. This is the second company brought out under the same auspices as the Chrysolite, which has paid large dividend 30 days after commencing work on the mine.

☞ The Climax Mining Company, of Leadville, Col., has declared its 3d dividend, $20,000, or ten cents per share of $10, payable Feb. 28 at the National Bank of the State of New York ; transfers close on the 16th, and reopen on the 24th.

☞ The Green Mountain Mining Company has declared its regular dividend for the month of January of 5 cents per share, payable February 25. Transfers to close February 18, and to reopen on the 27th.

Why the Tay Bridge Fell.

At the general meeting of the twenty-third session of the Institution of Engineers and Shipbuilders in Scotland last night Mr. St. John V. Day, C. E., F. R. S. E., read a paper on "The proposed bridges for carrying the North British Railway across the Firth of Forth, with some remarks on the structure and cause of the fall of the Tay Bridge." On the latter subject he rejected the theory that the fall of the bridge was due to the pressure of the train upon it when the gale had reached a point of high intensity. Nor could he give any credit to Sir T. Bouch's theory that the over-balanced train tore down the eastern girders. It seemed to him that the cause was in the pillars. The structure of these columns was singularly at fault. They had to carry the permanent "dead load" of the bridge and its transient "live load." In the case of the higher piers each of the sets of legs or struts forming the boundaries of the elongated hexagon was straight throughout its entire length, the outer leg or strut having a batter of 1 to 41, or two feet in the eighty-two feet columns. Then these legs or struts carried at their top a triangular box girder, and the main girder rested midway between them. It would therefore be seen that the single outer column of the three at each side of the hexagon had the same load to carry as the two inner legs carried together. One half therefore of the "dead" and "live" loads of that part of the bridge was carried by the two outer endward columns of the hexagonal towers, while the other half had double the number of columns—these, furthermore, being vertical—to carry it.

A more erroneous disposition of the load it would be difficult to produce, for the two outer raking columns had twice the work of carrying the girder to do of each of the four inner ones. It was true that the outer columns were eighteen inches in diameter as compared to the inner ones, which were sixteen inches, but not being perpendicular were in a less favorable position to resist the downward stress of the load. Had the load been placed on the four intermediate columns, and the two outer ones been used for shoring-up the structure against lateral wind pressure, the bridge would have had a much higher moment of stability; but the original design having been departed from it became impossible, with the floorage over which the braced columns were ultimately erected, to provide a proper distribution of the load, for in constructing them no other form than a hexagon could produce sufficient width of pier-head for carrying the highest girders when founded on the ashlar caps of the dimensions with which the submerged portions of the piers were finished.

It is not to be forgotten, either, that the triangular box-girders on which the main girders rested were not tied together, and that if they had been connected with other cross girders so as to form a continuous box-girder hexagonal top to the columns, the stability of the bridge would have been enhanced. He noticed in examining the columns that provision had been made for the introduction of three ties of deep iron girders at about equal intervals in the height of the columns, which would have added to the stability of the structure. These girders were shown in situ in a model in the Dundee Museum, and they might well ask why they were omitted in the actual structure. With regard to those piers which carried the girders on either side of the highest portion, there also was a glaring oversight in the use of materials to the best purpose. The six columns or struts were all vertical, excepting the upper ten-feet lengths of the two outer columns, which were inclined inwards until their heads came in line with the heads of the two other columns, and a straight box girder rested upon the whole. It would be evident that nothing could be worse than this arrangement of these outer struts to resist the pressure of the wind, that being further aggravated by the absence of any direct cross-ties at the angle, the weakest portion of these columns. The bracing of the columns was defective, and the holes in the flanges of the columns were much too large for the bolts.

Another source of weakness was the insufficient length of the holding-down bolts by which the iron columns were attached to the pier heads, as they only extended through the first two courses of ashlar. They were told that these cast iron tubular legs were filled with concrete, and it was next to impossible that such a cast-iron tube with a hard concrete core would resist the stress of contraction to which it would be exposed. It appeared to him, from an examination of the concrete placed in some of these tubes, that there could hardly be a doubt but that a number of these tubes were burst. If so, then during the last twelve months the iron superstructure of the bridge must have been in a rickety condition, ready to break off and topple over as soon as a gale occurred. The filling of such columns with concrete for the avowed purpose of protecting them from rust without the use of paint had been a fatal mistake. Then care did not seem to have been taken to insure uniformity in the thickness of the metal of which the legs of the piers were formed, while it was clear that they had been cast on their sides in place of on their ends under the pressure of a high column of fluid metal to insure their solidity, so that it was not even probable, therefore, that all the columns were sound.

He was inclined to the opinion that it was the northern end of the bridge which first gave way. They must not forget that these 245-feet girders were jointed together in sets of fours, that at the middle joint they were bolted down to a pier head, and that the northern end simply rested without an attachment on a box girder at the end of the northern section of the structure. With a strong wind blowing he had observed the floor of suspension bridges lifted, and in view of that with a gale acting on the western side of the girders, as well as beneath them, with a leverage from the fixed middle joint of 490 feet, it was reasonable to suppose that the lifting effect thereof on the underside of the floor of the girder would so reduce the insulent weight thereof on its resting points that the friction by which it resisted lateral movement was thereby much reduced, and facility afforded for turning it off the north end resting surface.—[Edinburg Scotsman, Jan. 28.

☞ The Walnut Street Bridge Company, 122 Walnut Street, Philadelphia, Penn., will receive separate tenders up to the 25th inst. at noon for the superstructure and the substructure of a stone and iron bridge over the Schuylkill River, from Twenty-third to Thirty-second streets. Plans and specifications can be seen, from 12 to 2 o'clock, at the company's office. The company do not bind themselves to accept any tender unless satisfactory. Security for the due performance of the contract will be required.

☞ C. N. Jordan, President of the New York, Ontario and Western Railroad Company, announces that there will be no extension of the time from February 21 allowed to holders of junior securities in the old company to exchange into new stock by paying $20 per share in cash, notwithstanding reports to the contrary.

☞ All negotiations between the Boston and Albany and Boston and Providence Railroad Companies, having in view the consolidation of the two roads, have been discontinued.

☞ The Pembina beanch of the Canada Pacific Railroad was taken possession of by Superintendent Lynkey, on behalf of the Dominion Government, on the 12th inst.

☞ The construction of the easterly extension of the Minneapolis and St. Louis Railway from White Bear, Minn., to Taylor's Falls, a distance of 30 miles, is to be proceeded with at once. This is a portion of the Sault Ste. Marie route.

Commerce of New York.

The foreign imports at New York for the month of January, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$11,325,813	$20,094,865
Do. for warehousing....	4,868,171	7,288,876
Free goods	8,488,055	12,643,875
Specie and bullion....	975,507	875,038
Total entered at port..	$25,657,546	$40,897,154
Withdrawn fr.wareh'use	5,211,807	7,087,326

The foreign imports at New York for seven months ending January 31, were:

	1879.	1880.
Entered for consump'n	$81,105,493	$111,345,914
Do. for warehousing..	35,621,232	42,581,638
Free goods.....	50,634 320	73,579,994
Specie and bullion	7,080,775	79,618,209
Total entered at port..	$174,441,820	$307,125,755
Withdrawn fr. wareh'se	40,987,987	43,457,614

The duties received at New York for seven months ending with January, were:

	1879.	1880.
July	$8,103,513 74	$9,329,895 17
August	10,149,191 69	10,662,138 82
September	9,080,936 88	11,790,902 26
October	8,349,904 94	10,952 554 48
November	6,713,339 94	3,460,050 08
December....	6,175,359 43	8,175,540 13
January	7,655,552 67	11,960,677 78
Total	$56,227,799 29	$71,231,758 72

The exports from New York to foreign ports in the month of January, were:

	1879.	1880.
Domestic produce.	$22,082,124	$24,668,691
Foreign free goods.....	266,486	370,357
Do. dutiable....	210,946	377,518
Specie and bullion.....	1,133,867	819,919
Total exports	$23,693,423	$26,236,485
Do. exclusive of specie..	22,559,556	25,416,566

The exports from New York to foreign ports for seven months ending January 31, were:

	1879.	1880.
Domestic produce....	$195,325,017	$219,454,103
Foreign free goods...	1,702,472	1,088,434
Do. dutiable.	3,088,125	2,639,615
Specie and bullion....	4,944,462	4,152,985
Total exports....	$205,060,076	$227,330,137
Do. exclusive of specie	200,115,614	223,177,152

Interoceanic Canal.

In the House of Representatives at Washington on the 16th inst., Mr. Francis Morris, of New York, appeared before the select committee on the interoceanic ship canal, and urged the claims of the American, Atlantic and Pacific Canal Company to the exclusive right of constructing a ship canal by way of Lake Nicaragua. This right originated in a contract made in 1849 between the Nicaraguan Government and this company, which was supplemented by an additional contract made in 1857. By the latter the obligation on the part of the company to construct the canal was dispensed with, and a new method of effecting transit by the then existing transit company was provided. It is claimed, however, on the part of the Atlantic and Pacific Canal Company that this contract of 1857 did not abrogate the right of the company to construct the canal, but only dispensed with the obligation to do so—leaving the company still free to claim or forego its right.

This view is sustained in a legal opinion given by Mr. John K. Porter, of New York. As attempts had already been made to abrogate this contract, he desired such aid from the United States Government, by diplomacy or otherwise, as might secure from the Nicaraguan Government the rights conferred upon the Atlantic and Pacific Canal Company by the contract.

Securities Admitted to Dealings at the Stock Exchange.

The following securities were admitted to dealings at the New York Stock Exchange on the 11th inst.:

Ohio Central Railroad—$3,000,000 first mortgage 6 per cent bonds due in 1920; $3,000,000 income bonds at such a rate of interest, not exceeding 7 per cent per annum as shall be earned in any one year over all expenses and interest on the first mortgages; $4,000,000 capital stock, divided into shares of $100 each. At present the road of the company extends from Corning, in the coal fields of the Sunday Creek Valley, Ohio, to Newark, 44 miles, with a branch to Columbus, 26 miles; total, 70 miles. But the above capitalization includes a line from Newark to Toledo 130 miles, which is in process of construction under contract that the entire line shall be completed by July 1, 1880. The earnings of the seventy miles now operated are reported to be sufficient to pay the interest upon the entire amount of the first mortgage bonds. The directors of the company are: George J. Seney, New York; E. H. R. Lyman, New York; Charles Foster, Fostoria, Ohio; D. W. Caldwell, Columbus, Ohio; Walston H. Brown, New York; John T. Martin, New York; C. R. Cummings, Chicago; Calvin S. Brice, Lima, Ohio; George F. Stone, New York; Daniel P. Eels, Cleveland, Ohio; Samuel Thomas, Columbus, Ohio.

Peoria, Decatur and Evansville Railroad—$1,287,000, first mortgage 6 per cent bonds due in 1920; $858,000 income bonds due in 1920 at such a rate of interest not exceeding 7 per cent per annum as may be declared earned over all expenses and the interest on the first mortgage bonds; $2,000,000 capital stock divided into shares of $100 each. The company's road is 110 miles in length, from Pekin to Mattoon, Ill., and is a consolidation of the Pekin, Lincoln and Decatur and Decatur, Mattoon and Southern Railroad companies. The directors of the company are: John T. Martin, New York; C. R. Cummings, Chicago, Ill.; George J. Seney, New York; John B. Cohrs, Peoria, Ill.; Eli Wiley, Charleston, Ill.; E. H. R. Lyman, New York; Edward Richards, Pekin, Ill.

Kansas Pacific Railroad—First consolidated mortgage 6 per cent bonds, due May 1, 1919, $30,000,000; issued to retire the old bonds of the company.

Union Pacific—Collateral and Trust 6 per cent bonds, to be issued at 80 per cent on $6,856,000 of the bonds of the Omaha and Republican Valley Railroad ($850,000), Colorado Central ($2,526,000) and Utah Northern ($3,480,000); consolidated capital stock $50,762,300, divided into shares of $100 each, issued to retire the old stocks of Union Pacific, Kansas Pacific and Denver Pacific Companies.

Minneapolis and St. Louis Railroad—$1,100,000, Iowa Extension, first mortgage gold 7 per cent bonds.

New York, Ontario and Western Railway—$2,000,000 preferred stock issued to the holders of Receiver's debt of the New York and Oswego Midland; $48,000,000 common stock, of which $18,000,000 is to be issued to the first mortgage bondholders of the New York and Oswego Midland Railroad and the balance, $35,000,000, is to be issued to the junior securities of the old company upon payment of 20 per cent on the par and for 30 per cent of the new interest bearing convertible bonds due in 1892, and for common stock of the old company.

International and Great Northern—First mortgage 6 per cent gold bonds, $5,624,000; second mortgage income bonds, interest not exceeding 8 per cent per annum; capital stock issued, $5,500,000.

Montauk Gas Coal Company—Organized for the purpose of purchasing oil lands, rights, etc., in Taylor County, W. Va., and the mining of coal thereon, etc. Incorporated September 20, 1879, under the laws of the State of New York, passed February 17, 1848; capital stock, $2,500,000, divided into shares of $100 each.

New York Central and Hudson River R. R.

The following is an official statement of the New York Central and Hudson River Railroad for the first four months of the fiscal years 1878-9 and 1879-80.

The following are the figures for 1878-9:

Month.	Passengers.	Freight.	Miscellaneous
Oct...	$653,664 61	$1,723,515 60	$394 023 10
Nov..	531,618 59	1,681,631 34	354,068 54
Dec ..	475,173 14	1,381,913 20	380,178 96
Jan ..	419,471 70	1,292,349 28	312,991 01
Total	$2,079,928 34	$6,079,409 42	$1,441,261 61

And the following the figures for 1879-80:

Month.	Passengers.	Freight.	Miscellaneous.
Oct...	$646,983 77	$1,974,113 10	$277,689 32
Nov..	570,163 68	1,940 336 94	291,334 42
Dec ..	469,066 87	1,883,897 33	493,252 17
Jan ..	471,728 90	1,822,015 81	299,868 04
Total	$2,157,743 22	$7,620,363 18	$1,362,143 95

And the following is a comparison of the total earnings:

	1878-9.	1879-80.
October	$2,771,203 61	$2,898,886 19
November.....	2,567,318 47	2,801,835 04
December	2 237 265 80	2,846,216 37
January	2,024,811 99	2,593,612 75
Total four months.	$9,600,599 37	$11,140,250 35

Interesting to Receivers.

Motion was made in the Supreme Court, Kings County, N. Y., on the 16th inst., before Justice Pratt, in the matter of the suit of M. Nast, who was injured in a collision on the Long Island Railroad two years ago, to compel Mr. Sharp, Receiver of the railroad, to pay judgment or give security on appeal. The plaintiff recently obtained a verdict in the Queens County Circuit Court for $7,000 damages against the railroad. The judgment, which was affirmed by the General Term, is now on the way to the Court of Appeals. Justice Pratt, who denied the motion, held that while the Receiver was the officer of the Court the appeal was the appeal of the Court, and the application ought not to be granted. The Judge said he has invariably denied motions of this kind.

☞ A combination has been formed between the Louisville and Nashville Railroad Company, and the Central Railroad Company of Georgia, to last for five years, whereby the Louisville and Nashville Railroad Company obtains control of every port on the South Atlantic coast, except Brunswick, Georgia. At Savannah the railroad will connect with large lines of steamers to New York and Liverpool, and it is their calculation to carry freight from St. Louis and the other Western cities to New York cheaper and as quickly as over the Northern trunk lines. The immense cotton and tobacco crops that are produced in the South will by this line reach the European market without being detained in New York, and one bill of lading will be issued for freight from St. Louis or Chicago to Liverpool. Extensive preparations are reported to be in operation for putting the new enterprise into full operation.

West Jersey Railroad.

At the annual meeting of the stockholders of the West Jersey Railroad Company, held in Camden, N. J., on the 10th inst., the following gentlemen were elected directors for the ensuing year: George B. Roberts, Thomas Jones Yorke, Lewis Mulford, Colemen F. Leaming, Charles F. Elmer, John M. Moore, Josiah Bacon, Strickland Kneass, Thomas H. Dudley, George Wood, J. N. DuBarry, N. Parker Shortridge and Thomas H. Whitney. The reports presented indicate the road to be in a prosperous condition. The freight business is largely on the increase, and the passenger travel is highly gratifying. During the past year many important improvements have been made along the entire track of the road, while the work of laying the branch road from Newfield to Atlantic City is progressing rapidly. About forty new cars and six engines have been contracted for, to be used on the new road, and will be delivered in time for the opening of the season at Atlantic City. The entire length of the track will be laid with steel rails, making a continuous steel line from Camden to the seashore.

☞ The sale of the Indianapolis, Cincinnati and Lafayette Railroad was confirmed by Judge Baxter in the United States Circuit Court at Cincinnati on the 13th inst. The Judge's action dismisses all cross bills in the proceedings for the sale, and terminates the Receivership, and the road passes officially into the hands of the new owners.

☞ The directors of the Sixth Avenue, New York, Railroad Company, recently elected, are: Richard Mortimer, G. W. Burnham, Frederic de Peyster, Jonathan Thorne, T. R. Butler, Abram R. Van Nest, Henry Demarest, William Bryce, William G. Mortimer, Albert W. Green, Theo. E. Macy, Abijah Curtiss and Charles G. Landon.

☞ The auditor's office and the other clerical force of the Kansas Division of the Union Pacific Railroad has been removed from Kansas City, Mo., to Omaha, Neb. Only the offices of the general superintendent and assistant-general passenger agent remain at Kansas City, without material change.

☞ The Missouri Pacific Railroad Company have leased of the Hannibal and St. Joseph Railroad Company that part of its line between St. Joseph and Atchison, and the Missouri Pacific trains will commence running into St. Joseph on the 22d inst. The lease is for 25 years.

☞ At a meeting of the directors of the Little Miami Railroad Company recently held in Cincinnati, the following officers were re-elected: Hon. H. J. Jewett, President; Henry Hanna, Vice President; Julius Dexter, Secretary; S. E. Wright, Treasurer.

☞ The St. Joseph and Albany Narrow Gauge Railroad, extending to Mount Ayr, Iowa, 50 miles, has been bought by the Chicago, Burlington and Quincy Railroad Co. The road will be made standard gauge and extended.

Exports of Petroleum and Petroleum Products.

Mr. Joseph Nimmo, Jr., Chief of the Bureau of Statistics, has submitted to the Secretary of the Treasury an advance statement in regard to the exports of petroleum and petroleum products from the United States, in which is shewn the following totals of crude, naphtha, illuminating, lubricating and residuum from the undermentioned custom districts during the month of December, 1879, and the six months ended the same, as compared with similar exports during the corresponding periods of 1878 :

	Gallons.	Values
Boston	440,416	$57,067
New York	32 885,624	2 868,862
Philadelphia	9 364,312	796,667
Baltimore	1,931,387	178,202
San Francisco	39 290	8,653
Richmond	371 043	25,500
All other districts	35,878	4,496
Total December, 1879.	45,067,950	$3,939,447
Total December, 1878.	27,072,761	2,786,847
Total six months ended December 31, 1879	275,407,615	22,486,089
Total six months ended December 31, 1878	228,655,838	25,555,871

Our Foreign Commerce.

The forthcoming annual report of the Chamber of Commerce gives a synopsis of the foreign commerce of the port of New York, and of the United States, for the fiscal year 1879, which shows some interesting facts. Of our foreign imports, the heaviest importations were of sugar and molasses, aggregating something over $79,000 000 in value; next came coffee, $47,000,000 ; next woolen and silk manufactures, each over $24,000,000 ; gold and silver, $20,000,000 ; our imports of cotton manufactures followed, at $19,000,000 ; hides and skins, other than furs, $15,000,000 ; flax manufactures, about $14,500,000. The total of our foreign imports for the period named reached $466 073,775. Of this vast amount, there was imported into the port of New York $314,115,362 ; leaving for all the other ports of the country together only $151,958,413. This disproportion is very great in the matter of some of the leading articles of import, as the following table shows :

	Port of New York.	All other ports of the U. S.
Sugar and molasses	$49,719,708	$29,561,861
Coffee	32 739,331	14,617,488
Silk manufactures	23,196,860	816,538
Woolen manufactures	19,667,135	4,666,565
Cotton manufactures.	17,618,454	2,309,656
Flax manufactures	12,332,617	2,861,220
Tea	9,819,720	4,757,898
Leather and leather manufactures	6,622,821	934,233
Tobacco and tobacco manufactures	5,194,054	618,371
Precious stones	3,624,893	217,114

Our total domestic exports for the fiscal year 1879 aggregated in value $717,093 777. Of this amount there was exported in value from the port of New York $338,817,546, or less than one-half the total. The value of our leading articles of exports was as follows : Breadstuffs, $210,555,528 ; cotton, $162,304,250 ; provisions, $116,858,650 ; mineral oils, $39,439,055 ; leaf tobacco, $28,215,240 ; gold and silver, $17,555,035 ; cotton manufactures, $10,853,950. Our excess of domestic exports for the year over foreign imports was $251,020,002. As compared with the fiscal year 1878, there was a decrease for the year 1879 of our total foreign commerce of nearly $8,000,000 in value ; but of the proportion of this commerce falling to the share of this port there was an increase of about $350,000 compared with the previous year.

Tho following statement exhibits the value of merchandise imported into and exported from the port of New York by American and foreign vessels for the fiscal year ending June 30, 1879, compared with all ports of the United States for the same period :

PORT OF NEW YORK.

	American Vessels.	Foreign Vessels.
Imports brought in	$77,962,251	$236,149,594
Domestic exports shipped in	49,103,441	289,714,105
Re-exports shipped in	2,090,542	9,354,265
Total value, 1878-9	$129,156,234	$535 217,964

ALL OTHER PORTS OF THE UNITED STATES.

	American Vessels.	Foreign Vessels.
Imports brought in	$148,590,353	$310,499,599
Domestic exports shipped in	122,589 538	588,773,718
Re-exports shipped in	5,835,801	11,995,915
Total value, 1878-9	$272,015,692	$911,269,232

Deviation of Line in Constructing a Land Grant Railroad.

The Attorney General of the United States has rendered an opinion touching the right of a land grant railroad to deviate in constructing its road from the line of route adopted. The question arose in connection with the grant to the State of Iowa to aid in the construction of a railroad from McGregor westerly. The portion of the road between Algona and Sheldon was built by the Chicago, Milwaukee and St. Paul Company, and deviated from the line as surveyed and adopted by the McGregor and Missouri River Company about five miles at one point. The Attorney General holds that in order to entitle the State to the land, it is necessary that the road should be constructed according to the line adopted. If a different road is built, it cannot entitle the State to the benefit of the lands. The question whether the road constructed is, or is not, the road, is one for the Interior Department to determine. Some deflections must, in many cases, be expected, but there must be substantial compliance with the line of location. He also holds that while the State had a right to fix the points at which the road should be constructed, it could not thereby affect the rights of the United States.

☞ The directors of the Scioto Valley Railroad Company, recently elected, are : George M. Pullman, Horace Porter, Edward L. Winslow, Wm. Adams, Jr., Henry K. M. Harg, Edward D. Adams, New York ; Henry L. Morrill, Joseph Robinson, John G. Mitchell, George D. Chapman, Columbus ; Harford Toland, London ; Marcus Boggs, Chillicothe ; Geo. Davis, Portsmouth. The officers are : President and General Manager, George D. Chapman ; Vice President, Henry L. Morrill ; Treasurer, Joseph Robinson ; Secretary, James P. Curry.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Bellefontaine, Troy and Indiana Railroad Company, termini Bellefontaine and the State line in Butler county, at College Corner, passing through the counties of Logan, Champaign, Miami, Montgomery, Preble and Butler, capital $10,000 in shares of $50 each, by John O. Sweet and others.

United Pipe Lines.

Following is a statement of the United Pipe Lines, showing their condition January 31, 1880 :

	Barrels.
Crude petroleum in tanks and pipes January 31, 1880	7,785,259.38
Sediment and surplus	295,519.60
Net stocks	7,489,739.78
Outstanding acceptances, bbls.	4,436 788.55
Credit balances, bbls	3,002,951.23
Total liabilities	7,439,739.78
Crude petroleum received in December	1,832,963.04
Crude petroleum delivered in December	1,455,194.98

Northern Pacific Railroad.

The General Manager of the Northern Pacific Railroad has been recently interviewed on the progress of some of the recent enterprises of the company. He states that a large amount of work has been done on the Dakota division west of the Missouri river during the present winter, and preparations are being made to push the construction as soon as the severe weather is over. He expects to have completed and open for business about 150 miles of road west of the Missouri river early in the summer, and that the whole 205 miles from Bismarck to Yellowstone will be opened by September next. The work for the Yellowstone division it is proposed to put under contract as soon as the engineers now making a survey of the line have completed their work and located the road. This part of the line will traverse a large portion of fine pasture lands in Montana, and the general manager says that its completion will give the line an enormous business in the way of bringing cattle to the Atlantic seaboard. Contracts have already been made to bring out a large number the current year. In point of quality it is claimed that the Montana cattle are not inferior to the best grain fed stock raised in the States. Work on the Pacific end of the road is also being pushed forward. The rails for the 200 miles of track now under contract, it is said, are on hand at the present eastern terminus of the division.

☞ The Pennsylvania Railroad Company insists that merchants whose goods were destroyed on their road at Pittsburg during the riots shall pay the freight the same as if the goods had gone through to their destination. The amount of freight will be added by many of the claimants to their damages against the county.

☞ Houston & Co., contractors of the Cincinnati Southern Railroad, on the 13th inst. turned the road over to the operating company. The company expect to run regular passenger and freight trains through to Chattanooga this week. Somerset has been the southern terminus up to the present time.

☞ It is generally believed that that portion of the Lewisburg, Center and Spruce Creek (now Lewisburg and Tyrone) Railroad from Pennsylvania Furnace to Tyrone will be ironed and put in running order during the coming summer.

Northern Central Railway.

The ways and means committee of the House of Representatives at Annapolis, Md., has reported the bill to settle the differences between the State and the Northern Central Railway Company on the same basis of the Baltimore and Ohio adjustment in 1878. The charter originally exempted the Baltimore and Susquehanna railroad from taxation; but in 1854 it was consolidated with other lines under its present name, and in 1876 was subjected to taxation, from which it claimed exemption. The State claimed, having received a new charter by the consolidation act of 1854, the road was liable to taxation under the constitution of 1851. The Court of Appeals sustained the position of the State, and the case was carried to the Supreme Court of the United States, where it is now pending. In the meanwhile a compromise has been effected between representatives of the State and the railway company to pay $30,000 and be released from claims of back taxes, the road in the future to pay one-half of one per cent on gross receipts. This basis of settlement is subject to ratification of the stockholders in annual meeting, which will be held on the 26th instant.

☞ The Pennsylvania Railroad Co. has laid rails to connect the Southwest Railroad with the Scottdale branch. This branch taps the "Junebug" Railroad which was connected with the Mt. Pleasant and Bradford Railroad, and all were under the control of the Baltimore and Ohio Railroad Company. The "June-bug" Road was owned by Mr. C. P. Markle, of West Newton, who sold it some time ago to the Pennsylvania Railroad Company and its connection with the Baltimore and Ohio has now ceased. This movement opens up an extensive coke and coal field, the business of which will be enjoyed by the Pennsylvania Railroad.

☞ A company was organized in Boston on the 9th inst., under a charter from the State of Massachusetts, dated February 6, 1880, for the purpose of constructing and operating a railroad from Cairo, Egypt, through Port Said and Damascus, to connect with the Euphrates Valley Railroad, about to be built by an English company. Branch roads are also provided for by the charter. The Turkish Government has been applied to for concession of the necessary right of way.

☞ The stockholders of the Framingham and Lowell Railroad Co. have voted, 3578 to 17, to lease their road to the Boston, Clinton, Fitchburg and New Bedford Railroad Co. for 998 years and 4 months, from October 1, 1879. It is understood the property will be leased to the Old Colony Railroad Corporation at once.

☞ The Monticello Branch of the Little Rock, Mississippi River and Texas Railroad has been completed, and the first train reached Monticello on the 10th inst.

☞ The directors of the Levis and Kennebec Railway intend to proceed immediately with the extension of the line through St. George to the Maine frontier.

☞ The Indianapolis, Decatur and Springfield Railroad was opened for business on the 9th inst.

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THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, ROOM NO. 47, GRAND CENTRAL DEPOT, NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of Four Per Cent. upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P M. on Saturday, the 27th inst., and will be reopened on the morning of Friday, the 6th day of February next.

E. D. WORCESTER, Treasurer.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending February 7, as reported by the several carrying companies, amounted to 306,970 tons, against 390,663 tons in the corresponding week last year, a decrease of 83,693 tons. The total amount of anthracite mined for the year is 2,029,043 tons, against 1,855,003 tons for the same period last year, an increase of 174,040 tons. The quantity of bituminous coal sent to market for the week amounted to 43,746 tons, against 41,562 tons in corresponding week last year, an increase of 2,184 tons. The total amount of bituminous mined for the year is 310,765 tons against 183,467 tons for the corresponding period last year, an increase of 127,298 tons. The total tonnage of all kinds of coal for the week is 350,716 tons, against 432,225 tons in corresponding week last year, a decrease of 81,509 tons, and the total tonnage for the coal year is 2,339,808 tons, against 2,038,560 tons to same date last year, an increase of 301,248 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of January was 168 836 tons, of which 117,186 tons were coal and 51,650 tons coke. The total tonnage for the year thus far has been 564,941 tons, of which 424,781 tons were coal and 140,160 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending February 7th were 29,720 tons, and for the year to that date 173,204 tons—93,210 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 25,616 tons, for the year 155,390 tons, an increase of 85,791 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 4,104 tons, and for the year 15,231 tons, an increase of 4 836 tons as compared with 1879. The shipments by the Chesapeake and Ohio Canal so far this year have been 2,584 tons.—[Phil. Ledger, Feb. 16.

☞ An order was entered in the U. S. Circuit Court at Springfield, Ills., on the 13th inst., confirming the sale of the Cairo and Vincennes Railroad. This road was sold by an order of the court on Jan 5, for $2,000,000, to Joseph W. Drexel and Charles E. Tracey, Trustees for the English bondholders.

☞ The Secretary of War has transmitted to the Senate a copy of the report of Col. John Newton of the examinations and surveys for a ship canal across Bergen Neck, N. J., to connect Newark Bay with the waters in the upper bay in New York. The total estimate of the cost is $3,333,422 88.

☞ On the 6th inst., the Commissioners of Allegheny county, Pa., caused to be paid to the Solicitor of the Pennsylvania Railroad Company $1,600,000, the amount of their claim for riot losses. The evening before $33,232 82 was paid to the Baltimore and Ohio Company.

☞ The railroad from Battle Mountain Station, on the Central Pacific Railroad, to Austin, Nevada, has been completed. This road opens the mining and grazing district in the centre of the State.

☞ The railroad to be built by England from Teheran, the capital of Persia, southward to the Persian Gulf will be wholly on Persian Territory, and will open communication to within seventy miles of the Caspian Sea.

☞ The bill incorporating the Baltimore, Cincinnati and Western railroad was ordered to engrossment in the Virginia Senate on the 16th inst.

Great Western Railway of Canada.

The revenue statement of this company for the month of December (excluding leased lines) is as follows:

	1878.	1879.
Gross earnings.....	$274,105	$396,600
Working expenses.....	194,522	219,300
Net	$79,678	$177,300

—showing an increase in earnings of $122,405, in expenses of $24,778, and in net earnings of $97,627. In the working expenses are included transfers to reserve funds. The figures of 1878 have been corrected for the purpose of comparison. They include the Galt and Guelph working and the proportion of transfers to reserve funds on the new basis as revised for the half year in January, 1879.

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No. 115 BROADWAY, NEW YORK, Feb. 14, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 1) of ONE Per Cent. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or Fifty Cents per Share, out of the net earnings, payable at the Central Trust Company, on the 25th inst.

Transfer-books will close February 21st, and re-open February 26th.

DRAKE DE KAY,
Secretary.

OFFICE GREEN MOUNTAIN GOLD MINING CO., OF CALIFORNIA, No. 54 BROAD-ST.,
NEW YORK, February 12, 1880.

DIVIDEND NO. 8.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a monthly dividend of FIVE CENTS PER SHARE on the Capital Stock of this Company for the month of January, payable on the 25th instant.

Transfer-books close on the 18th and re-open on the 27th of February.

L. D. CORTRIGHT, Secretary.

OFFICE OF THE CLIMAX MINING COMPANY, OF LEADVILLE, Col., 58 Broadway.
NEW YORK, Feb. 12, 1880.

DIVIDEND NO. 3.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a DIVIDEND of $20,000, being TEN (10) CENTS per SHARE (par value $10) on the capital stock, payable MONDAY, FEBRUARY 23, at the National Bank of the State of New York, financial agents of the company.

Transfer Books close MONDAY, 16th inst., and reopen on TUESDAY, 24th inst.

W. B. ALLEN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Jan. 22, 1880.

A DIVIDEND OF THREE (3) PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of its capital stock as registered at 2 p. m. on the 12th of February next, after which, and until the 4th of March, the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, February 27, 1880.

The New Anglo-American Bank.

We are informed upon inquiry of Mr E. T. Bell, of Messrs. W. J. Wilcox & Co., who has accepted a directorship in the new Union Bank of England and America, whose organization we noted in a recent issue, that subscriptions to the stock of the above bank, as per private cable, have already amounted to a large proportion of the first issue of the capital stock of $7,500,000, which will be placed in Great Britain except what is taken by the New York directors, as their allotment. The purpose of the bank is to increase the export and import banking facilities between this country and Europe, which have remained the same for some years, notwithstanding the commerce of New York with Great Britain has grown to the enormous sum of $750,000,000 annually. It is for this purpose that the New York directors were selected largely from prominent mercantile houses interested in the import and export trade. Agencies will be established in the South and West as well as in other seaboard cities and in Canada under the control of the New York Branch. The head office will be in London with a branch also in Liverpool where a similar bank was projected, whose originators have joined the Union English and American Banking Association. In addition to affording special advantages to shippers and importers in bills of exchange and commercial credits this bank will also issue travelers' credits and do a general banking and trust business. The New York directors are a thoroughly representatives class of business men whose houses are at the head of their different departments of commerce and finance, whose business capacity and experience as well as financial resources and influence must bring custom to the new enterprise from its start, out of their respective circles. Mr. E. T. Bell, of the Wilcox Lard Refining Co., which is probably more widely known in Europe than any Provision house, from its famous brand of lard represents the Provision trade. Mr. A. E. Orr, of David Dows & Co., whose house is without doubt one of the most widely and favorably known in commercial and railroad circles in this country, represents the Breadstuffs trade. Mr. B. B. Sherman, President of the Mechanics' National Bank, is as well known in banking and Wall street circles and represents that interest. General Christeusen is an equally representative man in his line of business, as well as Messrs. Corlies and Hoadley; while Mr. Sparks, formerly of the White Star line of steamers, represents in London the shipping interests which will all thus be drawn more closely together by the bonds of mutual benefit. The Produce Exchange, the Cotton Exchange, and other commercial interests cannot but be benefitted by these additional facilities thus to be afforded them especially, and as this bank will fill a want in these trades its success cannot be problematical under the management of the men who have put their money into it and will manage its business.

Infringement upon Letters Patent for Improvements in Street Cars.

At a Stated Term of the Circuit Court of the United States of America, for the Southern District of New York, in the Second Circuit, held at the United States Court Rooms, in the City of New York, on Monday, the 26th day of January, in the year of our Lord one thousand eight hundred and eighty.

Present—The Honorable Hoyt H. Wheeler, Judge.

John Stephenson vs. The Second Avenue Railroad Co. } In Equity.

This cause having heretofore been brought to a hearing on the pleadings and proofs therein, and having been argued by George Gifford for complainant and by Horace M. Ruggles for defendant, and due deliberation had thereon,—

It is, on motion of George Gifford for said complainant ordered, adjudged and decreed as follows:

That the Letters Patent for improvements in Street Cars granted to the complainant, dated respectively June 14, 1864, December 13, 1864, March 16, 1869, May 14, 1872, and October 11, 1875, and numbered respectively 1959, 45442, 87800, 126757 and 6697 are and that each of them is good and valid.

That the said complainant was the first and original inventor and discoverer of the improvement in street cars as described and claimed in the said letters patent respectively, and that the said complainant is the exclusive owner of said letters patent.

That the defendant herein, the Second Avenue Railroad Company, has infringed upon the said letters patent and each of them and upon the exclusive rights of the complainant under the same.

And it is further ordered, adjudged and decreed, That the complainant does recover of the defendant the profits, gains and advantages

which the said defendant has received or made or which have arisen or accrued to it from the said infringement since the said dates of said letters patent respectively, and also that the complainant recover from the defendant the damages sustained by him by reason of said infringement.

And it is further ordered, adjudged and decreed, That the said complainant do recover of the defendant his costs and charges and disbursements in this suit to be taxed.

And it is further ordered, adjudged and decreed, That it be referred to Kenneth G. White, Esq., one of the Masters of this Court, residing in the City of New York, to ascertain, and take, and state, and report to the Court an account of the said profits, gains and advantages, and also the amount of damages sustained by said complainant from said infringement.

And it is further ordered, adjudged and decreed, That the complainant, on such accounting, have the right to cause an examination of the officers of said defendant, *ore tenus*, or otherwise; and, also, the production of the books, vouchers and documents of said defendant, and that the said officers attend for such purpose before said Master from time to time as said Master shall direct.

And it is also further ordered, adjudged and decreed, That a perpetual injunction be issued in this suit against the said defendant restraining it, its officers, agents, clerks, servants, and all claiming or holding under or through it from making, or selling, or using, or in any manner disposing of any of the inventions or improvements claimed in the said letters patent numbers 45442, 87800, 126757 and 6697, and from making, selling or using, or in any manner disposing of any street car containing any of the inventions or improvements claimed in said last mentioned letters patent pursuant to the prayer of the bill of complaint.

HOYT A. WHEELER.

Are we Building too many Railroads?

The *Public* of the 12th February, advances rather of a novel view of the effects of railroad building upon the people and business of the country. It says.

They have encouraged to the utmost that roving, wandering, unsettled spirit, which is the bane of all our industries. Agriculture, for example, has missed more than half of the profits which it would have realized, if the landholders had from the first been taught to cultivate each farm as if that and no other was to be the support of the family for generations. Instead, both North and South, the surface has been scratched, the land wasted, and then the farmer has migrated to new fields.

Will the editor say that this would not have been true without railroads in a new country so rich in soil by nature and so cheap?

Building new railroads induces people to migrate. It gives them a chance to get fresh and cheap land, within easy reach of new railroad stations.

Is not this one of the benefits of railroads which increase the national wealth?

Out of this continual shifting it comes to pass that the farm lands in the older States gain but little, or gradually diminish in value, and farming in those States becomes less favored as an occupation, and the population gravitates steadily toward the towns, while the distance from which food is brought to the inhabitants of those towns, and the cost of transporting it, each year increased.

This is true the world over as communities grow older and the farmer is compelled to seek thinly populated country in order to keep down the cost of production by tilling cheap lands.

The panics of 1857 and 1873 are more directly due to excessive building of railroads than to any other cause. Three times in our history we have suddenly stimulated to excess the migratory and speculative spirit, each time with disastrous results.

We would ask the editor of the *Public* if emigration is so disastrous to this country how it is that our greatest depression has been when there was the least of it, and our greatest prosperity when it has been the greatest? This a new doctrine that needs demonstration before acceptance. That the panics of 1857 and 1873 were due to building railroads farther than emigration had gone, and ahead of it, by about a decade, is no doubt true; and not because it had unduly stimulated emigration. Anything that tends to develop the resources of the country is a national benefit, and if some older sections less favored by nature and transportation than the new, suffer, that is their misfortune and not the evil of railroad building. To show the fallacy of the *Public's* argument, it should be carried out to its logical conclusion, which would be that all transportation facilities are an evil because they "induce people to migrate."

That panics are due to the railroad, because they enable people to get cheaper and richer lands and produce and get to market food supplies at reduced cost, is too contradictory to need answer. This instead is just what cheapened the cost of living in the older States whose natural advantages for manufacturing over the Western States induced them to quit farming for more profitable occupations, and hence large manufacturing centres grew up on the lines of railroads and commercial centres to accommodate them, and caused "the population to gravitate towards the towns." The *Public* reminds us of the Jersey farmers who opposed the building of the Central Railroad of New Jersey, because it deprived them of the hauling of their products to market by team, beside damaging their farms by running too near them. Railroads may be built in advance of emigration and hence too fast, and produce panics; but not when emigration goes ahead, or keeps up with them.

Are we then building too many railroads? Not if emigration is going with them and development keeping pace. The increased earnings of our railroads for 1880 compared with the previous five years show whether this has been done or not and so long as this ratio of increase is kept up it is idle to talk of too much railroad building, especially when the new roads into the new West and Southwest show the largest increase in earnings of any.

Expired Railroad Land Grants.

Extracts from the report to the Senate of the railroad land grants which have expired, are found in another column. The list contains two classes of grants: those which were allowed to lapse intentionally, and those which lapsed by reason of the panic and depression which rendered their compliance with the terms of the grant an utter impossibility. The former have no claim in justice to their renewal, but the latter have a very strong one, and it would be the height of injustice to refuse to renew those under which work in good faith has been done, begun or now to be begun because of financial assistance which could not have sooner been obtained. This class should include all which have lapsed since the panic whose original grants should be restored without abridgement.

Illinois Central Railroad Company.

REPORT OF THE DIRECTORS TO THE SHAREHOLDERS.

The directors refer the shareholders to the General Balance Sheet of 31st ultimo, with annexed abstracts. Comparing the net traffic with that of 1878, the increase is $181,691 66. The net amount yielded in 1879 by the traffic was $3,196,920 85 and the net receipts from land, above all expenses, amounted to $102,572 97. In addition the company received $102,321 84 interest on its investment in bonds secured by the first mortgage of the Chicago, St. Louis and New Orleans Railroad Company. Thus the aggregate net income was $3,401,815 66. From this fund the company has paid the interest on its bonds, and two dividends on its shares. Its business has required additional equipment: 260 freight cars have been built, and three heavy engines are in course of building in the company's shops. The outlays for equipment, together with the cost of considerable additional side track and important purchases of real estate, as well as cost of additional double track laid between Chicago and Hyde Park, with new station buildings, etc., have also been taken out of the income account, these construction charges aggregating $386,016 15. After all these deductions there is still a balance of income for the year of $617,204 50, which, added to $1,455,635 30 at credit of "Income" at the close of previous year, makes $2,072,839 80 now carried forward to the credit of that account.

The Branch Line mentioned in the last report, running southwest from Otte, has been extended 18.83 miles, and another branch running westerly from the first towards our main line, is nearly graded, and 12 miles of the track have been laid with iron rails. 7891 tons of new steel, and 1384 tons new iron rails, were laid on the road and branches last year, exclusive of the iron rails used in the extension of the new branch lines. 50 miles of track have been ballasted with stone and gravel. Of the 365 miles from Chicago to Cairo, 315 miles are laid with steel; it is proposed to complete the whole distance in steel, at an early day. We now have 543 miles of steel rail north of the Ohio.

The extraordinary demand for the grain and provisions of the Northwest at higher prices than of late years has strengthened the resources of the farmers. This is particularly evidenced in the largely increased volume of the Chicago lumber traffic, the receipts last year at that point reaching the astonishing amount of fourteen hundred and eighty-one million feet. It is probable that the population of Illinois has never enjoyed so large a prosperity as during the past season.

The shareholders will note that the later investment in the Southern line, made since 1877, is $1,600,009 of first mortgage bonds, brought forward at par. The opportunity of selling these bonds at a premium has been refused.

The extension of the Southern line to East Cairo has materially diminished the time occupied by trains in crossing the Ohio. The time between New Orleans and East Cairo has been shortened five hours, and trains are running with regularity and safety. For the Southern line 10,000 tons more of steel rails have been purchased, and it is proposed to reduce its grades at the northern end, this tending to increase its capacity for business, and reduce its expenses. Sixty miles more have been ballasted, and additional machine shops and other buildings erected. Various projects are mooted to secure a share of the export business through the Southern ports. It is intended to have this, the shortest through line, put in perfect order as rapidly as it can be done consistently with reasonable economy. From the superiority of its condition, and the fact that it is from 100 to 150 miles more direct than any competing system of roads, it is believed that it will practically control the traffic between the Northwest and the Gulf.

The annual meeting of shareholders will take place at Chicago, on the last Wednesday of May.

By order of the Board,

L. A. CATLIN, Secretary.

New York, 21st January, 1880.

GENERAL BALANCE SHEET.

Permanent expenditures, Illinois		$33,000,000 00
Permanent expenditures, Iowa		956,781 68
		$33,956,781 68
Springfield Division		1,600,000 00
Chatsworth Division		200,000 00
Working stock of supplies		429,108 62
$1,600,000 bonds, secured by First Mortgage Chicago, St. Louis and New Orleans R. R. Co., at par		1,600,000 00
Assets in New York office, net		862,764 93
Investments New Orleans Line, consisting of $5,023,000 Second Mortgage bonds and 61,000 shares, Chicago, St. Louis and New Orleans R. R. Co.		5,145 943 43
Assets in insurance fund		24,655 88
		$43,819,254 54
Shares		$29,000,000 00
Funded debt—		
Six per ct. Currency Redemption bonds of 1890	$2,500,000 00	
Six per cent Sterling bonds of 1895, £500,000	2,500,000 00	
Five per cent Sterling bonds of 1905, £200,000	1,000,000 00	
Sterling Sinking fund Fives outstanding Dec. 31, '78, £878,600	$4,393,000	
Less paid in 1879, £19,400.	97,000	
	4,296,000 00	
Seven per cent Construction bonds, outstanding	4,000 00	
		10,300,000 00
Six per cent Currency bonds of 1898, secured by Mortgage on Springfield Division		1,600,000 00
Six per cent Registered Currency bonds, secured by mortgage on Chatsworth Division		200,000 00
Balance Surplus Account		504,529 56
Balance Income Account		2,072,839 80
Liabilities, Chicago office		117,229 30
Insurance fund		24,655 88
		$43,819,254 54

APPLICATION OF INCOME.

Net receipts from operation of railway in 1879		$3,196,920 85
Land office receipts		102,572 97
		$3,299,493 82
Six per cent bond coupons, April and October	$300,000 00	
Sterling five per cent Sinking Fund bond coupons, April and October	218,350 00	
Sterling five per cent bond coupons, June and December	50,000 00	
Six per cent bond coupons, Springfield Division, July, 1879, and January, 1880	96,000 00	
Interest paid on Chatsworth Division bonds.	5,133 53	
	$669,483 53	
Less interest collected on bonds of New Orleans line. $102,321 84		
Less savings on purchases of sterling exchange. 10,888 52		
	113,210 36	
	$556,273 17	
Dividend of March, 1879	870,000 00	
Dividend of September, 1879	870,000 00	
		2,296,273 17
		$1,003,220 65
Construction account in Illinois for 1879		886,016 15
Balance of income for 1879		$617,204 50
Add balance at credit of income, 31st December, 1878		1,455,635 30
Balance Income Account, 31st December, 1879		$2,072,839 80

New York, West Shore and Buffalo R. R.

A certificate of incorporation has been filed in the office of the Secretary of State at Albany of the New York, West Shore and Buffalo Railroad Company. The capital stock is fixed at $30,000,000. The road is to run "from a point on or near the west shore of the Hudson River, and on the division line between the States of New York and New Jersey, along or near the said west shore, via Piermont, Nyack, Haverstraw, West Point, Newburg, Rondout, Catskill, Athens, Coxsackie, Schenectady, and thence along or near the south shore of the Mohawk River to Utica, and thence by way of Syracuse to Buffalo, with loop lines or branches to the cities of Albany and Rochester, and also by a connecting line or connecting lines from one or more points upon the Hudson River to a point upon the Hudson River opposite to the city of New York." The total length is estimated at 560 miles, 425 of which are main line. The original company, which was known as the New York, West Shore and Chicago Railroad Company, was organized in 1870. A portion of the line was graded and about two and one-half miles were laid with rails. The property was sold February 7, 1879, under process of foreclosure, to a purchasing committee of the bondholders. The directors of the new company are: Joseph Pool, President; James B. Johnson, H. J. Cullen, Henry Morgan, Hiram Post, Henry L. Bennett and George S. Studwell, of New York; ex-Governor John B. Page, Rutland, Vt.; Daniel D. Warren and Willis Phelps, Springfield, Mass.; Theodore J. Little, Morrisania, H. C. Gleason, Shrewsbury, Vt., and Wallace E. Andrews, Cleveland, Ohio.

Northern Central Railway.

The annual report of the President and Directors of the Northern Central Railway Company shows that the revenue for the year ended December 31, 1879, was $4,107,948 82, of which $627,926 88 was from passengers and $3,272,301 56 from freight, and that the operating expenses were $2,861,941 97, leaving as net earnings $1,246,606 85. In comparison with the year 1878 there was an increase in gross earnings of $384,491 92, equal to 10.33 per cent, and an increase in expenses of $254,444 76, showing an increase in net earnings of $127,047 16, or 11.35 per cent. The balance of net income for 1879, carried to credit of profit and loss account, after paying interest charges, operating expenses, &c., was $168,994 65. The total tonnage for the year was 7,920,866 tons, an increase over the year 1878 of 2,117,495 tons. While the tonnage mileage increased 43 3-10 per cent, the gross receipts, owing to the low rates prevalent during the year, only increased 15 3-10 per cent; but as a result of the wise expenditures of the past few years and the thorough efficiency of the service of the company, this largely increased tonnage was moved without a corresponding increase of expenses. During 1879 there were moved over the road to Baltimore 25,812,279 bushels of grain, an increase over 1878 of 14,812,066 bushels. The system of voluntary inspection of tobacc has worked very satisfactorily, and, owing to the rapid increase of this class of traffic, the warehouse at Canton will have to be enlarged. There are now on the track of the various roads 32,795 tons of steel rails, leaving but 4,799 tons of iron rails remaining, which will be replaced by steel during the present year. The property is said to be in excellent condition, its road bed, equipment and other facilities never having been so complete as at present. The report closes by saying that, in the judgment of the board, the reviving business of the country will justify an increase in the compensation of officers and employes of the road not later than the 1st of April next.

☞ A contract was let on the 19th inst. for the construction of another 50 miles of the Texas and Pacific Railway extension west of Weatherfield, Texas. The iron and other material, and a complete outfit for a telegraph line, from Ft. Worth to Weatherford, is on hand, and trains will be running to the latter place by the first of April.

☞ The next annual meeting of the Pennsylvania Railroad Company will be held in Musical Fund Hall, Philadelphia, on Tuesday, the 9th of March. The annual report of the company will, in compliance with a resolution adopted by the stockholders, be distributed from the general offices on the 2d of March.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe. 100	10,409,300	.....	Feb. '80 3
Atlanta and West Point. 100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law* ... 100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah. 100	1,022,900	J. & D.	June '79 3½
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio 100	14,216,800	M. & N	Nov. '79 4
" " pref. 100	4,549,578	J. & J.	Jan. '80 3
Washington Br. 100	1,650,000	A. & O.	Oct. '79 3
Berkshire* 100	600,000	quarterly	Apl. 79 1½
Boston and Albany 100	20,000,000	M. & N	Nov. '79 4
Bos., Clin., F. & N. Bed. 100	1,297,600	— & —	.....
" " pref. 100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar. ... 100	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N	Nov. '79 3
Boston and Lowell 500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine 100	6,921,274	M. & N.	Nov '79 3
Boston and Providence. 100	4,000,000	M. & N.	Nov. '79 3½
Attleborough Branch. 100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn. 100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie* . 100	950,000	J. & D	June '79 3½
Burl. & Mo. Riv. in Neb. 100	8,587,800	quarterly	Feb. '80 2
Camden and Atlantic ... 50	377,400	quarterly	Jan. '77 2
" pref. 50	338,311	quarterly	Nov. '79 3½
Camden & Burl. Co 100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June '79 3
Catawissa* 50	1,159,600	October.	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	Nov. '79 3½
" 2d pref. 50	1,000,000	M. & N.	Nov. '79 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N	Feb. '80 1
" " pref. 100	769,600	F. & A	Feb. '80 3½
Central of Georgia 100	7,800,000	J & D.	June '79 2½
Central of New Jersey. 100	18,583,200	quarterly	Apl. 79 2½
Central Ohio* 50	2,425,000	J. & J.	Jan. '80 3
" pref. 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb. '80 3
Chemung* 100	380,000	quarterly	Jan. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton 100	10,065,400	M. & S.	Mar. '80 3
" pref. 100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy. 100	20,928,300	M. & S.	Mar. 80 2
Chicago, Iowa & Nebras* 100	6,156,000	A. & O.	Apl. '79 $2
Chi., Clin., Dub. & Minn.	3,916,200	J. & J.	Jan. '80 5
Chicago, Iowa & Nebras* 100	15,404,261	A. & O.	Oct. '79 2½
Chi, Mil. and St. Paul. 100	12,279,483	A. & O.	Oct. '79 3½
" " pref. 100	14,988,807	J. & D	Dec. '79 3
Chicago & N. Western. 100	22,025,603	quarterly	Dec. '79 1½
" " pref. 100	20,980,000	quarterly	Feb. '80 2
Chicago, R. I. & Pacific. 100	3,500,000	A. & O.	Apl. '79 2
Cin., Ham. & Dayton 100	429,037	M. & N.	Nov. '78 4
Cin., Sand. & Clev. pref. 50	14,991,800	F. & A.	Feb. '80 2½
Clev., Col., Cin. & Ind. 100	2,057,569	M. & N.	Nov. '79 4
Cleveland & Mahoning* . 50	11,236,150	quarterly	Mar. '80 1½
Cleveland & Pittsburg* . 50	1,786,200	M.J.S.D	Dec. '79 2
Columbus and Xenia* ... 50	2,500,000	F. & A	Feb '80 4
Colum. & Hocking Val. 100	1,500,000	M. & N.	Nov. 79 5
Concord 50	350,000	J. & D.	Dec. 79 3½
Concord and Ports.* 100	2,175,700	F. & A	Feb '80 1½
Conn. & Passum p Riv.. 1 0	2,100,000	J. & J.	Jan. '80 4
Connecticut River 10	1,292,950	J.A.J.O.	Oct. 79 2½
Cumberland Valley 50	241,900	A. & O.	Oct. '79 4
" 1st pref.. 50	243,000	A. & O.	Oct. '79 4
" 2d pref... 50	800,000	quarterly	Mar. '78 1½
Danbury and Norwalk .. 50	2,401,528	A. & O.	Oct. '79 1½
Dayton & Michigan* 50	1,211,250	quarterly	July '79 2
" pref. 50	1,230,950	J. & J.	July '79 3
Delaware* 50	1,500,000	quarterly	Aug. '79 1½
Del. & Bound Brook* ... 100	26,200,000	quarterly	July '76 2½
Del., Lackaw. & Westn. 50	1,874,000	annually	Feb. '80 3½
Detroit, Lans. & Nor. ... 100	2,503,300	F. & A.	Feb. '80 3½
" pref 10.	6,000,000	A. & O.	Oct. '79 2
Dubuque & Sioux City* 100	1,409,200	J. & J.	Jan. 80 3
East Pennsylvania* 50	392,950	J. & J.	Jan. 80 3
East Mahanoy* 50	1,968,274	.....	May '79 3
East Tenn., Va. & Ga. ... 100	4,997,600	J. & J.	July '78 3
Eastern (Mass.) 100	492,500	J. & D.	Dec. '79 2½
Eastern (N. H.) 100	2 750,000	— & —	Oct. '79 $1
Ec. River	600,000	Sept.	Sept. '79 5
Elmira, Jef. & Canand* 100	500,000	M. & N.	Nov. '79 2½
Elmira & Williamsport* 50	500,000	J. & J.	July '79 3½
" " pref. 50	1,090,250	quarterly	Sept. '79 1½
Erie and Pittsburg* 50	4,500,000	J. and J.	Jan. '80 3
Fitchburg 100	600,000	.....	Oct. '79 1½
Frankfort and Kokomo. 100	4,200,000	J. and D	Dec. '78 3
Georgia 100	116,850	M. & N.	Nov. '77 2½
Han. Junc., Han. & Get. 50	1,182,500	J & J.	July '79 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '80 2
Illinois Central 100	29,000,000	M. & S	Sept. '79 3
Iowa Falls & Sioux City* 100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,630,000	quarterly	Feb. 80 1
Io. Ce. & Mo. Northern. 100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind. 100	2,000,000	quarterly	Aug. '79 1½
Joliet and Chicago* 100	1,500,000	quarterly	July '79 1½
Kan. City, Top. & West. 100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra 1 0	4,500,000	J. & D.	June '78 1
" pref. 100	500 000	J. & D.	June '78 3
Lake Shore & Mich. So. 100	49,466,500	F. & A	Feb. '80 4
" (guar.) 100	833,500	F. & A.	Feb. '80 5
Lawrence* 50	450,000	quarterly	Oct. '79 2
Lehi n Valley 50	27,332,555	quarterly	Jan. '80 1
" pref. 50	106,300	quarterly	Jan. '80 2½
Little Miami* 50	5,871,450	quarterly	Sept. 79 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville.. 100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi... 100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover 100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ... 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '79 5
Marietta & Cincinnati ... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 1s
Massawippi* 100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated.. 100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,788.204	F. & A.	Feb. '80 4
Middlesex Central..... 100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery.. 100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex* 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell 100	800.000	M. & N.	Nov. '79 3
Nashua and Rochester . 100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur.. 100	1,529,000	J. & D.	June '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Oct. '79 1½
Naugatuck 100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Sept. '79 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern* 100	1,418,800	quarterly	Oct. '79 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	.....	annually	Apl. '79 3
New York & Long Br.* 100	2,000,000	.....	Oct. '79 3½
New York Elevated..... 100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West. 100	77,107,700	.....	.....
" " pref... 100	8,146,700	.....	.....
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '79 5
N. Y., Provid. & Boston. 100	3,000,000	quarterly	Feb. '80 2
Nias. Bridge & Canand* 100	1,000,000	J. & J.	July '79 3
North Carolina* 100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S. C.) pref... 100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester* .100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	5,077,000	J. & J.	July '78 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.... 100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '79 1½
Panama 100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '79 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton* 100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '80 4½
" Special Imp...100	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J & J.	Jan. '80 5
Republican Valley 100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesse Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd...100	2,998,900	J. & J.	July '75 3
Rutland preferred. 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n. 100	14,348,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell..... 100	2,433 shs	M. & S.	Sept. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '79 3½
Shamokin V. & Pottsv.* 50	800,450	F. & A.	Aug. '79 3
Shore Line* 100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref...100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July 79 3½
Stony Brook* 100	287,300	M. & N.	Nov. '77 3
Summit Branch* 50	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston..... 100	1,600,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S.V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River* 100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.) 100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley 100	225,000	J. & J.	July '79 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey. 100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon. 100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac* 100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg* 100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City 100	110,200	— & —	.....
Baltimore City 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills... 100	.....	J. & J.	Jan. '80 3
Boston & Chelsea prof...100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y) 100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug. '79 3½
Bushwick (Brooklyn)..... 100	309,000	J. & J.	July '71 3½
Cambridge 100	875,000	J.A.J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.) 50	800,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl. '00	500,000	— & —	.....
Continental (Phila.)..... 100	180,000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat. 100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ... 100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600,000	J. & J.	Oct. '79 4
Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland 100	600,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston 100	200.000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)..... 100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam. 100	102 540	.....	Oct. '79 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City 50	476,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Delaware Division 50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson....100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated).... 100	1,025,000	F. & A.	Feb. '78 2
" (preferred)..... 100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	2,303,207	annually	A.'79 70c.s
" " (pref.). 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express 100	12,000,000	quarterly	Dec. '79 2
American Coal 25	1,500,000	M. & S.	Sept. '77 2½
American Express..... 100	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co ... 100	3.000 000	J. & D.	Dec. '79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co..... 100	... .	Annual.	Feb '80 $5
Consolidation (Md.) Coal. 100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel..... 100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal 100	4 400,000	F. & A.	Feb. '78 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref 100	8,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co..... 100	305,200	quarterly	Mar. '80 2½
National Tube Works... 100	1.000.000	quarterly	Jan. 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept. '69 2
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car ... 100	6,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common ... 100	5,700.000	.....	.....
preferred ... 100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge..... 100	1,700,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co. 100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '80 4
West. Union Telegraph. 100	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877	134,664	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679 104
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129.554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	960,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,070,759	1,320,346	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369.311	4,656,764
1876	305,597	346,550	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445 597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	312,311	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880	502,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566 858	1,407,240	1,114,555	14 528,653
1879	1,008,000	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,035,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,803
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,723	809,212	716,512	8 451,768
1879	591,175	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
1880	763,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282.631	234,343	3,676,458
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,573	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,6.0	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,310	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	590,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258 107	3 294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,993	403,307	443,514	391,421	260,450	3,729,606
Lake Shore & Mich South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,143	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,673	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,7o6	206,757	207.514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,918	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127.079	1,172.961	1,258.990	1,157,691	1,446,929	1,338.272	1.473,532	1 381.391	1,205.755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,797	1,713,697	1,515,835	1,398,244	16,509,421
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,16o,898	1,151,795	1,037,314	917,228	1,248,716	1,331,682	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356.831	810 891	11,144,048
1879	900 482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,668	1,325,780	13,621,241
1880	1,239,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421.605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713 200	656,195	664,675	5,301,873
1880	555,615	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,468
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1879	037,340	719,962	855,409	1,075,058	1,098,389	1,154,232	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,002,004	12,873,653

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Feb. 1, 1880					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$14,365,000	6	Jan. & July.	1880	104
.. .. coupon	3,570,000	6	" "	1880	104
Oregon War Bonds of March 2, 1861 ... coupon	514 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	129,666,750	6	Jan. & July	1881	105¼
.. .. coupon	50,561,000	6	" "	1881	105¼
Loan of March 3, 1863 ..... registered	54,232,450	6	Jan. & July.	1881	105½
.. .. coupon	16,316,100	6	" "	1881	105½
Loan of March 3, 1864 .... (10-40s) .... registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s) ..... coupon	.....	5	" "	1904	....
Loan of March 3, 1865 ... (5-20s) ..... registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s) ..... coupon	.....	6	" "	1887	....
.. .. registered	.....	6	Jan. & July.	1888	....
.. .. coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870 ..... registered	288,323,750	5	F. M. A. & N.	1881	103¾
.. .. coupon	217,671,600	5	" "	1881	103¾
.. .. registered	148,391,(00	4½	M. J. S. & D.	1891	107½
.. .. coupon	81,009,000	4½	" "	1891	105½
.. .. registered	507,687,400	4	J. A. J. & O.	1907	106¾
.. .. coupon	231,088,750	4	" "	1907	106¾
Refunding certificates of Feb. 28, 1879	2,069,800	4	.....	.....	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest ..... (var.).	12,002,445	...	.....	.....	....
Debt bearing no interest	324,510,095	...	.....	.....	....
Pacific R. R. Bonds (registered) .... (currency)	64,623,512	6	Jan. & July.	'95-'99	125½
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876 ...	7,000,000	2	Jan. & July.	1906	65
.. Substitution B) bonds; R. R. do	596,000	5	" "	1906	92
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	73½
.. Funded obligations, July 1, 1874	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870	3,200,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871	1,983,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds ...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds ...	5,150,000	7	April & Oct.	1900	8½
California—($5,394,500):					
.. Relief bonds, 1870 and 1872, gold	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold ..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr)	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,718,100):					
.. Improvement (gold) bonds, 1872	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.) ...	13,743,250	3.65	Feb. & Aug.	1924	93
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866	3,600, 00	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870)	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872)	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876. ..	542,600	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877	2,298,000	6	" "	1889	....
.. Funding (1879) bonds	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,176):					
.. Funding, etc., bonds, 1861 to 1869	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18.9	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874)	11,777,100	7	Jan. & July.	1914	15
.. * Loan to N. O. & P. R.R ('78) $2,000,000	....	..	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex R. R. (n f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n.f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds, 1864	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '67	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals	186.681	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.	269,660	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1865) bonds	3,328.750	6	Jan. & July.	1883	108
.. State Loans (1871 to 1874)	916.731	6	" "	'87-'98	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	PAYABLE.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878 ...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110½
.. War Loan, (1869) stg	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,463	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200.000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3.599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862 ...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	3'0,000	7	Jan. & July.	'79-'83	...
.. * Railroad (1858) Loans	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868	2,727,000	6	" "	1888	110
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)	4.350,000	6	" "	'95-'97	105
.. Railroad Aid (1854-1860) Bonds	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872	2,206,100	6	" "	'92-'05	115½
.. State bonds, 1873	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863 ..	1,500,900	6	Jan. & July.	'80-'98	....
.. War Loan (taxable) bonds, 1864	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15½
.. * Funding (new) bonds	3,888,600	6	" "	'98-'00	10
.. * Special tax bonds	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81 ..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86 ..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free ..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan	814,350	5	" "	'77-'92	113
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54)	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold	469,000	6	" "	'75-'7.	...
.. *Funding bills receivable (1868) gold	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873) ...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	33
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	33
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold ...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold)	1,000.000	7	" "	1904	....
.. Veteran Pension (1874) bonds	1,363,000	10	" "	1894	....
.. Redemption bonds, 1876, gold	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (Irds fundable), registered ..	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (Irds fundable) coupon		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered	1,641,615	6	" "	1905	....
.. Consols (act, 1872)	2,359,500	6	" "	1906	....
.. Consols (act, 1872)	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)	212,883	6	" "	1905	....
.. *Deferred Certificates, (W. Va.)	15,239,370	...	Contingent.	.....	8½
.. *Interest unpaid to Sept. 30, 1878	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	109
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	112½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	118
Special Mortgage to Penn	3.500,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	43½
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	115½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	134½
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	109
Loan of 1856-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	55½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	52
Mass. L. (rec'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1896	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	122
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	...
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	86½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	570,500	8	" "	" "	1889	...
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1892	870,000	8	" "	Boston.	1888	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	106½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	...
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	400,000	7*	Jan. & July.	Philadelphia.	1883	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	91½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	115
Chattel Mortgage	209,850	5	May and Nov.		88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	103½
1st Mort. (W to Minn. Lake)	1,34 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	115
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	60
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	87
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	107½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	104½
1st Mort. (S. Fr., Okld & Ala)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,090,000	6*	April & Oct.	" "	1900	106½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	69
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (" " "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	121
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago,Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200 000	2 200 000	8	Jan. & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	114
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	118
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	110½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1907	112½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	126
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	1,304,000	7	Jan. & July.	" "	1905	109
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	108½
General 1st Mortgage (193 m.)..	3,440,400	7	" "	" "	1885	108½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River)..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds	12,343,000	7*	June & Dec.	" "	1902	117
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" "	1898	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	118
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C., H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1908	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	103
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1880	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	94½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	106
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	118
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	109
Clev.& Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1938	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	669,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Eqnip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118†
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	109½
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	534,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	92
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,347 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	...
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	...
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	643,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	6	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	...
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1861	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104
Des Moines and Ft. Dodge:						
1st Mortgage(ocypoa).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	...
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	..
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	...
Bonds of June 30, 1866.....	1 702,317	6a7	Jan. & July.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	...
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghenv Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	...
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	..
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	.
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	..
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	..
Company Bonds (E.T.& Ga.,old)	636,000	6	"	" "	'80-'85	..
Company Bonds (" new)	156,400	6	" "	" "	1876	...
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	..
Loan of 1868.....	.....	6	" "	"	'88-'89	..
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876 ..	13,275,000	4½*	" "	Boston.	1906	92
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	...
2d Mortgage	200,000	6	April & Oct.	"	1886	...
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	107
3d Mortgage.....	4,852,000	7	" "	" "	1883	108
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1889	104
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	...
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116½
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	12[illegible]
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	92
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	...
2d Mortgage	92,800	7	April & Oct.	" "	1890	...
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1883	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1863	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & K.leg.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	82
Construction Loan.....	280,404	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	630,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	103½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	111½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg fd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1863	300 000	6	April & Oct	Brot. & Bost	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	109½
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	105
1st Mort. (Waco & N W. Div.)	940,000	6*	" "	" "	1903	106
Income and Indemnity bonds	1,359,500		May & Nov	"	....	95
Consolidated Mortgage	2,864,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	74½
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	114
1st Mortgage Extension gold	5,500,000	7*	Jan. & Jul.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	6.½
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'88	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	493,000	7	June & Dec.	" "	1892	....
2d Mort. (" " ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak[illegible] (I.,L.&L.M.):						
1st Mortgage[illegible] Bar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	1 2
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar	1,277,000	8	Jan. & July.	New York.	1885	10
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	500,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 180 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept	" "	1890	108
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	109½
1st Mort. (1,000,000 acres).....	—	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	122
Consol. Mort., S.F., Coupon..		7	Jan. & July.	" "	1900	122½
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	117½
Bonds of 1882 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" " ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" " ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" " ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" " ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg...		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125½
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered ...		6*	" "	"	1922	112
Lewisb. Centre & SpruceC.(Pa.R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	102
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1871	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	908,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	c.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	105?
Consol. M. for $6,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	118½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225.000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,490,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	102½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	94½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	83
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	51½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	112½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400 000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	97
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,000,000	6*	Jan. & July.	New York.	1908	103½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	119½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	108
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400 000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6*	April and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage...	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage...	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold...	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	104
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	65
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage...	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage...	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds...	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage...	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	...	....
2d Mortgage...	1,453,858	6	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage...	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage...	127,000	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	128½
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds.....	384.000	7	Jan. & July.	" "	1900	...
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	...
Special Mortgage..	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage.....	4,700,000	7	" "	"	1913	114½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage...	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000....	1,200,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	303,000	6	April & Oct.	New York.	1885	104
2d Mortgage....	597,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	...
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	107
2d Mort. (Hudson River) S. F..	1,794,000	7		" "	1885	109½
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126½
1st Mort., reg'd }		7	" "	" "	1903	126½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	125½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	113
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	...
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	113
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment.....	3,800,000	7	.....	"	...	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000....	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	282,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	115
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	109½
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2 035,000	7	Jan. & July.		1903	115
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	107½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,938,000	6*	Jan. & July.	Lond. & Balt.	1904	104
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	" "	Baltimore.	1926	79
Second General Mort. coupon...	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd....	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	112½
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	112½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	113½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	84
Old Colony.						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	117
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	108
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1885	...
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114½
General Mortgage, registered.		6	" "	" "	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	116½
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	123½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	114
General Mort. for $20 000,000	7,852,000	6*	" "	Phil. or Lond.	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	102
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	116½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	116½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	...
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	...
Gen'l Mort. stg. S.F. ($60.000,000)	19,686,000	7*	Jan. & July.	" "	1908	86
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	90
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	77
Trading income	339,200	7	" "	" "	1896	55

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	102½
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	58
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	113½
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	128
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	...
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	123½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	...
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	...
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	6	March & Sept.	"	1884	...
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	149,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	...
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	..
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	...
1st Mort. gold, guar. by Ga. R.R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77½
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	800,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	105
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1890	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,788,500	7	May and Nov.	" "	1921	124
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1.766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	176,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	176,000	8	Apr. and Oct.	Richmond.	'80-'86	...
New mortgage of 1875	31,000	7	May & Nov.	"	1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept	New York	1890	95
2d Mortgage	460,000	7	Jan. & July	" "	1901	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	73
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
St Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	115
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	90
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115½
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	103½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	104
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	110
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.& Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St .Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	98½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	74½
St .Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf.						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	78
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	155,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,622,200			U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	116½
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	107½
Consolidated Mortgage	7,648,000	6*	June & Dec.	" "	1906	97½
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	75
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $4,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108½
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	108½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	" "	1890	105
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	107½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	103½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	48½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	101
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	111¼
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113¾
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	119¼
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	94¼
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	109
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105¾
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	113
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	101¼
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	6	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85¼
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	101
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	98¼
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	48
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	211,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lon [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116¼
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	. .....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)....	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	115
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108¾
2d Mortgage preferred.....	600,000	6	" "	"	1895	89
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	107¼
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	100
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109¾
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	110
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,500	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	" "	Various.	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99¼
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	79
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	90
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. — 2d series, July 1, 1869 reg.	3,500,000	7	Jan. and July.	New York.	1884	105
1st Mort. — 3d series, Jan. 1, 1871 reg.	5,000,000	7	" "	" "	1891	107¾
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	112
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	110
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107¾
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	105
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	105
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100¼
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	91
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,399	6	March & Sept.	Philadelphia.	'72-'97	102
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	80
Improvement bonds.....	260,000	6	May and Nov.	"	1890	....
Boat and Car Loan	756,650	6	" "	"	1913	80
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	45
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	...
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	...
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	...
2d Mortgage.....	200,000	6			1886	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The [illegible] (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	H. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	206.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,760,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,625	485,336	1,006,211	456,579	7	100	105½
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	269.5	1,423,969	375,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,668	102,660	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	77
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	140½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,926,537	—	512.0	4,356,182	919,064	2,682,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	118.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,887	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,365,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,000,000	3,484,000	288,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	723,000	.....	.....	.....	723,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,282	3,031,498	18,277,309	37,670,350	5,319,729	37,111,919	557.3	9,303,055	.....	.....	8,563,957	4,039,612	8	100	156
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	.....	.....	114,332	1,650,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	.....	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	.....	.....	.....	1,503,460	7,744,000	3,426,853	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 20, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,080	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	64.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,90	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	142
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,762	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	29½
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,887	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,619	6	100	12½
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	97
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	3,513,216	1,242,230	1,040,044	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	120½
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	2,522,798	*	9,161	77,616	2,245,231	500,000	500,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,274	207,400	698,898	144,398	4,000,000	800,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,216,417	358,490	6	100	141½
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie. (N. Y., L. E. & W.). N. Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,024	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	60
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,958,300	1,776,111	502,467	415.2	469,122	168,683	379,879	1,921,350	1,302,673	4	100	141½
Dec. 31, 1878	19 8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	66.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	39[illegible]014	131,150	390,899	12,000,000	6,850,000	1,495,890	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	18	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	5.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	36
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,489,463	*	4,915,026	164,534	15,000,000	11,511,845	1,012,265	294,966	326.6	1,681,914	219,544	958,044	1,440,270	233,045	—	100	66
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	35
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,687,000	1,487,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	25½
Dec. 31, 1878	271.6	2.6	18.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	.....	.....	.....	7,620,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	111
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,800,000	3,617,000	396,718	.....	712 6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	36
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	344.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	86½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*..... Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	78
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	64,275,500	94,349,680	7,209,255	12,389,278	1,941.0	9,528,444	6,978,188	1,787,642	17,550,858	8,744,740	—	100	81½
Sept. 30, 1878	195.0	—	18.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	86,855	192,580	196.0	415,353	85,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,233,37	172,175	588,066	1,936,360	341,621	—	100	22½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53 6	577,059	124,321	419,309	527,588	123,835	1pf	100	54
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	106½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,645	3,327,845	27,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	147
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,354	.....	221.6	313,592	87,572	235,333	538,595	260,947	—	100	66½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,556	323,054	3,714,154	220,611	115,718	162.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31, 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,587	10	100	138
Dec. 31, 1878	831.3	581.0	182.0	122 0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,748	3,659,454	7pf	100	80½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,378,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,135,659	3,328,427	4,285,937	13,420,606	6,816,812	7pf	100	91½
Mar. 31, 1879	500.2	222 0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,553,530	*	2,524,006	163,016	20,980,000	9,952,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	152½
Dec 31	549.0	27.6	60.0	—	100	34	26	1,708	Chic., St. Louis & N.O.. Ky., T., M. & La.	25 911 501	.....	.....	.....	8,663,650	17,247,861	120,695	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	44½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Dashes (—) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date of latest Statement.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec 31, 1878	140.4	484 3	671.6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,037	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501		100	106½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	496	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,350,676	27,528,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	104½
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,167,971	850,950	624,564	1,223,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	62
Sept. 30, 1878	94.9	63.0	63.0	—	55	152	15	381	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,167,715	251,580	1,681,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	.....	.....	—	100	15½
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	.....	.....	.....	.....	.....	.....	213.5	613,520	327,384	314,282	231 290	138,370	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ....Ky. & Tenn.	24,006,920	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,083	294,160	—	100	....
Dec. 31, 1878	288.8	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	7,806,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973 4	3,110,247	720.427	2,614,007	5,697,598	2,344,242	3	100	144
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	105
Jun. 30, 1878	187.3	87.9	183 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2 584,932	391,220	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3 844	3,530,000	3,932,050	11,307,811	7,509,691	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,981	1,050,376	28,867	132,436	4,565,627	4,742 200	20,113	—	99.7	171,215	74,140	45,114	110,777	9,467	—	100	19½
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4,220.000	1,309,535	102,588	88.5	195,998	59,411	663,276	566,453	299,181	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2.850,000	402,217	75,536	132.0	.....	.....	158,458	682,412	307.445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,938	*	6,159,161	345,173	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,483.937	1,530,737	6,872,094	2,707,353	4	100	91½
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	167,457	.....	.....	378,780	176,985	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457.223	1,800.000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	676.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,960,176	265,473	490,060	2,981,682	348.483	—	100	43
Dec. 31, 1878	283.5	15.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,442	1,660,087	—	100	15
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,866	*	2,437,577	859,751	5,320,000	15,484,249	719,739	.....	528.6	1,166,773	233,067	186,638	2,093,500	379,321	—	100	24½
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,364	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex..... .....New Jersey.	17,710,791	12,144,940	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	107
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,629	869,726	271,417	497,456	158,403	2	100	138½
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,275	5	100	58½
Jun. 30, 1878	321.0	132.5	48.1	—	47	28	16	1,080	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	115½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	781,332	1,642,557	2,105,000	389,024	39 ,308	122.3	356,841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	298	Naugatuck .....Connecticut.	1,928,845	234,087	108,797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	86	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,782	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3½).....New Br.	2,021,000	*	.....	.....	200,000	1,772,000	99,000	.....	190.0	.....	22,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,841	24,227	120.172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle& Beaver Val.(Penn. Co.)..Pa.	824,083	—	.....	.....	605,000	.....	.....	.....	14.9	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	83.9	15.1	23.7	—	20	18	8	458	New Haven and Northamp.Conn. & Mass.	4.005,281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	169.3	364,773	268,243	273,437	648,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.).....Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	.....	.....	.....	.....	.....	.....	141.0	.....	181,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.6	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,158,683	—	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15964	New York Central & Hudson River.N.Y.	82,163,689	17,730,406	29,967,488	.....	39,428,300	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	131½
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,118,329	———	Included in 5.5		Lessees returns.		.....	.....	8	100	171
Sept. 30, 1878	5.5	—	5.5	—	—	851	—	—																		
Sept. 30, 1878	460.0	96.5	1.179	—	476	311	96	—	N. Y., Lake Erie & Western. N. Y. &Pa.	118,019,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009.114	—	100	45½
Sept.30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	568,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,851	20,000,000	400,000	934,076	201,721	139.0	815,362	1,731,635	435,367	1,006,287	197,890	—	100	52½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	1,373,773	1,507,029	15,500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	156½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2.645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138½
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	60.000	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	Northeastern ¶.....S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	8.9	452.301	141,209	401,922	426,874	107,372	5	100	97
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Central.....Md. & Pa.	12,184,505	4 196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	67½
Aug. 31, 1878	449.0	186.5	26.0	180.0	48	22	24	1,296	Northern Pacific...Minn.Dak.,Wash.&c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	.....	50,342.761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	33½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,145	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,607	251,639	4.264, 50	6,000,000	2,041,555	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	101½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	408,094	666,883	269,778	10	100	127
Sept. 30, 1878	118.0	4.0	14.0	—	84	15	6	960	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	289,843	542,670	144,325	—	100	32½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	—	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	35½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,950,023	631,190	2,077,616	703,278	6	100	111½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,752,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	63,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	185
June 30, 1878	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

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☞ The annual report of the Chicago and Alton Railroad for the year 1879 shows that the gross earnings were $5,755,677, of which $4,242,-791 was from freight, $1,311,708 from passengers, and the rest from express, mails, etc.; increase in gross earnings over 1878, $1,083,158. The operating expenses were $3,049,520, against $2,515,-134 for 1878. The net earnings were $2,706,156; increase $549,771. The earnings, after deducting operating expenses, taxes and assessments, interest on bonds, rent, losses, etc., equal 9.42 per cent on both common and preferred stock.

☞ The new Branch Railroad, feeding the Southwestern (Penn.) Railroad from West Newton, and opening a new route to the Connellsville coke regions, was opened with the usual ceremonies on the 21st of February.

Statement of the Public Debt of the United States, February 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,415,000 00	$92,075 00
6 per cent. bonds, 1881 (Oregon,) 1861	814,300 00	4,071 50
6 per cent. 1881 bonds, 1861..	180,517,750 00	902,588 75
6 per cent. 1881 bonds, 1863..	70,598,500 00	357,992 50
5 per cent. funded loan of 1881	506,495,350 00	6,331,191 87
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,776,150 00	2,462,587 17
Refunding Certificates.....	2,069,800 00	6,899 33
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00
Aggregate of debt bearing interest.....	$1,781,686,850 00	$12,062,406 12
Interest due and unpaid		3,323,031 62

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,150 00	79 21
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	123,050 00	58,937 74
5 per cent. 10-40 bonds, called, 1864.....	5,055,750 00	311,034 49
6 per cent. Consol. bonds, called, 1865.....	717,150 00	4,118 74
6 per cent. Consol. bonds, called, 1867.....	3,603,550 00	316,900 80
6 per cent. Consol. bonds, called, 1868	1,331,600 00	109,102 57
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
per cent. 1 year notes, 1863.	47,275 00	2,376 85
5 per cent. 2 year notes, 1863.	36,450 00	1,907 99
6 per cent. compound interest notes, 1863-64.....	248,290 00	50,436 01
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,000 00	5,537 60
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$12,062,445 26	$934,083 50

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,340 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	12,635,000 00	
Fractional currency, 1862-3-4	15,668,729 96	
Coin certificates, 1863.....	10,411,100 00	
Silver certificates, 1878.....	9,052,910 00	
Unclaimed interest.....		7,597 03
Aggregate of debt bearing no interest.....	$394,510,095 96	$7,597 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$270,345,550 00	
Bonds at 5 per cent.....	5 6,495,350 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,776,150 00	
Refunding certificates.....	2,069,800 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,781,686,850 00	$15,385,437 74
Debt on which interest has ceased since maturity.....	12,002,445 26	934,083 50
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,356 00	
Certificates of deposit.....	12,635,000 00	
Fractional currency.....	15,668,729 96	
Coin and Silver Certificates.	19,464,010 00	
	$394,510,095 96	
Unclaimed interest.....		7,597 03
	$2,188,199,391 22	$16,327,118 27
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,204,526,509 49	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,323,031 62
Debt on which interest has ceased.....	12,002,445 26
Interest thereon	934,083 50
Gold and silver certificates.....	19,464,010 00
U S Notes held for redemption of certificates of deposit.	12,635,000 00
Cash balance available Feb. 1, 1880.....	155,383,698 19
	$203,742,268 57
Debt, less amount in Treasury, Feb. 1, 1880.	$2,000,784,240 92
Debt, less amount in Treasury, on the 1st ult.	2,011,798,504 87
Decrease of debt during the month.....	$11,014,263 95
Decrease of debt since June 30, 1879.....	$26,423,015 45

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$122,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	8,141 60
Totals.....	$64,623,512 00	$323,117 56

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,586,094 04; balance of interest paid by United States, $32,065,061 90.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ At the annual meeting of the Lehigh Coal and Navigation Co., held in Philadelphia on the 25th inst., the report of the Board of Managers was read and accepted. An election for officers was held, with the following result: President, E. W. Clark; Managers, Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, Charles Wheeler, George Whitney, John Leisenring, James M. Wilcox, Edward Lewis, T. Charlton Henry and Samuel Dickson.

☞ Contracts have been let for the construction of the entire line of the Lexington and Big Sandy Railroad. Warner, Tabler & Co. have contracted to build 36 miles east of Mt. Sterling, and C. R. Mason & Co., 31 miles west of Straight Creek. Work is to be commenced by March 1, and pushed through so rapidly that the road-bed will be ready for the ties by December 31.

☞ The General Passenger Agent of the Pennsylvania Railroad has issued an order to the conductors to honor passes issued by United States Fish Commissioner, Spencer F. Baird, to carry messengers and cans of fish to all parts of the State.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 24.

	W. 18.	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.
Allegheny Val. 7 3-10s..	....	....	....	....	....	118
7s, Income.....	43	....	....	42	....	43½
Camden & Am. 6s, 1883	....	104	104	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	32	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	16½	....	16½	....	....
Preferred.....	....	....	....	....	....	50
New preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook...	....	....	99½	100	....	....
7s.....	....	....	....	116½	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Hunt. & B. Top Mt ...	12	....	12	12	....	12
Preferred	15½	15½	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37½	37½	37½	37½	....	38
6s, 1884.....	....	....	....	....	....	107½
Gold Loan.....	....	....	....	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan....	106	....	....	....	....	....
Lehigh Valley	52½	52½	52½	52½	....	52½
1st mort. 6s, coupon..	117	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	....	....	125½	125½	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	112
Little Schuylkill.....	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	58
North Pennsylvania ..	51½	51½	51½	50½	....	50½
1st mortgage 6s.....	....	....	....	....	....	108½
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ..	32½	33	32½	32½	....	34
6s.....	....	....	79	79	....	79
Northern Pacific	34½	34½	35½	35	....	34½
Preferred	58	57½	58½	58½	....	58
Pennsylvania R. R. ..	52½	52½	53	53½	....	52½
1st mortgage.....	102	....	....	102	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. & N.Y. Canal 7s....	....	....	128½	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	101
do. 3d series	....	....	....	....	....	....
do. 5s, new.....	....	113	....	....	....	113
Phila. and Reading.....	32½	34	34½	34½	....	34½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible..	102	101	....	....	....	....
Consol. mortgage 7s.....	....	....	....	....	....	116
Consol. mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie	18	18	18	18	....	18
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	114
Pittsb., Cin. & St. L. 7s	112½	....	....	....	....	113½
Pittsb., Titusv. & Buff..	21½	21	21½	....	....	20½
7s.....	....	78½	78	....	....	77
Schuylkill Navigation..	....	....	....	....	....	7½
Preferred.....	15½	....	....	....	....	15½
6s, 1872.....	....	102½	....	....	....	102½
6s, 1882.....	81	....	....	....	....	80
United Co. of N. Jersey	....	....	....	....	....	....
Hestonville, (Horse).....	24½	....	24	....	....	....
Chestnut & Wal. (do.).	74	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
13th and 15th sts (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 24.

	W. 18.	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.
Baltimore and Ohio	154½	155	155½	....	....	155½
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	109	....	....	....	....
Central Ohio ($50).....	39	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	109½	109½	....	110	....	....
2d mortgage, 7s.....	84	84	84½	....	....	84½
3d mortgage, 8s.....	52½	52	51½	....	....	52
Northern Central ($50)....	32½	....	....	....	....	33
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	110½	....	....	....	....
6s, 1900, Gold.....	....	107½	....	....	....	....
6s, 1904, gold.....	103½	103½	103½	....	....	103½
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	48	....	....	....	....	....
O., Alex. & Manassas 7s	85½	....	....	....	....	85½
Pittsb. & Connellsv. 7s	....	....	....	....	....	114
Virginia 6s, Consol ..	51	52½	52	50½	....	52½
Consol. Coupons	79	76½	77	77½	....	....
10-40 bonds.....	39	40½	40½	39	....	39½
Deferred Certificates.	8½	8½	....	....	....	....
Western Maryland	8	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
3d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 25.

	Th.19.	F.20	Sat.21.	M.23.	Tu.24	W.25.
Adams Express	107½	107½	107½	....	108	108
Albany and Susq	104	106	106	....	107	105½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	56½	56½	57	....	57	57½
Atlantic & Pacific Tel.	52	52½	51½	....	50	50½
Burl., C.R. & Nor.	....	58	57½	....	....	....
1st mortgage 5s	90	90	90	....	....	....
Canada Southern	68½	68½	67½	....	90½	89½
1st mortgage guar	92½	92½	92	....	67	66
Central of N. Jersey	84	85	84½	....	92	91
1st mortgage 1890	116½	....	116½	....	84½	86½
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific	83	....	....	....	....	....
6s, gold	....	....	....	....	82	81½
1st M. (San Joaquin)	106½	118	118	....	112	112
1st M. (Cal. and Or.)	....	106½	....	....	106½	....
Land grant 6s	....	....	104½	....	....	....
Chesapeake and Ohio	23½	....	....	....	....	....
Chicago and Alton	....	23½	22½	....	22½	22½
Preferred	122	110½	107x	....	....	107½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	119
Chic., Burl. & Quincy	146½	146½	146½	....	....	....
7s Consol, 1903	120½	121	....	....	....	....
Chic., Mil. and St. Paul	79½	81½	81	....	79½	79½
Preferred	103½	104½	103½	....	103½	103½
1st mortgage, 8s	....	125	125	....	....	125
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	114	....	....	....
1st M. (La Crosse div.)	....	....	....	....	114	....
1st M. (I. and M. div.)	....	....	....	....	113	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	109½	109½	109½	....	109½	109½
Chic. & Northwestern	92½	93	92½	....	91½	91½
Preferred	106½	107	106½	....	106½	105½
1st mortgage	....	....	....	....	108½	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	116½	116½	....	....	117	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	150½	152½	152	....	....	....
6s, 1917	....	116½	....	....	....	....
Clev., Col., C. and Ind.	78	80½	82	....	81	80
1st mortgage	118	....	....	....	....	....
Clev. & Pittsburg guar	111½	....	111½	....	111½	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	21½	21½	21½	....	22	21½
1st mortgage	91	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	75½	76	78	....	76½	78
Reg. 7s, 1891	107½	....	107½	....	....	107½
Reg 7s, 1884	....	105	105	....	....	....
7s, 1894	....	112	112	....	112	112
Del., Lack. & Western	86	87½	88	....	88½	89½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	123	....	....	....	....	....
2d mortgage	....	....	....	....	....	107
3d mortgage	108½	108½	....	....	108	....
4th mortgage	....	....	....	....	....	104
5th mortgage	....	....	112	....	111½	....
7s, Consol. gold	121½	122	121½	....	121½	121½
Great Western 1st mor	108	....	....	....	....	108
2d mortgage	104½	....	....	....	104½	....
Hannibal & St. Joseph	41½	42	41½	....	41	41½
Preferred	73½	73½	73½	....	74½	75½
6s, Convertible	112	....	....	....	111½	111½
Houston & Tex. Cent.	82½	....	83½	....	82	82
1st Mortgage	....	....	....	....	....	109½
Illinois Central	103½	103½	104½	....	103	102½
Kansas Pacific	....	....	....	....	....	....
Lake Shore & Mich So.	107½	107½	106½	....	105½	106
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	117½	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	144	144	142	....	141	139½
7s, Consolidated	....	....	....	....	....	....
Manhattan	49½	49½	47½	....	46	45
Metropolitan Elevated	117	117	118	....	119	113
1st Mortgage	103½	103½	103½	....	103½	....
Michigan Central	91½	92½	92½	....	90½	91½
7s, 1902	120	....	119½	....	....	119½
8s 1882, S.F.	....	....	109	....	....	....
M. S. and N. I. 1st, S.F	110	....	....	....	111	....
Morris and Essex	104½	106½	105½	....	106½	107
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	115	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	109	....	....	109½	109½
N. Y. Cent. & Hud. Riv	132½	132½	132½	....	131½	131½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	126	....	126½	....
1st mortgage reg.	125½	....	126	....	....	....
N. Y. Elevated	....	125	126	....	125	124
1st Mortgage	112½	112½	112½	....	112½	113
N. York and Harlem	....	....	....	....	....	170
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	126½	126½	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
N.Y., Lake Erie & W.	48½	48½	48	....	46	46½
Pref erred	73½	73	72½	....	72½	71
2d Consolidated	93½	93½	93½	....	92½	92½
New 2d 5s fund	88	88½	88½	....	88½	87
N.Y., N. Haven & Hart	157	156½	....	....	....	156½
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	34	35	34½	....	33½	33½
Preferred	58	59	58½	....	57½	57½
Ohio and Mississippi	36	25½	32½	....	34½	34½
Preferred	79	80	79	....	84½	82
2d mortgage	114	113½	113½	....	....	....
Consolidated 7s	112	....	....	....	112½	....
Consol. Sinking fund	....	....	....	....	119½	112½
Pacific Mail S. S. Co	43½	43½	43½	....	42½	42½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	106	....	....	....	106	105½
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	185	....
Philadelphia & Reading	68	69½	68½	....	69½	69
Pitts., Ft. W. & Chi. gtd	127½	....	....	....	116½	117
1st mortgage	128½	....	....	....	....	128
2d mortgage	....	128½	....	....	....	....
3d mortgage	121	....	....	....	....	120½
Pullman Palace Car	119	....	....	....	120	119
Quicksilver Mining Co	20½	21	....	....	21½	20½
Preferred	....	65	....	....	65½	....
St. Louis & San Fran.	45½	45½	45½	....	45½	44½
Preferred	58	58	57½	....	56½	56½
1st Preferred	76½	77½	77½	....	77½	....
St. L., Alton and T. H.	24½	....	25	....	25½	....
Preferred	....	....	....	....	61	63
1st mortgage	....	....	....	....	....	115
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	90
St. L., Iron Mt. & S. As.	64	63½	63	....	63½	62½
1st mortgage	....	115	....	....	115½	....
2d mortgage	104	104	104½	....	104	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92½	92½	92	....	91½	91½
1st mortgage	111½	112	111½	....	111½	111½
Land Grant 7s	....	....	113½	....	....	....
Sinking Fund 8s	119½	....	....	....	....	....
United States Express	48	48	46½	....	47½	47½
Wabash	....	....	....	....	....	....
1st mortgage	109	....	109	....	108½	....
2d mortgage	105	....	....	....	....	104
7s, Consolidated	....	....	101½	....	101½	101
St. Louis Division	105½	106	....	....	....	107½
Wabash, St. L. & Pac.	45½	45½	44½	....	44½	44½
Preferred	70½	70½	69½	....	68½	69½
New Mort. 7s	99½	100	....	....	....	....
Wells-Fargo Express	102½	103	103	....	103	103½
Western Pacific bonds	108	108	....	....	108½	108½
Western Union Tel	109½	113½	114½	....	114½	114½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Feb. 2.

	Th.19	F 20.	Sat.21	M.23.	Tu.24.	W.25.
Atch., Top. and San. Fe	142	141½	....	....	142	140½
1st mortgage	115½	116½	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	113½	....	....	....	....	....
Boston and Albany	141½	140½	142	....	142	142
7s, reg	....	....	....	....	....	122
Boston and Lowell	94	....	95	....	....	97
Boston and Maine	121	121	121	....	....	121
Boston and Providence	....	....	....	....	140½	141½
Boston, Hart. & Erie 7s	57	56½	56½	....	56	56
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	....	....	....	....	141½	....
6s, exempt	108	....	....	....	....	108
Chi., Burl. and Quincy	146½	146½	....	....	147	146½
7s	119½	....	119½	....	120	....
Cin., Sand. and Clev.	17½	17½	17½	....	17½	17
Concord ($50)	....	....	....	....	....	....
Connecticut River	141	....	....	....	....	142
Eastern	38	38½	38½	....	38½	37½
New 4½ Bonds	90½	90½	....	....	91	92
Fitchburg	....	....	....	....	124½	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	91½	....	92	....
N. Y. & New England	53½	....	53½	....	....	52½
7s	112½	....	....	....	118	118
Northern, N. H	....	99½	....	....	99½	99
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	32½	32½	32½	....	32½	....
Preferred	78	....	....	....	80	80½
Old Colony	112	111½	....	....	111½	....
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	70	....	70½	....	70½	71
Portl'd, Saco & Ports	....	....	....	....	....	108½
Pueblo & Ark. Val	....	....	....	....	....	....
7s	109½	....	110	....	....	110½
Pullman Palace Car	121	....	120	....	120	....
Union Pacific	93½	....	....	....	92	91½
4s	109½	....	....	....	....	....
Land Grant 7s	110½	....	....	....	....	....
Sinking Fund 8s	115½	....	....	....	115½	....
Vermont and Canada	21	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	58
Cambridge (Horse)	....	....	....	....	....	123
Metropolitan (")	....	....	....	....	61½	62½
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co	242½	....	....	....	243½	244
Quincy	41½	41½	....	....	41½	41

New York Stock Exchange.

Closing Prices for the week ending Feb. 25.

	Th.19.	F.20.	Sat.21	M.23.	Tu.24.	W.25.
Federal Stocks:						
U. S. 4s, 1907, reg	107	107	106½	....	106½	106½
U. S. 4s, 1907, coup	106½	107	106½	....	106½	106½
U. S. 4½s, 1891, reg	108½	....	....	....	....	....
U. S. 4½s, 1891, coup	109½	....	....	....	108½	108½
U. S. 5s, 1881, reg	103½	103½	103½	....	103½	103½
U. S. 5s, 1881, coup	103½	....	....	....	....	....
U. S. 6s, 1881, reg	105½	....	....	....	105½	105½
U. S. 6s, 1881, coup	....	....	....	....	....	105½
U. S. 6s, 1880, reg	....	....	....	....	108½	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	97½	97½	56½	....	95	95
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Feb. 6.	Feb. 13
Atlantic & Gt. W. 1st mort., Certs.	71 — 73	69 — 71
Do. 2d mort., Certs	35 — 37	32 — 34
Do. 3d mort., Certs	18 — 19	16 — 17
Baltimore and Ohio (sterling)	114 —116	114 —116
Central of New Jersey $100 shares	83 — 85	83 — 85
Do. Cons. Mort. Oct. '79 coupon	109½ 110½	109½—110½
Do. Adjustment bonds	109 —111	109 —111
Do. Income bonds	89 — 91	89 — 91
Det., Gd. Haven & Mil. Equip. bds.	108 —110	108 —110
Do. Con. M. 5 p.c. till '84 after 6 p.c.	95 — 97	95 — 97
Erie shares $100 Recon. Ass. $6 pd.	49 — 49½	48½ — 49
Do Pref. Shares, R. T. Ass. $3 pd	72 — 73	72 — 73
Do. 1st Con. M. ex-Certs. 6 Cou.	121 —122	122 —1[illegible]
Illinois Central $100 shares	107 —108	103½—104½
Illinois & St. Louis Bdge 1 mort. stg.	116 —118	— — —
do do. 2 mort. stg	80 — 85	80 — 85
Lehigh Valley Consol. mortgage	110 —112	110 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares	136 —136	135 —137
Do. Mort. bonds (stg.)	115 —117	115 —117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	120 —122	121 —123
Do. do. 2d do.	86 — 88	87 — 89
Do. 2d Consol. Mort. bonds	92 — 94	93 — 95
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	53½— 54½	53½— 54½
Do. Con. Sink. Fund Mort	110 —111½	110½—111½
Philadelphia and Reading $50 shs.	34½— 35½	33 — 34
Pittsbg, Ft. W. & Chic. Equip. bds.	111 —113	107 —100
Union Pacific Land Grant 1st mort.	115 —117	113 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, February 26, 1880.

Our last review closed with a buoyant stock market and Friday witnessed a continuation of the activity and advance with increased interest which, at times, approached the excitement of last Fall's market. The market was led by Western Union Telegraph, ostensibly on the decision alluded to in our last, giving it the exclusive use of the Paige patent, in use by and essential to all telegraph companies. But had this been a final decision, as it is by no means, it would scarcely have accounted for a rise in the stock from 105 to 115, and the leased lines of Western Union in proportion. Lake Shore and New York Central were also active at a further advance, and plenty of stock to be had, notwithstanding the "large investment demand" reported, and the late subscription to the syndicate stock which was supposed to have passed out of the street into "strong boxes" for "keeps." This all looks very much like forcing up Western Union, of which Gould is supposed to be largely short, in order to sell the other Vanderbilt shares, and we hear that there are rumors why Vanderbilt should be a seller of his own stocks whenever the market favors. This, it will be remembered, was the policy fore shadowed by us last fall when the New York Central Syndicate undertook to make a market for his immense holdings which he could not otherwise have reduced without breaking the market completely from under himself, upon it being known that he was secretely selling out his 8 per cent stocks and reinvesting in 4 per cent bonds. The inference is none the less clear when he did this open-

ly it befogs the street and investors, by making them believe that a number of shrewd bankers were ready to buy his stock upon its merits, when it was no doubt upon their belief in their ability to make the investing public believe this, and then unload upon it at a handsome commission. If the public will therefore keep this policy of Vanderbilt in mind, and let his stocks alone at prices higher than they ever sold before, on an average, they may avoid a reaction, which is morally certain to come when he gets his surplus holdings unloaded. For no man would sell safe paying 8 per cent securities, which he controls absolutely himself, and put the proceeds in 4 per cents, if he could see his way clear to keep up his 8 per cent dividends, upon a continuance of which the prices at which his stocks are selling are based. In this connection it will be noted as significant that the Vanderbilt stocks, with few exceptions, are the only ones that have been "boomed" up so sharply of late. These exceptions are the Nashville and Chattanooga stock, New Orleans and Chicago C. C. C. & I., and the coal shares, upon the squeezing of a short interest therein, while all the Gould and Keene stocks have gone back and with them Ohio and Mississippi, Iron Mountain, Pacific Mail and the Grangers. This has been accounted for on the street, however, by the assiduously circulated and published reports that Gould was depressing stocks to cover shorts, and to this end, has openly bid up the rate of money which has ruled stronger at 5@6 until the purchase of $2,000,000 of bonds by the Treasury on Wednesday, instead of the advertised $1,000,000, after which, the rate eased to 4@5 on call.

As it is not Gould's usual custom to take Wall Street into his confidence it strikes us as much more probable that these reports have been given out to cover his real purpose and for selling off his own stocks and the whole of the list which is admitted on all hands to be too high; and the talk of his being short of the Vanderbilt shares may be a cunningly devised scheme between these two operators to unload their stocks on the public. This will tell in a lower market if this be true and if the reports alluded to are true then we may expect higher or at least no lower prices than now. The alleged threat of Gould to put up foreign exchange to a gold exporting point may also be regarded, we think, in the same light, and the public had better let Wall Street alone for the present, until the policy and interests of these great cliques are more evident. Government and railroad bonds have been active and followed the general market, with States dull and steady.

Foreign Exchange has ruled very dull but firmer until the close when a freer movement in wheat and also in cotton by this week's European steamers gave a better supply of commercial bills. The bank statement showed, as expected, a further large increase in the surplus reserve of over $2,000,000, which also helped the bull speculation, until Tuesday afternoon and Wednesday, when there was a general reaction on the whole list, though at the close of Wednesday heavy buying for unknown parties steadied up prices. Keene's stocks have suffered the past week, Erie being notably weak, and there are rumors that he is getting the "pile" he brought from California severely reduced, to about one-fifth its original amount. If this be true the halting and waning in the wheat and lard speculations, at the Produce Exchange, as well as in cotton, may be reasonably accounted for, in the lack of his usual bold and aggressive support so strangely noticeable there of late as to raise doubts of his ability to control those markets any longer. The statement of the Erie's earnings in another column shows a gratifying increase in both gross and net. The Ohio and Mississippi statement shows that there is no longer any need of a receiver as it is earning its fixed charges, including the Springfield Division, in dispute, and it is time the shareholders' rights were respected, and the road taken out of the antagonistic management of the Baltimore and Ohio road in whose interest and not that of the stockholders, the receiver was originally appointed and is kept in possession.

The Mining Exchange has presented nothing to encourage holders of these securities (?) the California stocks being weaker while the Eastern mines are also getting color under such shameless management as that of the Moose is now shown to be, and as we predicted several months ago, which the stockholders are now calling to account, when it is too late, unless they can hold the officers criminally for circulating alleged false statements of the condition of the mine on which they induced their friends to buy and on which they sold out themselves as it is now commonly admitted.

We are informed by Mr. A. E. Orr, of David Dows & Co., that there is a hitch in the organization of the Anglo-American bank noted in our editorial columns, in consequence of the substitution of London directors, identified with the rival Liverpool organization absorbed by this, in the place of those originally submitted to the New York directors with whom they agreed to serve. This change having been made, without consulting the latter, Messrs. Orr, Corlies and Sherman have refused to serve, though they have been cabled to reconsider. Thus the matter is left in statu quo for the present.

The closing quotations on Thursday were Adams Express, 108@109; American Express 56¼@57; Atlantic and Pacific Telegraph, 49½@49⅝; Canada Southern, 65½@66; Central of New Jersey, 86⅝@86¾; Central Pacific, 81@81¾; Chesapeake and Ohio, 21½@22; do. 1st pref., 30½@33; do. 2d pref., 23@24½; Chicago, and Alton, 106¼@106¾; do. pref., 118@@120; Chicago and Northwestern, 91⅛@91⅝; do. pref., 105¾@106½; Chicago, Burlington and Quincy, 146@147; Chicago, Milwaukee and St. Paul, 80@80⅛; do. pref., 103½@103¾; Chicago, Rock Island and Pacific, 151@152; Chicago, St. Louis and New Orleans, 44¾@45; Cleveland and Pittsburg, 111@112; Cleveland, Columbus, Cincinnati and Indianapolis, —@90½; Col., Chicago and Indiana Central, 23⅛@23¼; Delaware and Hudson Canal, 78⅜@78⅝; Delaware, Lackawanna and Western, 90¼@90⅜; Hannibal and St Joseph, 41¼@41½; do. pref., 74¾@75; Illinois Central, 102½@103; Lake Shore and Michigan Southern, 106⅛@106⅝; Louisville and Nashville, 143½@144; Michigan Central, 91¼@91⅝; Morris and Essex, 107@107½; Manhattan Railway, 41½@42; Metropolitan Elevated, 118@118½; New York Elevated, 120@122; N. Y. Central and Hudson River, 131½@132; New York and Harlem, 180@—; New York, Lake Erie and Western, 45⅜@45½; do. pref., 70⅛@70¾; Northern Pacific, 33⅜@33¾; do. pref., 57¼@57½; Ohio and Miss. 35⅜@35⅝; do. pref., 80@81; Pacific Mail, 43¼@43½; Philadelphia and Reading, 68½@68¾; Quicksilver, 20¾@21⅛; do. pref., —@65; St. Louis, Alton and Terre Haute, 23½@25; do. pref., 63½@65; St. Louis and San Francisco, 44@45½; do. pref., 56¼@57; do. 1st pref., 76¼@77; St. Louis and Iron Mountain, 61¾@61⅞; Union Pacific, 90½@91; United States Express, 47½@48½; Wells Fargo Express, 103½@104; Western Union Telegraph, 114⅞@115; Wabash, St. Louis and Pacific, 43⅝@44; do. pref., 68⅞@69.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chesapeake and Ohio 2d pref., 23¼; do. 1st, Series B, 69; do. cur. int. 44; Missouri, Kansas and Texas R. R., 48⅞; do. 7s, consol. S. F. ass., 105⅛; do. 2d, 66; Keokuk and Des Moines R. R., 16½; do. 1st, 97½; Boston, Hartford and Erie 1st, 56¼; Mobile and Ohio ass., 24; do. 1st, 100⅛; do. 1st deben., 76; do. 2d, 48; do. 3d deben., 38; do. 4th. 35; St. Louis and Iron Mt. 1st pref. inc., 92; do. 2d do., 81½; do. Arkansas Branch 1st, 104¾; St. Paul and Sioux City R. R., 43; do. pref., 81; do. 1st, 103⅝; Chicago, St. Louis and New Orleans R. R, 43¾; do. inc., 74¾; do. consol., 112; Rome, Watertown and Ogdensburg 1st consol., 73¼; Laf., Bloom. and Muncie inc., 69; do. 1st, 96½; Winona and St. Peter 2d, 113; Ohio Central R. R., 26; do. 1st, 92½; do. inc., 58; Kansas Pacific 6s, 1895, F. & A., with coup. certif., 117¼; do. J. & D. do. 117; Col. Chi. and Ind. Cent. inc., 46¼; do. 1st Trust Co. certif. ass. sup., 90¾; Chicago, St. Paul and Minn. R. R., 56½; do. inc., 100¼; do. 1st, 106; International and Gt. Northern R. R., 50; do. 1st, 102; do. 2d inc., 79¼; do. 2d, pur. com. rec., 43; Ind., Bloom. and Western R. R., 38; do. 1st, 114; do. 2d, 64⅞; do. inc., 60; Marietta and Cincinnati 1st pref., 123¼; do. 2d, 87⅛; do. 1st mort., 110; Lake Erie and Western R. R., 32; do. 1st, 98; do. inc., 71¼; Nashville, Chattanooga and St. Louis R. R., 111¼; do. 1st, 114½; New York, Ontario and Western R. R., 29¾; Rensselaer and Saratoga R. R., 119½; Houston and Texas Central 2d M. L., 114½; do. 1st, Inc. and Ind., 95; St. Louis, Kansas City and Northern, Omaha div., 1st, 110½; do. R. E. 7s, 1895, 110; Texas Pacific Income, L. G., 75; do. consol., 97¾; Del. and Hudson Penn. div., 116½; Cairo and Fulton 1st, 106½; Denver and Rio Grande 1st, 103¾; Clev., Col., Cin. and Ind. consol., 109; Oregon Railway and Nav., 109; do. 1st, 95; St. Louis and San Francisco 2d, class A, 96¼; do. B, 75; do. C, 74; Minneapolis and St. Louis 1st, 100; Peoria, Decatur and Evansville R. R, 24; Chicago, Burlington and Quincy 8s, 109¼; Toledo, Peoria and Warsaw W. D., pur. com. rec., 129½; do. E. D., 130; St. Paul, Min. and Man. 1st, 109½; Philadelphia and Reading Inc., 90; Central Pacific State Aid bonds, 105½; Kansas Pacific 6s, Denver Div. ass., with coup. certif., 109½; Boston and New York Air Line pref., 56; Ind., Dec. and Spring. 1st, 102⅞; do. 2d, 73¾; Frankfort

and Kokomo 1st, 90; Cedar Falls and Minn. 1st, 103¾; Albany and Susq. 1st consol., 112⅝; Syracuse, Binghamton and New York 1st, 115½; Morris and Essex const., 102; Central of New Jersey 1st consol. ass., 107¼; do. do. Adjm't, 107½; do. inc., 87; Lehigh and Wilkesbarre consol. ass., 99⅞; Louisville, New Albany and Chicago R. R., 105; Cin. and Spring. 1st, guar. by C., C., C. and Ind., 106; do. by Lake Shore, 108¼; Michigan Central 6s, 1909, 110¾; Buffalo, New York and Erie 1st, 1916, 122; Quincy and Toledo 1st, 105; Louisville and Nashville 2d, 105⅛; Cleveland and Toledo S. F., 109⅛; Canton Co., 59¾; Sutro Tunnel, 3⅝; Am. Dist. Tel., 70¼; Climax Mining Co., 3¼; Deadwood, 18½; Little Pittsburg, 17; Central Arizona, 9; Homestake, 86½; Standard, 30; La Plata, 7; Caribou, 4; Leadville, 4⅛; Excelsior, 21¼; Montauk Gas Coal, 58; New Central Coal, 27½; Cumberland Coal, 61; Louisiana 7s, consol., 48; Arkasas 6s, Fund Act, 25; do. 7s, L. R. P. B. and N. O. R. R., 8½; Tennessee 6s, old, 37; do. new, 33; South Carolina 6s, non-fund, 6; Alabama Class A, 65; do. B, 92; do. C, 73¼; Virginia 6s, def., 8½; Missouri 6s, 1888, 110; North Carolina fund. act, 1868, 10; do. 6s, old, J. & J., 29; Quebec, 5s, 102¼.

Philadelphia.—Pennsylvania Co. 6s, 106½; West Chester and Philadelphia 7s, 116¼; Pennsylvania Canal 6s, 81; Schuylkill Nav. 6s, B. L., 80; Philadelphia and Reading Gen'l mort. 86; do. scrip, 88; do. consol. gold, 6s, 106; Texas and Pacific R. R., 47⅛; do. 1st, 107½; do. consol. mort., 98; Lehigh Nav. consol. mort. 7s, 103; Elmira and Williamsport 5s, 85½; Warren and Franklin 7s, 102; Union and Titusville 7s, 94½; Steubenville and Indiana 6s, 112; Belvidere Delaware 3d mort., 102; Sunbury, Hazleton and Wilkesbarre 5s, 85; Huntingdon and Broad Top Mt. 1st mort., 117; St. Paul and Duluth R. R., 38; do. pref., 69¾; Delaware Division Canal, 42; Philadelphia, Germantown and Norristown R. R., 102½; Nesquehoning Valley R. R., 57¼; Am. S. S. Co., 31¼; do. 6s, 106; City 4s, new, 105; Cincinnati 7.30s, J. & J., 119¾; Pittsburg Water, 7s, 118. The latest quotations are: City 6s, 106 @108; do. free of tax, 121@—; do. 4s, new, 104½ @105⅛; Pennsylvania State 6s, 2d series, 101⅛ @101¼; do. 3d series, 106@106¼; do. 5s, new loan, 113@113⅛; do. 4s, new, 103@104; Philadelphia and Reading, 34⅛@34¼; do. consol. mort. 7s, coup., 115½@116; do. reg. 116⅝@—; do. mort., 6s, 100½@102; do. 7s, 1893, 115½ @—; United New Jersey R. R. and Canal, 160 @—; Pittsburg, Titusville and Buffalo R. R., 20⅛ @20¼; do. 7s, 76½@77½; Camden and Amboy mort. 6s, 1889, 112¾@113¾; Pennsylvania R. R., 52¾@52⅞; do. 1st mort., 102@102⅛; do. gen'l mort., coupon, 116⅝@116⅞; do. reg., 117½@—; do. consol. mort. 6s, reg., 112½@ 113½; Little Schuylkill R. R. 52@—; Morris Canal, 87¼@64; do. pref., 145@150½; Susq. Canal 6s, 75@82; Schuylkill Nav., —@8; do. pref., 15⅞@16; do. 6s, 1882, 80@82; do. 1872, 101@102½; Elmira and Williamsport pref., 51 @51½; do. 7s, 107@110; do. 5s, 85@87; Lehigh Coal and Navigation, 37¾@37⅞; do. 6s, 1884, 107⅛@107¼; do. R. R. loan, 109½@—; do. Gold Loan, 104¾@105¼; Northern Pacific 33¼@33¾; do. pref., 57½@58; North Pennsylvania, 50⅝@50⅞; do. 6s, 108½@109½; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 114⅞@ 115⅛; Philadelphia and Erie, 17⅝@18¼; do. 6s, 103½@103½; do. 7s, 114@114; Minehill, 57⅜ @57⅝; Catawissa, 16⅛@16¼; do. pref., 49⅞ @50⅛; do. new pref., 49@50; do. 7s, 1900, 113 @116¾; Lehigh Valley 52¼@52⅛; do. 6s, coupon, 115@117; do. reg., 116¾@118½; do. 2d mort. 7s, 122½@126; do. consol., mort., 111@ 112⅛; Fifth and Sixth streets (horse), 110@118; Second and Third, 100@100; Thirteenth and Fifteenth, —@88; Spruce and Pine, 56@57; Green and Coates, 97¾@98½; Chestnut and Walnut 74½@76; Hestonville, 24@24½; Germantown, 68⅞@69¼; Union, 107@110; Lombard and South, 12@20; West Philadelphia 80@82½; People's, 17@18; Ridge Av., 74¼@75; Continental, 90@95.

Baltimore.—Maryland Defense 6s, 108; Virginia Peelers 28½; do. 10.40 coupons, 80½; City 5s, 1894, 110¼; do. 5s, 1916, 111½; do. 6s, 1890' 115; do. 6s, 1886, 110; Wilmington, Columbia and Augusta 7s, 55; Virginia and Tennessee 6s 101½; Atlanta and Charlotte Air Line, 1st, 92; Baltimore and Ohio R. R. scrip, 154; do. 2d pref, 106; Chesapeake and Ohio Canal 6s, 61; Atlantic Coal, 1.50. The latest quotations are: Baltimore and Ohio, 156@157½; do. 6s, 1880, 101@ —; do. 6s, 1885, 109@—; Northern Central, 33 @33¾; do. 6s, 1900, 110¼@110½; do. 6s, 1900, gold, 107@107; do. 6s, 1904, gold, 103⅞@104; do. 5s, 79@79¼; Marietta and Cincinnati 1st mort., 1892, 109@110; do. 2d mort. 7s, 82¾@ 83; do. 3d mort. 8s, 51⅞@52; do. 1st mort. sterling, 105@106; Pittsburg and Connellsville 7s, 114@114½; Orange and Alexandria 4th, 47¼ @48½; Orange, Alex. and Manassas 7s, 85⅜@ 85½; Virginia consol. 6s, 53¾@54; do. 2d series, 28¼@28½; Virginia Consol. coupons, 77@78; Virginia 10-40 bonds, 40@40¼; City 6s, 1885, 104@—; do. 1890, 115@116; do. 1900, 118@—; do. 5s, 1894, 110@111; do. 1916, 112@—.

Boston.—Atchison, Topeka and Santa Fe 7s, guar., 110½; Vermont and Massachusetts 6s, 1883, 110⅜; Kansas City, St. Joseph and Council Bluffs R. R., 70; do. 7s, 108; Republican Valley 6s, W. D., 102; do. E. D., 102; Kansas City, Lawrence and Southern R. R., 84½; do. 4s, 88; Kansas City, Fort Scott and Gulf R. R., 54⅜; do. pref., 82; do. 7s, 108; Little Rock and Ft. Smith R. R., 62; do. 7s, 102; Atchison and Nebraska R. R., 77; Flint and Pere Marquette R. R., 28½; Vermont Central 8s, 1891, guar., 88½; Sioux City and Pacific 6s, 85; Missouri, Kansas and Texas R. R., 44; Florence, El Dorado and Walnut Valley R. R., 33¾; Chicago, Clinton, Dubuque and Minnesota R. R., 66½; Boston, Revere Beach and Lynn R. R., 100; Rutland R. R., 8½; do. pref., 36⅞; do. 5s, 74; do. 6s, 99½; New York, Providence and Boston R. R., 133¾; Central Railroad of Iowa, 36; do. 2d, 60; Cedar Rapids and Missouri River R. R., 111; do. 7s, 1916, 114¼; Marquette, Houghton and Ontonagon R. R., 19½; do. pref., 34; do. 6s, 83; Iowa Falls and Sioux City R. R., 49; Summit Branch, 19¾; New Mexico and Southern Pacific R. R., 125; do. 7s, 109¾; Wisconsin Valley R. R., 65; do. pref., 70; do. 7s, 108½; Southern Kansas and Western R. R., 74; Boston, Clinton, Fitchburg and New Bedford R. R., 29⅛; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 102; Cheshire pref., 51; Louisiana and Missouri River R. R., 15⅛; Wisconsin Central 1st, 60; do. 2d, 40; do. scrip., 38; Chicago and West Michigan R. R., 69½; Maine Central R. R., 40; do. consol. 7s, 1912, 109¼; Iowa Central R. R., 12⅜; Portsmouth, Gt. Falls and Conway 7s, 77½; do. 4½s, 1937, 78; Denver and Rio Grande R. R., 74; Oswego Midland 2d 7s, 15; Ontario and Western R. R., 31¼; Boston Water Power Co., 16⅝; Boston Land, 10¾; Brookline Land, 6¼; Waverly Land, 55c.; East Boston Co., 10½; Allouez Mining Co., 22½; Atlantic, 27; Atlas, 1¾; Brunswick Antimony, 12¾; Barshaw, 25; Blue Hill, 7½; Catalpa, 2¾; Copper Falls, 15; Central, 47; Dana, 1; Duncan Silver, 4¼; Franklin, 24⅜; Huron, 13⅜; Harshaw, 25¼; Humboldt, 1½; Hanover, 75c.; Hungarian, 87½c.; Menard, 4; Madison, 3⅜; Manhattan, 1; National, 5¾; Osceola, 56¾; Pewabic, 64¾; Pontiac, 1⅞; Ridge, 8¾; Rockland, 1¾; Star, 8¼; Sullivan, 14⅛; Silver Islet, 21; Superior, 62½c.; South Hite, 2½; Union Land and Copper, 5⅝; Winthrop 1¼; Washington, 1.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for January, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of.....	$540,127
An increase in expenses of.....	193,360
An increase in net earnings of.....	$346,767

All lines west of Pittsburg and Erie for the month of January, 1880, show a surplus over liabilities of $305,304, being a gain over the same month in 1879 of $143,577.

☞ The La Plata Smelting and Mining Co., of Leadville, Col., have declared a dividend of 7½ cents per share (par value $10) on the capital stock (200,000 shares)—also an extra dividend of 5 cents per share to holders of date of February 25, the day the books close—payable at the office of the company, 58 Broadway, N. Y., on the 1st of March. A statement of the financial condition of the company (which cannot be considered otherwise than highly favorable) will be found in our advertising columns.

☞ We invite attention to the dividend notice of the Chrysolite Silver Mining Co., of Leadville, Col., in another column; this, as will be seen, is the 4th regular monthly dividend, making an aggregate of $800,000 paid in dividends to the shareholders out of the net earnings of four working months, beside paying for the costly machinery, etc, necessary for commencing work on the mines.

☞ We take pleasure in calling the attention of our patrons to the advertisement of Messrs. Wm. A. Guest & Co., 17 Nassau St., New York. This firm is one of the oldest in this city who are and have been dealers in English Iron and Steel Rails, and who enjoy every advantage in manufacturing or supplying railroad companies with almost every requisite. They also negotiate loans for railroad companies.

☞ The contract for the extension of the Southwest (Penn.) Railroad from Oliphant's to Fairchance furnace has been let, and work will be commenced at once.

The Lapsed Railroad Land Grants.

The report of the Acting Commissioner of the General Land Office concerning land grants to railroad companies that have not performed the conditions of their grants was submitted to the Senate on the 19th inst. Since the submission of his report for 1879 evidence has been filed of the completion of three roads, leaving only sixteen grants incomplete. The Gulf and Ship Island, Coosa and Tennessee, Mobile and Girard, Coosa and Chattanooga, Pensacola and Georgia, Florida, Atlantic and Gulf Central, North Louisiana and Texas, and the New Orleans, Baton Rouge and Vicksburg companies have manifested no interest in the matter, and, so far as the Land Office is informed, do not intend to prosecute work upon their roads. In fact, it is understood that a few of the corporations named do not now exist. The grants to the Northern Pacific, Atlantic and Pacific and Southern Pacific (main line) are anomalous and, though lapsed so far as a failure to perform the acts required by the charters is concerned, are not considered as subject to forfeiture. The following table shows the States in which these 16 land grant railroads are located, the date of the expiration of their grants, and the quantity of land granted to each;

	Acres.
Gulf and Ship Island, Mississippi, Aug. 11, 1866	652,800
Coosa and Tennessee, Alabama, June 3, 1866	134,480
Mobile and Girard, Alabama, June 3, 1866	840,880
Coosa and Chattanooga, Alabama, June 3, 1866	150,000
Pensacola and Georgia, Florida, May 17, 1866	1,568,729
Florida, Atlantic and Gulf Central, Florida, May 17, 1866	188,153
No. Louisiana and Texas, Louisiana, June 3, 1866	610,880
New Orleans, Baton Rouge and Vicksburg, Louisiana, Mch. 3, 1876	1,600,000
St. Louis and Iron Mountain, Missouri, July 1, 1871	100,000
Houghton and Ontonagon, Michigan, Dec. 31, 1872	552,515
North Wisconsin, Wisconsin, May 5, 1869	1,408,455
Wisconsin Central, Wisconsin, Dec. 31, 1876	1,800,000
Oregon Central, Oregon, May 4, 1876	1.200,000
Northern Pacific, Various, July 4, 1876	43,000,000
Atlantic and Pacific, Various, July 4, 1878	40,000,000
Southern Pacific, Cal., July 4, 1878	5,500,000
Total acres	99,301,892

In some grants provision was made that, in case the roads were not completed within specified times, the lands unsold should revert to the United States. But no such provision is incorporated in the acts granting lands to the Northern Pacific and Atlantic Pacific main line roads. In those grants certain conditions are required, and it is provided that in case the companies make any breach thereof and allow the same to continue for upwards of one year the United States may do anything necessary to insure a speedy completion of the roads. The time for the completion of the Atlantic and Pacific expired on July 4, 1878. It had then completed 125 miles, 33 of them in the Indian Territory. Nothing further has been done towards completing the road. The time for the completion of the Southern Pacific expired at the same time. It had then constructed 282 miles between San Jose and Tres Pinos in San Benito County, and between Huron in Tulare County, and Mojare in Kern County, leaving an intervening section of about ninety miles to be constructed in order to make a continuous line from San Jose to Mojare. It has also failed to construct its road from Mojare to the State line, about 200 miles. The department decided last June that the time for the completion of the Northern Pacific did not expire until July 4, 1879, and that no proceedings can be taken until one year thereafter. The road is prosecuting the work begun in 1871, and there is reason to believe that it will be completed as soon as possible.

Lehigh Coal and Navigation Co.

The Board of Managers respectfully submit their report for the year 1879, as follows, viz:

Revenue from Railroads and Nesquehoning Tunnel		$828,817 29
Revenue from Lehigh Coal		51,930 24
Revenue from Water Powers Lehigh Canal		19,880 72
Revenue from Delaware Division Canal		47,589 87
Net profit on Lehigh Coal		190,622 83
Royalty on coal mined by Lessees		1,961 75
Revenue from rents		33,943 22
Profit realized from sales of Real Estate		5,760 00
Miscellaneous receipts		8,893 01
Total		$1,188,848 93
Disbursements:		
General and legal expenses	$51,383 38	
Rent and taxes Nesquehoning Valley R. R.	138,000 00	
Rent and taxes Delaware Division Canal	118,867 52	
Taxes chargeable to canals	1,730 25	
Taxes chargeable to coal and coal lands	49,179 89	
Taxes on capital stock	14,131 57	
Taxes on landed property and improvements	12,411 03	
Interest account	923,958 66	
		1,309,612 80
Deficit		$125,763 37

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal compared with that for 1878, was as follows, viz:

	1878. Tons.	1879. Tons.
From the Wyoming region	1,048,098	2,002,907
From the Upper Lehigh region, Nescopec Branch	280,606	420,108
From the Hazleton region, via L. V. R. R.	92,976	58,496
From the Black Creek region, via Drifton Branch	315,286	889,473
From the Beaver Meadow region, via Nesq. V. R. R.	284,966	495,500
From the Beaver Meadow region, via L. V. R. R.	10,123	6,794
From the Mahanoy region, via L. V. R. R.	4,175	7,176
From the Lehigh region, L. C. and N. Co.'s lands	425,194	698,131
From Hazard	5,295	.....
From sundry shippers	37,042	79,449
Total	2,503,781	4,158,034
Distributed as follows:		
Delivered east of Mauch Chunk by rail	1,977,022	3,510,061
Delivered east of Mauch Chunk by canal	414,208	456,031
Consumed along the line above Mauch Chunk	59,085	99,170
Delivered to connecting lines above Mauch Chunk	49,016	90,870
Delivered to Lehigh Valley R. R. at Packerton	4,800	1,902
Delivered to Hazard	100	.....
Total	2,503,781	4,158,034
Increase		1,654,303

Of the foregoing tonnage there was shipped by the receivers of the Lehigh and Wilkesbarre Coal Company 2,147,168 tons. The total production of that company was:

	1878. Tons.	1879. Tons.
Of their mines in Wyoming region	948,569	1,763,401
Of their mines in Beaver Meadow region	272,617	416,395
Total	1,221,126	2,179,796

The gross receipts of the company's railroads during 1879 as compared with 1878 were as follows:

	1878.	1879.	Increase.
Passengers & mails	$101,964 12	$118,658 78	$16,691 61
Freight & express	256,542 13	341,771 02	85 228 89
Coal	1,515,546 45	1,953,332 14	437,785 69
	$1,874,052 70	$2,413 761 89	539,709 19
L. C. and N. Co's proportion	$624,684 24	$804,537 27	179,903 03

The large gain in revenue from our railroads is due mainly to the increase of 1,698 299 tons in coal transported, but there was also a gratifying increase in miscellaneous freight and passenger receipts. But for the very low rates of transportation on coal—the lowest in the history of the company—the gain in revenue would have been much larger. The contest among producers to obtain as large a share as possible of a free market after the termination of the agreement of 1878 to restrict production, forced down prices, and transporters were compelled to move the coal at proportionately low rates to continue the mines in operation.

The deficit for the year 1878 was $355,860 60, and for the past year $125,763 37, thus showing a net gain in the business for 1879 over 1878 of $230,097 23. Had the prices of coal averaged for 1879 as high as during either of the ten previous years (not excepting 1877), our revenue would have materially exceeded our fixed charges.

Our canals were opened April 1st, and continued in uninterrupted operation until December 18th. There was an increase of 41,822.16 tons of coal transported. The miscellaneous freight aggregated 207,776 tons, and the tons collected thereon amounted to $35,275 57. During the last three months of navigation the coal tonnage offered exceeded the capacity of the boats running on the canals to transport. Anticipating that there would be full use this year for additional equipment, the Board has contracted for the delivery of 65 new boats, and we are repairing and rebuilding many of our old boats. We expect to have full use this year for all of these boats at remunerative rates.

The production of coal from our Lehigh property was larger during 1879 than in any previous year. We operated five collieries in 1878, and started No. 11 May 5th and No. 5 on September 16th, making in all seven collieries in operation, and No. 4 idle.

The quantity shipped was 700,761 tons. The cost of mining was materially reduced from any previous year, owing to the careful supervision of our Superintendent and Engineer Mr. J. S. Harris, and to improvements in mining and preparing introduced by him.

The very low prices at which we were compelled by competition to sell our product, did not leave much margin for profit, and we derived only $190,622 83 net revenue from our large output.

Our working mines are in excellent condition, and we propose to start No. 4 during the present year, and the eight collieries will have a productive capacity of over 100,000 tons per month.

The amount expended for improvements was

$39,391 81, and for additional equipment, $17,-456 11.

For the purpose of reducing our floating debt, and of providing means to meet other maturing liabilities, the Board made sales during the year of $793,000 of the company's consolidated 7 per cent bonds, at an average of 88 per cent. The improved credit of the company, and the advance in the market price of its securities, enabled the Board to avail of a provision in the lease of the Nesquehoning Valley Railroad, and to reduce the dividends guaranteed by us on the stock of that company. The right was reserved to us in the lease to retire the stock at par at any time after ten years, which expired in November, 1878. We notified the company in July of our desire to avail of this right, and the result of the negotiations that followed was the reduction for five years of the dividends from 10 per cent to 7 per cent per annum from September 1st, 1879, without cost to this company. The rent is thus reduced to $97,-000 per annum—a saving of $11,000 from the amount paid last year.

Reference has been made in several annual reports to 18,900 shares of the company's stock which is part of the capital stock as it appears in the present and in previous balance sheets. The improved condition of the coal trade and the belief that if the company were free from floating debt its revenue would be sufficient in the future to meet all fixed charges and to insure dividends to the stockholders, induced a number of capitalists in this city and New York to open negotiations with us in November last for the purchase of this stock, with a stipulation that enough bonds should be sold to pay the remainder of the floating debt. After mature deliberation your Board came to the conclusion that it was not to the interest of the company to part with the stock, believing that it would increase in value in the future.

The floating debt was at the close of the year one million of dollars, and there remain in the hands of the company $1,108,050 consol. 7 per cent bonds in addition to the 18,900 shares of stock.

The first installment of the debenture loan extended in 1877 matured and was paid on 10th December.

The unexpectedly large demand for coal during the last few months of 1879, which taxed the utmost capacity of producers to supply, and which raised the output for the year to over twenty-six millions of tons, affords good grounds for the belief that consumption has at last overtaken production, and that we may expect a full demand and remunerative prices during 1880 and thereafter. With the present capacity of our railroads and canals to transport, and our colliers to mine, it requires, with steady and full business, only fairly remunerative prices to yield satisfactory returns to our stockholders.

By order of the Board of Managers.

E. W. CLARK, President.

Foreign Trade of Philadelphia.

The imports at the port of Philadelphia for the year 1879, according to the figures supplied by the Collector, amounted to $27,218,952; and the exports to $50,585,838—a total of $77,904,790 In 1878 the imports amounted to $21,048,197; and the exports to $48,862,116—a total of $69,-410,313; showing an increase in imports of $6,-170,775; and in exports of $2,323,722—a total increase of $8,494,477. The customs receipts in 1879 were $10,453,069; in 1878, $7,803,337—increase, $2,649,732. The number of vessels arrived from foreign ports in 1879, was 1,911, and the tonnage 1,444,455; do. coastwise, 6,144, and the tonnage 2,149,996. The arrivals from foreign ports at the Delaware Breakwater in 1879 were: 251 steamers, 272 ships, 1,122 barks, 265 brigs and 312 schooners—a total of 2,222. The total amount of grain exported from the port of Philadelphia during the year 1879, as stated by Mr. A. J. Cassatt, Third Vice President of the Pennsylvania Railroad Company, was 31,887,851 bushels, and the total amount of oil exported during the same period was 1,726,118 barrels.

Central Iowa Railway.

The Boston Transcript says that the reorganization scheme, agreed upon about four years since, is progressing favorably, and a new corporation is formed called the "Central Iowa Railway Company," and then adds:

The first mortgage bondholders continue in possession of their bonds, and receive first preferred stock for three years' arrears of interest up to Jan. 14, 1876; afterward, and for the period of five years, until Jan. 15, 1881, the bondholders take the net income of the road in lieu of interest. These bonds amount to $3,700,000, and the interest, which goes into the first prefered stock, to $907,000. The net income of the road since 1876 has not yet been determined. It is said that it may amount at the maximum to half a million dollars, which may be paid in an income bond. The old second mortgage bonds, amounting to $925,000, go into a second preferred stock, together with three years' interest (5 years' interest to Jan. 15, 1881, is wiped out), making $1,167,800 of second preferred stock. This is a total of $5,-774,800 of first-mortgage bonds and preferred stocks bearing 7 per cent. The floating debt has been paid off, and the old common stock is to be reduced from $4,920,000 to $1,600,000, one share of new stock being given for three of old. The stock selling at 12½ is the old common, worth one-third of the new, which sells at just 36. The time for the exchange of stock expired last week, and the new stock has just begun to be quoted. The second-mortgage bonds now sell at 61. For each $1,000 bond $1,210 in second preferred stock will be given a few weeks hence, thus making the cost of this stock but 50, as compared with the common at 36. The first-mortgage bonds (with the three years' interest coupons, to go into first preferred stock, attached), sell at 115. There is also attaching to this security, the net earnings of the road up to 1881, which, if they amount to $500,000, will be 13 per cent more on these bonds. The net earnings of the road in January were $35,000, and net earnings of $30,000 per month might be the average for the year. It will take $259,000 to pay the interest on the first-mortgage, $68,490 to pay the interest on the first preferred stock, thus leaving $36,510 or about three per cent on the new second preferred stock. The road-bed and track are in good condition, one-third of the latter being steel, but more and better rolling stock is needed.

☞ The holders of certificates of stock in the Union Pacific Railroad Company are reminded that if they intend to participate in the meeting of the Union Pacific Railway Company on the 10th of March they should by exchange provide themselves with certificates in the new company. The transfer books close on the 28th of February.

☞ A Uniontown (Penn.) paper says that several immense coal and coke companies have purchased coal lands in Fayette county recently and the time is not far distant when a railroad will run up every ravine. It is estimated that Fayette county is worth four million dollars more than she was six months ago.

☞ On the 10th of February the track of the Southern Pacific Railroad was 23 miles east of Casa Grande, and about 40 west of Tucson. The company hopes to have the road completed to Tucson about the 4th of March.

☞ The Philadelphia Record says that the Pennsylvania Railroad Company will build the ten-mile extension of the Swedesboro' Railroad to Woodstown, Salem county, N. J., and furnish the rolling stock, if those interested will secure the right of way.

☞ The Quebec Government has appointed Walter Shanley cammissioner, Mr. Seneeal general manager, and Mr. Light engineer, of the North Shore Railway.

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OFFICE OF LA PLATA MINING AND SMELTING CO., OF LEADVILLE, COL., No. 58 BROADWAY, ROOMS NOS. 12 AND 13, NEW YORK, Feb. 19, 1880.

DIVIDEND NO. 6.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value $10) on the capital stock, payable on Monday, March 1, prox., at the office of the company. Transfer books will close on Wednesday, Feb. 25th inst., and reopen Tuesday, March 2, 1880.

Also an extra dividend of five cents per share to shareholders of date of February 25th inst.

Statement of the financial condition of the company:

	Cash capital	$100,000 00
Dec. 31, 1879.—Balance surplus account. Cash and construction		45,389 16
Jan. 31, 1880.—Net receipts for month of January		25,154 59
		$170,543 75
Dividend of 7½ cents per Share, 200,000 Shares	$15,000 00	
Extra dividend of 5 cents per Share, 200,000 Shares	10,000 00	
		25,000 00
Balance cash and construction		$145,543 75

W. B. ALLEN, Assistant Secretary.

CHRYSOLITE SILVER MINING CO.

ROOMS NOS. 51 TO 57 BOREEL BUILDING, No. 115 BROADWAY, NEW YORK.

THE BOARD OF TRUSTEES HAVE DECLARED a regular monthly DIVIDEND (No. 4) of TWO PER CENT on the $10,000,000 capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS ($200,000), or ONE DOLLAR PER SHARE out of the fourth month's net earnings, payable at the Central Trust Company, on the 25th February.

Transfer-books will close February 22, and reopen February 27. DRAKE DE KAY, Secretary.

LITTLE CHIEF MINING COMPANY.

ROOMS NOS. 51 TO 57 BOREEL BUILDING, No. 115 BROADWAY, NEW YORK, Feb. 14, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 1) of ONE Per Cent. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or Fifty Cents per Share, out of the net earnings, payable at the Central Trust Company, on the 25th inst.

Transfer-books will close February 21st, and re-open February 26th. DRAKE DE KAY, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Jan. 22, 1880.

A DIVIDEND OF THREE (3) PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of its capital stock as registered at 2 p. m. on the 12th of February next, after which, and until the 4th of March, the transfer books will be closed.

L. V. F. RANDOLPH Treasurer

Northern Railway of Canada.

At the annual meeting of the shareholders of the Northern Railway Company of Canada held at Toronto on the 18th inst., the report of the Canadian directors for the year ending December 31, 1879, was presented. From this we learn that an arrangement, which had been previously entered into between the directors of the respective companies for the working by this company of the Hamilton and Northwestern Railway for a term of years, was ratified by both companies at special general meetings held on the 10 h of June.

That arrangement took effect July 1, 1879, when under its provisions a Joint Executive Committee, composed of four representatives from the board of each company (with the managing director of the Northern as chairman, ex officio,) took office, and the combined undertakings have since been worked under that authority.

The valuers appointed under the powers of the agreement for that purpose valued the movable and consumable property of the Northern Railway Company at that time at $631,912 21 ; and of the Hamilton and Northwestern Railway Company at $203,424 03—a total of $335,336 24.

As the control of all receipts and expenditures passed to the Joint Executive Committee on the 1st of July, the report for the year is divided into two periods, one terminating on the 30th of June and the other on the 31st of December.

The gross earnings for the first half year, ending June 30th, amounted to $290,418 91, the working expenses to $206,116 80, and the net revenue to $84,302 02, which was duly appropriated to account of interest dividends on the debenture debt.

For the second half year, ending December 31, the gross earnings of the combined system amounted to $603,831 37, the working expenses (being at the rate of 57.66 per cent) to $347,888 73, and the net revenue to $255,442 64. Against this sum is to be charged the special expenditure incident to the agreement for joint working, and to such works and supplies as were necessary to put the same in operation, and to provide for the efficient interchange and transfer of traffic between the two systems. These expenses, which have now ceased, amounted to $15,420 53, of which 25 per cent $3,855 13 has been charged against this half-year, a similar half-yearly charge having been authorized until the whole shall have been covered. The balance of net revenue available for appropriation to dividend has been $251,587 51, (£51,696 1s. 6d. sterling), and as, according to the agreement of the 6th of June, 1879, no final decision of net revenue can be made until 30th June, 1880, this sum has been carried over to the next half year, interim advances to the two companies having been made on account to the extent of their respective dividend liabilities upon all classes of their debentures, together amounting to the sum of £46,569, and therefore showing a surplus balance of £5,127 1s. 6d. sterling to the credit of 1880.

The issue of the company's five per cent first mortgage bonds has been completed, the proceeds of which and of the six per cent preference stock has enabled the company to extinguish its floating debt on capital account, created by the amalgamation of the Muskoka and North Grey Railways, by the redemption of the lien of the Government of the Dominion upon the properties of the company, and by extensive additions to the rolling stock and other equipments of the lines ; and the directors regard with satisfaction the relief which these measures will secure to the operations and revenues of the undertaking.

The report says that the operation of the North Simcoe branch under lease has been satisfactory, and a heavy and remunerative lumber traffic has been assured. The development of the line would, however, be greatly promoted by its acquisition by this company, under the option and favourable terms still open.

After the adoption of the report, a resolution was passed authorizing the directors to assent to an issue of debentures not exceeding $10,000 a mile, exclusive of sidings, on the main line of the North Simcoe Railway ; not more than $6,000 per mile to be made till the conditions of the issue shall have been confirmed at a general meeting of the Northern Company.

The following gentlemen were elected directors : from Toronto—Frank Smith, Wm. Thomson, Noah Barnhart, J. L. Blaikie, George Greig and F. W. Cumberland. To represent English stockholders—Sir Henry M. Jackson, Bart., Right Hon. W. H. Smith, and Wm. Ford of London, England. John Fisken was declared elected to represent the shareholders. At a subsequent meeting of the directors Hon. Frank Smith was re-elected President, and Sir Henry M. Jackson, Vice President. Fred. Cumberland is General Manager and Walter Townsend Secretary of the company.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of December, 1878 and 1879, was as follows :

	1878.	1879.
Gross earnings	$1,206,755 02	$1,398,244 55
Working expenses	900,029 16	1,048,476 65
Net earnings	$305,725 86	$349,767 90

—showing an increase in gross earnings of $192,489 53, in working expenses of $148,447 49, and in net earnings of $44,042 04.

From October 1 to December 31, 1879, the earnings, expenses, etc., were :

	1878.	1879.
Gross earnings	$4,060,678 71	$4,627,777 06
Working expenses	2,617,384 28	3,004,089 82
Net earnings	$1,443,294 43	$1,623,687 74

—showing an increase in earnings of $567,098 35, in expenses of $386,705 04, and in net earnings of $180,393 31.

American Watches.

The American Watch Co., of Waltham, Mass., recently received an order from the British Government for 372 watches intended for the use of conductors, engineers, station masters, and other employes of the State railroads of India. Referring to this order the London Jeweller and Metal Worker, in its issue of 15th January, says ;

This is the third time Messrs. Robbins and Appleton have received this distinction, which is not a barren one, for it must be evident to the most prejudiced individuals that the time keepers supplied on the previous occasions must have given satisfaction, and answered the tests required of them. This is a mortifying fact for Englishmen, especially for those who believe that were manufacturers here to show more enterprise they would be able to compete more advantageously in the manufacture of all grades of watches.

Illinois Central Railroad.

During the month of January the traffic on the lines operated by this company was:

In Illinois	$417,236 00
In Iowa (Leased Lines)	119,421 00
Total	$536,657 00

The traffic for the same month in 1879, on the same mileage, was :

In Illinois	$475,891 05
In Iowa (Leased Lines)	104,301 04
Total	$580,192 09

During January, 1880, the land sales were 3,840.60 acres for $24,651 19 and the cash collected on land contracts was $15,506 02.

New York, February 12th, 1880.

L. A. Catlin, Secretary.

N. B.—A dividend of $3 00 per share will be paid March 1st.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of January, 1880 and 1879 :

Gross receipts:	1880. Month.	1880. Year to date.
Railroad traffic	$1,239,176 99	$2,564,957 40
Canal traffic	L 2,284 21	29,227 02
Steam colliers	75,762 20	144,698 89
Richmond coal barges	8,434 04	19,792 68
Total Railroad Co.	$1,316,089 02	$2,758,675 99
Reading Coal & Iron Company	590,317 96	1,396,334 01
Total of all	$1,906,406 98	$4,155,010 00
Tonnage and passengers:		
Tons of coal on railroad	484,116 11	1,137,306 03
Tons of merchandise	460,469 02	927,006 08
Passengers carried	763,413	1,489,916
Coal transported by steam colliers	45,504 00	90,092 00
Tons of coal mined :		
By Coal and Iron Co.	236,375 15	552,420 06
By tenants	69,142 16	180,727 07
Total mined from lands owned and controlled by Co. & from leasehold estates	305,518 11	733,147 13

Gross receipts:	1879. Month.	1879. Year to date.
Railroad traffic	$900,482 43	$1,711,373 14
Canal traffic	L 2,579 77	7,776 84
Steam colliers	59,332 16	105,361 77
Richmond coal barges	L 20 00	14,359 14
Total Railroad Co.	$957,214 82	$1,838,870 89
Reading Coal and Iron Co.	430,054 94	1,006,695 99
Total of all	$1,387,269 76	$2,845,566 88
Tonnage and passengers:		
Tons of coal on railroad	451,697 12	824,867 05
Tons of merchandise	262,391 09	500,508 17
Passengers carried	532,858	1,008,462
Coal transported by steam colliers	84,361 00	78,263 00
Tons of coal mined :		
By Coal and Iron Co.	208,188 17	422,235 04
By tenants	84,387 11	142,072 12
Total mined from lands owned and controlled by Co. and from leasehold estates	292,576 08	564,307 16

Annapolis and Baltimore Railroad.

The Mayor of Annapolis, Md., in his annual message referring to the Annapolis and Baltimore Short Line Railroad, says:

The advantages of such a road are incalculable to our city, and the efforts of the projectors of the enterprise should receive all the moral and material support our citizens are able to give. By the construction of such a highway our harbor, our climate and the beauty of our location would at once attract the attention of capitalists, and our city will become a busy mart of trade, and gather within its limits a wealthy, enterprising and prosperous class of people. It would develop our oyster, fish and crab trade, which now languishes for want of quick transit to the West, and give employment and remunerative wages to the laboring classes.

The question of indorsing the bonds of the proposed road to the amount of $200,000, will be considered at the next meeting of the city council, and it is generally believed the council will vote to subscribe the necessary bonds, as requested by the projectors of the road.

☞ The approximate earnings of the Atchison, Topeka and Santa Fe Railroad for the month of January, 1880, were $473,500; actual earnings for corresponding month in 1879, $314 732—increase, $158,768. Actual land sales for the month of January, 1880, $55,000; actual land sales for corresponding month in 1879, $39,529 64—increase $15,470 36—1172 miles were operated in 1880, against 867 miles operated in 1879.

☞ We are in receipt of a pamphlet containing the argument of Mr. Franklin B. Gowan, President of the Philadelphia and Reading Railroad Company on the Reagan Inter-State Commission bill, which is a very able presentation of the case of the railroad, while it lets in some light on the relations of the Trunk Lines to the Standard Oil monopoly which are of interest to the Assembly Committee of this State.

☞ The New Jersey Midland Railroad which was sold at Jersey City on the 21st inst., was bought in behalf of the bondholders by Charles Parsons, chairman of the reconstruction committee, for $2,500,000. By the decree of the Chancellor the purchasers are allowed thirty days to perfect the reorganization of the company. The purchase money was paid in cash. The ultimate control of the road is a matter of speculation.

☞ Subscriptions from the stockholders of the Texas and Pacific Railroad Company for $2,000,000 of the bonds of the company, the proceeds to be used for the extension of the road, were opened at Philadelphia on the 19th inst., and were found to aggregate $5,641,000.

☞ A valuable gold deposit, five feet in width, has been discovered in the township of Madoc, Ontario, near Fetterby's mine. It has been opened and is now being worked by capitalists from Buffalo.

☞ The Pittsburgh, Virginia and Charleston Railroad is now graded and ready to receive the ties from Monongahela City to Brownsville. The road will be completed as soon as the rails can be procured.

☞ Charles S. Sargent, of Brookline, Mass., has been elected a director of the Boston and Albany Railroad Company, in place of Ignatius Sargent resigned.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending February 14, as reported by the several carrying companies, amounted to 381,323 tons, against 390,938 tons in the corresponding week last year, a decrease of 9,615 tons. The total amount of anthracite mined for the year is 2,410 366 tons, against 1,945 941 tons for the same period last year, an increase of 464,425 tons. The quantity of bituminous coal sent to market for the week amounted to 40,365 tons, against 56,718 tons in corresponding week last year, a decrease of 16,353 tons. The total amount of bituminous mined for the year is 485,115 tons against 307,891 tons for the corresponding period last year, an increase of 177,224 tons. The total tonnage of all kinds of coal for the week is 421,688 tons, against 447,656 tons in corresponding week last year, a decrease of 25,968 tons, and the total tonnage for the coal year is 2,895,481 tons, against 2,253,832 tons to same date last year, an increase of 641,649 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of February was 139,498 tons, of which 113,314 tons were coal and 26,184 tons coke. The total tonnage for the year thus far has been 839,972 tons, of which 639,089 tons were coal and 200,883 tons coke. These figures embrace all the coal and coke carried over the road east and west.—[Phil. Ledger, Feb. 23.

Damages for Injury to Employe.

The Detroit Tribune of 19th inst. says that the case of John L. Smithson against the Michigan Central Railroad Company, which had been on trial in the Superior Court in that city for several days, was concluded with a verdict for the plaintiffs for $5,000 damages, and then adds:

Smithson was a yard man in the Michigan Central yard, and his arm and hand were caught between the bumpers of two freight cars, and he was so badly injured as to be incapacitated from further labor. The cars were Erie cars, and were provided with "dead-woods," a device which is considered extremely dangerous, and which has been discarded by the Michigan Central on its own cars. The plaintiff was not aware that the cars in question had "dead-woods," and before he knew it his hand and arm were caught, he slipped, and was dragged along the track and had a narrow escape from being killed. Counsel for plaintiff claimed that it was gross carelessness on the part of the railroad company to make use of such cars, and that, therefore, it was liable for the injury to its employe The case will undoubtedly go to the Supreme Court.

☞ At the Annual Meeting of the Stockholders of the Schuylkill Navigation Company, held in Philadelphia on the 10th inst., the Annual report of the directors was presented showing that the lessee of the canal, the Philadelphia and Reading Railroad Company, had paid their annual rental of $636,736 56, which had been disbursed in the payment of interest on loans and bonds, dividends on stock, etc. The officers of 1879 were re-elected for the ensuing year.

☞ The Pennsylvania Railroad Company have commenced work on the south side of the Yough river, below Connellsville, between a point opposite Hickman run and the village of Alexandria, on a projected railroad leading from Scottdale via Dawson to the Dunbar and Franklin coal fields, the finest in the coke region.

☞ The election for directors of the Kingston and Pembroke Railway, which took place at Kingston, Ont., on the 11th inst., resulted in the choice of R. P. Flowers, New York; J. Tillinghast of the New York Central and Hudson River Railroad; H. H. Porter, Chicago, St. Paul and Minneapolis Railway; G. W. Flowers, Watertown, and five local gentlemen.

Peoria, Decatur and Evansville Railroad.

The officers of the Peoria, Decatur and Evansville Railroad Company, which was recently formed by a consolidation of the Pekin, Lincoln and Decatur and the Decatur and Evansville Railroad companies give notice that they have purchased the Grayville and Mattoon Railroad, and propose to issue additional stock to the amount of $1,500,000 to pay for it. The purchased road has a franchise between the two towns in Illinois after which it is named, a distance of 93 miles, but has been completed only from Mattoon to Parkersburg, 71.25 miles. According to the last report its paid up capital was $1,137,500, (subscribed, $1,885,000,) and its funded debt $750,000. The capital of the purchasing road is $2,000 000 already, and it has a first mortgage debt of $1,287,000, and an income debt of $858,000. The lengthened line runs almost parallel to the Illinois division of the Ohio and Mississippi Railroad.

Millers's Car-Coupling Patent.

Final arguments were made before the House committee on patents on the 6th inst. upon the application of Ezra Miller for an extension of his car coupling patent. The committee by a vote of 7 to 3 decided adversely to his petition, on the ground that seventeen years—the length of time his patent has run—is the limit contemplated by the act of 1861, and that the general policy of the government is adverse to extending patents beyond that period.

☞ At the annual election of the Delaware, Lackawanna and Western Railroad Company, held in this city on the 24th inst., the following ticket was unanimously elected: President, Samuel Sloan; Secretary, Frederick F. Chambers; Treasurer, Frederick H. Gibbens; Managers, William E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Simeon B. Chittenden, George Bliss, Percy R. Pyne, William Walter Phelps, Wilson G. Hunt, Alfred L. Dennis, William Ryle, E. W. Halbrook, E. S. Higgins and R. G. Clarke. Moses Taylor Pyne was placed in charge of the law department of the road.

☞ As an instance of the sagacity of some railroad managers in taking advantage of the late low prices of material it may be mentioned that the Southern Pacific Railroad Co. the one building the road along the 32d parallel route from San Francisco eastward, purchased during the past year railroad ties for 350 miles of its road. It is estimated that the steel rails alone could be disposed of now for more than a million dollars over their cost price.

☞ The stockholders of the Franklin Mining Company have voted to increase the capital stock of the company to $1,000,000 and the number of shares from 20,000 to 40,000. A letter received from the agent at the mine states that the whole mine is showing well and is in a very prosperous condition.

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80 Broadway, NEW YORK.
☞ Mining Patents, Cases and Contests.

REFERENCES:
Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869. until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, March 5, 1880.

M. de Lesseps and His Canal Growing in Favor.

If there was doubt as to the feelings of the people of this country, and especially of New York, towards M. de Lesseps and his canal scheme before his arrival in this city, it certainly is being rapidly removed by the reception and encouragement he has been continuously receiving since he came among us and explained his plans and purposes more fully. Representatives of all classes, and especially of the mercantile community whose interests are the most directly affected, have come out formally and endorsed his scheme. Geographical societies and engineers have entertained this honored guest in an unusually enthusiastic manner that is a practical endorsement of his scheme by thus warmly endorsing the man whose visit is openly one for the advancement of its interests. Indeed at all his receptions he is invited to advocate them; and the proverbial magnetism of the Frenchman of whom M. de Lesseps is a formost representative, is rapidly doing his work of winning over the American people's opinions in favor of his plans. His diplomacy is also doing what personal magnetism fails to perform. The latter serves him with those he meets, while the former takes all who read his public addresses. Thus in a short week he is doing more by sheer personal will and effort than all the Committees in Congress to influence American public opinion. This accomplished, the road to the American pocket is much clearer, and it will not surprise us to see subscriptions pouring in upon him here as soon as his plans are perfected for financial aid in Paris. In this connection it is suggestive to notice how General Grant's canal and its advocates have dropped into the background since the arrival of M. de Lesseps.

If, then, American opinions and pockets shall thus early be won over to M. de Lesseps' scheme, we do not see how Congress is going to interfere with his carrying it into effect without an open violation of international law with France with which we should thus be brought into open conflict at the outset with the world on the side of France against us, and the American people and capitalists on the side of M. de Lesseps against any administration which should force such an issue. As we said in a recent number, we do not see how our Government can interfere since it let M. de Lesseps steal the march of it upon the Isthmus in getting control of the Panama Railroad, and the more gracefully it now submits, the less will it advertise its stupidity in being outwitted single handed by an individual who thus takes out of our Government's hands a work it should have taken under its patronage at the beginning. The only way now open for keeping the proposed canal under American control and influences as far as we can see, is by owning it, and as M. de Lesseps' route is shown to be the most, if not only practicable one, and under a management that means to build it instead of talk about it for political or other effect, we cannot see why the bulk of the money should not be raised here for the enterprise and thus furnish a legitimate outlet for millions now invested in speculation to the curse of the real business of the country, and at the same time maintain the Monroe doctrine by purchasing the canal in advance rather than spend more in the end quarreling over it, with the possibility of war with an old friend and our sister Republic France.

The Telegraph Monopoly Broken.

The acquisition by the new American Union Telegraph Company of the wires of the Western Union and Atlantic and Pacific monopoly on the lines of three important railroads during the past week, has broken completely the exclusive right of telegraphic connections throughout the United States by the latter company and its leased lines. Already the Dominion Telegraph Company's lines of Canada had given it complete Canadian connections, and the new French cable had equally connected the new American Union with Europe. Having thus secured its foreign connections in advance and completed its own lines to the great commercial centers between which the Western Union lines gave the only connection, the new company was ready for the *coup de 'tat* of Saturday by which it acquired at a blow three great internal systems of telegraph lines by which it gets connections with most important points north of the Ohio River between the Missouri River and the seaboard excepting the New England States, while it has a virtual monopoly of all lines west of the Missouri River to the Pacific ocean, since the Western Union foolishly refused to interchange business with the new company. These systems are the Union and Kansas Pacific Railway lines and the Baltimore and Ohio

Railroad lines, by means of the last of which it will eventually make connections with the south and southwest. We are also informed that the American Union has already a contract with the Pennsylvania Railroad for the transfer or operation of the lines under its control. Thus it will be seen that full fledged competition is once more offered the public which has suffered so severely since the amalgamation of the Western Union and the Atlantic and Pacific companies. The public are therefore to be congratulated upon the event, as restoring cheap telegraphing once more, without government interference, which will come sooner or later unless we can have competition without. That the great railroads should be so ready to turn their lines over to the new company is not due so much to Mr. Gould's interest in them and the new telegraph company, as to the fact that the Trunk line managers have always chafed at Vanderbilt's control of the Western Union by which he could become acquainted (if he chose to violate the secrecy of messages of rival railroads over this line) with all their secrets, and use them against themselves in his management of the New York Central Railroad. Hence they are the more ready to assist the new line as it relieves them of this danger. This new opposition is therefore a blow at the whole Vanderbilt interest, that will no doubt be reflected in the prices of his stocks before long, and hence his unloading lately, which we explained in our last issue.

Prospects for the Non-Assenting I., C. & L. R. R. Stockholders.

We extract from a letter of Judge Hoadly, Chairman of the Purchasing Committee of the Indianapolis, Cincinnati and Lafayette Railroad, to the editor of this JOURNAL, his explanation regarding the foreclosure and sale of said road and also the prospects of the non-assenting stockholders under the reorganization scheme. We quote as follows from the letter:

Under any circumstances, the amount of bonded debt and past due coupons was largely in excess of any possible value of the property. The amount we offered the stockholders was therefore very small, the real owners of the property being the foreclosing bondholders, whose claims, including past due coupons, amount to nearly $5,000,000, who pay $600,000 in cash to take up coupons on earlier incumbrances to the amount of $7,500,000 and subject to the litigated canal claims.

The Purchasing Committee did all they could to notify the stockholders of this opportunity to secure a small interest in the property, and were much diaappointed that the course of speculation in Wall street induced so many stockholders to abstain from surrendering their securities. It is our purpose to recommend to the new company (our own power being exhausted) to make a small concession to the non-assenting stockholders. This may not be adopted, but I think it will be—and I hope it will be found satisfactory, but under the circumstances of the case, it must be exceedingly small. Yours very respectfully, GEO. HOADLY.

In regard to the reasons why the stockholders refused to assent to the reorganization scheme, we have already published the fact that they were advised not to do so, as the terms offered were about equivalent to a forfeiture of the old stock, and the holders chose to keep it and run their risk of losing it entirely. This we still think was the true reason for their not coming in rather than the speculation in Wall street, as Judge Hoadly suggests. Be that as it may we know of a stockholder who offered to the friends of the reorganization to deliver 1,000 shares of the new stock when issued at a price nearly equivalent to the cash assessment proposed on the stockholders under that scheme, and it was not taken. At all events, the prospects of a concession to the stockholders to be made as intimated in the close of the Judge's letter would seem to afford a way out of the difficulty which will otherwise arise between the stockholders of the old company and the new and end in costly litigation that should be avoided if possible as it will cost the new company less to do this than to fight it, and keep the new securities they wish to float, under a cloud for years.

To avoid this, however, the sooner this concession is proposed by the new company the better, before steps shall be taken to contest the sale and reorganization under the year's right of redemption given the old stockholders under the laws of Indiana until the expiration of which right and contests under it, the securities of the new company cannot become current. Let this proposed concession be made therefore at once, and let the stockholders know what it is, and that it is something better than the terms offered them under the reorganization scheme, or it is doubtful if it will be accepted, and for the same reason. If it is to be "very small" as the Judge says, then let it be without cash assessment of the old stock; for while it would be surrendered for a reasonable amount of new stock involving no cash advanced, the holders would no doubt prefer to contest the reorganization than to put new money into the new stock whose value on the Judge's showing above would be in the future.

Pennsylvania Railroad.

From the report of this company, prepared for presentation at the annual meeting of the stockholders to be held in Philadelphia on the 9th inst., we learn that the gross earnings on the Pennsylvania Division, Main Line and Branches, Pittsburg to Philadelphia, for the year ending December 31, 1879, were $21,743,628 31, the expenses $11,751,620 55, and the net earnings $9,992,007 76. To which add interest on investments, etc., $2,513,198 21, making a total of $12,505,205 97. From which deduct payments for leases and rentals, interest on bonded debt, etc., $5,022,725 49, leaving as net earnings the sum of $7,482,480 48. Compared with the previous year there is an increase in gross earnings of $1,426,488 45, with an increase in expenses of $830,517 29, making the increase in net earnings $595,971 16. There was an increase in interest from investments, equipment, etc., of $392,330 63, and a decrease in interest on bonded debt, etc., of $169,714 18—making the increase in the net income of the company over 1878, $1,158,015 97.

The gross earnings of the United New Jersey Railroad and Canal Company, including Belvidere Delaware Railroad and Flemington Branch, during 1879, were $9,784,743 05, the expenses $6,500,861 53, and the net earnings $3,283,981 52. To which add interest from investments $211,239 54—making the total net earnings $3,495,221 06. The amount disbursed for dividends, interest, etc., was $4,435,110 15—showing a net loss of $939,889 09. Compared with the previous year the gross earnings show an increase of $1,386,308 82, with an increase in expenses of $997,919 91, making the increase in net earnings $388,388 91. From which deduct decrease in cash received from investments, $85,280 56, making the total increase $303,108 35. There was an increase in payments on account of dividend, interest, etc., of $106,222 28—making the net loss in operating the New Jersey division $196,886 07 less than in 1878.

Deducting the net loss from operating the New Jersey Division from the net income of the Pennsylvania Division, as shown above, leaves a balance of $6,512,591 39. From which deduct advances made to companies east of Pittsburg $802,780 41, payments to Trust Fund, $600,000, and payments to consolidated mortgage Sinking Fund, $243,460—leaving balance to credit of Income account $4,896,350 98; out of which was paid dividends of 4½ per cent, $3,099,159—leaving amount to be transferred to credit of profit and loss account for 1879, of $1,797,191 89; to this is added $4,057,815 14 to credit of that account December 31, 1878, and $122,840 18, realized from old accounts, making a total of $5,977,847 30. From this there has been deducted $100,000 for consolidated mortgage bonds redeemed during the year 1878; $100,000 paid in 1878 to the fund for the purchase of securities guaranteed by the Pennsylvania Railroad Company, under trust created Oct. 9, 1879; and $1,596,773 97 for reduction in value of securities, etc.—leaving $4,181,073 33 to the credit of profit and loss December 31, 1879, a gain during the year of $123,258 19.

The gross earnings of the Philadelphia and Erie Railroad in 1879 were $3,091,807 81, the expenses $2,130,258 07, and the net earnings $961,549 74. Deduct interest charged for use of equipment, etc., $163,049 04—leaves net amount applicable to pay interest $798,500 70, which amount was paid to the Philadelphia and Erie Railroad Company as rental. Compared with 1878, the gross earnings show an increase of $170,147 32, the expenses an increase of $85,309 24, and the net earnings an increase of $85,438 08. The amount applicable to payment of interest shows an increase of $113,993 56.

The gross earnings of all lines east of Pittsburg and Erie for the year 1879 were $34,620,279 17, expenses $20,382,740 15, rental and interest on equipment $2,129,010 50, and net earnings $12,108,528 52. For the year 1878, the gross earnings were $31,636,734 58, expenses $18,468,993 71, rental and interest on equipment $1,684,190 36, and net earnings $11,483,550 51—showing an increase in gross earnings of $2,983,544 59, an increase in expenses, etc., of $2,358,566 58, and an increase in net earnings of $624,978 01.

The number of tons of freight moved over the lines east of Pittsburg and Erie in 1879 was 24,970,672, against 19,121,977 in 1878, an increase of 5,848,695. The number of tons carried one mile was 3,061,478,249, against 2,431,807,656 in 1878, an increase of 629,670,593.

The number of tons of freight moved in 1879 over the main line and branches, including 773,461 tons of fuel and other materials for the company's use, was 14,457,502, embracing 6,379,995 tons of coal. For the previous year 11,627,228 tons were moved, showing an increase of 2,830,274 tons, or 24.3 per cent, while the increase in coal tonnage was 1,372,184 tons. Of the 13,684,041 tons moved on the line and branches in 1879, 2,076,540 were through and 11,607,501 local freight.

The number of passengers carried on all lines east of Pittsburg and Erie for the year 1879 was 13,602,401, against 12,792,305 in 1878, an increase of 810,096. The total mileage of passengers was 314,260,989, against 292,785,524, an increase of 21,535,465.

The total earnings of the lines owned or controlled by the company west of Pittsburg and operated by the Pennsylvania Company, in 1879 were $25,742,296 50, the expenses $15,305,533 56, and the net earnings $10,436,762 94. In 1878, the earnings were $23,790,228 35, the expenses $15,184 805 11, and the net earnings $8,605,423 24. From the net earnings of 1879 $8,612,674 54 is deducted for rentals, interest, dividends, etc., leaving a net profit of $1,824,088 36. The deduction for like purposes in 1878 of $7,621,234 47, leaves a net profit of $984,188 77.

The other lines west of Pittsburg in which this company has an interest, but which are worked through their own individual organizations, show a loss after the payment of interest and rental of $568,510 90, of which this company is responsible for $141,762 24, which deducted from the net earnings, as stated above, leaves a net profit on all the lines west of Pittsburg of $1,682,326 12, against $716,520 07 in 1878, showing a gain of $965,896 05.

The number of tons moved on all lines west of Pittsburg in 1879 was 20,166,334 ; do. moved one mile, 2,272,716,185. In 1878 the number of tons moved was 16,871,837, and the number moved one mile, 1,814,100,152.

The number of passengers carried on all lines west of Pittsburg in 1879 was 8,261,565, do. carried one mile, 267,515,697. In 1878, the number of passengers carried was 8,041,674, and the number carried one mile 247,275,166.

The gross earnings of all lines operated east and west of Pittsburg in 1879 were $60,362,575 67 ; and the gross expenses, excluding rentals, interest, dividends, etc., were $35,639,794 99—showing net earnings, $24,722,780 68. In 1878 the gross earnings were $55,426,962 93, the expenses $33,611,034 09, and the net earnings $21,815,928 84.

The number of tons of freight moved on all lines east and west of Pittsburg in 1879 was 45,137,006 ; and the number moved one mile, 5,334,194,434. In 1878 the number of tons moved was 35,993,814, and the number moved one mile 4,215,907,808.

The number of passengers carried on all lines east and west of Pittsburg in 1879 was 21,863,966 ; and the number carried one mile 583,776,686. In 1878 the number carried was 20,833,979, and the number carried one mile 540,000,690.

The amounts expended for construction, equipment and real estate during the year were $1,258,778 24 ; and there will probably be expended for the same purposes during 1880 the sum of four and a half millions of dollars. This will represent :

First. The estimated outlay upon the Filbert Street Extension, $2,500,000, of which $1,000,000 can no doubt be provided through mortgages upon the real estate purchased in connection therewith ;

Second. The cost of straigthening the Main Line, east of Downingtown, completing the Schuylkill Front Line, the Navy Yard piers at Philadelphia, and the Hospital Bridge at Pittsburgh, $375,000 ;

Third. The cost of completing the elevator and other improvements at Harsimus, Jersey City, $475,000 for which your company will receive, under the terms of the lease, capital stock of the United Railroads of New Jersey ;

Fourth. The cost of new tracks, stations and right of way upon your Main Line and New Jersey Division and Branches, $775,000 ; and

Fifth. The cost of additional passenger equipment, etc., $375,000.

The funds required to meet these expenditures beyond the amounts to be realized as aforesaid, can no doubt be provided out of assets in your treasury.

The debt due to the State of Pennsylvania on account of the purchase of the Main Line was reduced during the year by the payment of $246,147 68, which was charged to Capital Account. The balance of the $460,000, representing the interest upon the amount due for 1879 to the State, was charged directly to Income Account.

The bills payable of the company at the close of the year amounted to $1,040,000, but have since been reduced to $440,000. By reference to the Treasurer's account, it will be found that the cash balance on hand exceeded the whole amount of floating debt appearing therein.

Under the provisions of the Consolidated Mortgage of the Company there was set apart, on the first day of July last, out of the net income, the sum required for the purchase of outstanding bonds secured by that mortgage, and entitled to the security of the covenants therein in relation to a sinking fund. Bonds of the par value of $243,460 were thus purchased, and, after being cancelled, were delivered to the trustees under the stipulations of said mortgage. This reduction appears in the Treasurer's General Account.

In order to provide for the payment at maturity, on December 31, 1880, and the cancellation of $1,970,000 of the first mortgage bonds of the company, the Board of Directors have caused to be issued $5,000,000 of five per cent bonds, due in forty years, secured by the consolidated mortgage of the company. These bonds were disposed of on favorable terms to Messrs. Drexel & Co., and will be delivered to them during the current year. The Board have also had under consideration the necessary provision for the payment at maturity, or extension at a reduced rate of interest, of the bonds for $1,000,000, bearing six per cent interest, maturing January 1, 1881, secured by mortgage upon the Navy Yard property at Philadelphia.

It is presumed the Philadelphia and Erie Railroad Company will take the needful steps to provide for the payment, or extension at a lower rate of interest, of its bonds for $5,000,000, maturing March 30, 1881.

There are now in the Sinking Fund for the redemption of the obligations of the various companies forming the United New Jersey Railroad and Canal Company, bonds of the par value of $1,309,000. Your company has also redeemed during the year an additional amount of $124,000, making an aggregate investment of $1,433,000, for which you will in the future, in accordance with the terms of the lease, receive bonds issued under the general mortgage of that company.

During the past year the Bald Eagle Valley Railroad Company, in which your company is largely interested as a shareholder, as well as lessee, created a first mortgage securing bonds to the amount of $400,000, bearing six per cent interest, maturing in 1910, for the purpose of providing for $300,000 of mortgage bonds maturing July 1, 1881, and $100,000 of mortgage bonds, bearing seven per cent, due July 1, 1884, the latter of which were owned by your company. An agreement was entered into by which, in consideration of an equitable allowance to be paid by the Bald Eagle Valley Railroad Company, your company exchanged the bonds so held by it for the new six per cent bonds referred to, and offered to the holders of the remaining outstanding bonds the option, until April 1st next, which will no doubt be availed of, of exchanging their bonds for a new loan.

The report says that the profits from the operation of the Empire Line since the purchase of its property in October, 1877, have been sufficient, in addition to paying the interest upon its cost, to redeem $605,000 of the $2,550,000 of car trust certificates issued in payment of the same, and leave a net surplus of $276,202 29.

During the year the Pennsylvania Company paid off $600,000 of its debentures, leaving $6,400,000 outstanding.

Under the operation of the sinking fund for the redemption of the 6 per cent bonds of the Pennsylvania Co. secured by the special guaranteed stock of the Pittsburg, Fort Wayne and Chicago Railway Co., $96,000 were purchased and cancelled in 1879.

The sum of $316,499 71 was paid into sinking funds during 1879 for the redemption of existing mortgages on the leased lines west of Pittsburg. Of this amount $104,100 were paid into the fund provided for the extinguishment of the first and second mortgage bonds of the Pittsburg, Fort Wayne and Chicago Railway Co. Of these bonds $2,331,000 have been redeemed, but they are now held so much above par that it is impossible for the trustees thereof to purchase the same at any reasonable figure for the sinking fund.

During the year $775,000 of the coupon bonds of the Pittsburg, Cincinnati and St. Louis Railway Co. have been converted into registered bonds, in accordance with the authority conferred by Act of Assembly and the notice given by the trustees, making the total amount converted to the end of 1879, $2,711,000.

The holders of the 7 per cent coupon bonds of the Steubenville and Indiana Railroad Co. are also availing themselves of this privilege, $319,000 having been so exchanged during 1879.

The amount expended for betterment purposes during the year on all the above lines was $388,548 27, in addition to new equipment purchased by the Indianapolis and St. Louis Railroad Co. at a cost of $130,477 60.

The Pennsylvania Co. received $8,374 15, leaving a balance due on account thereof and of expenditures formerly made of $427,511 81.

The General Account of the Treasurer, December 31, 1879, will be found on another page.

☞ The new branch of the Pennsylvania Railroad, from Frazier Station to West Chester, was put into operation on the 1st inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov.'79 4
" " pref.100	4,599,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 79 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence.100	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '79 5
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Jan. '77 2
" " pref. 50	838,311	quarterly	Nov.'79 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June'79 3
Catawissa*..... 50	1,159,500	October.	Oct.'79 $1½
" pref..... 50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J. & D.	June'79 2½
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" pref..... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb. '80 3
Chemung*.....100	380,000	quarterly	Jan. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref....100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	30,928,300	M. & S.	Mar. 80 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '79 2½
" " pref.....100	12 279,483	A. & O.	Oct. '79 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'78 4
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '80 4
Concord.....	1,500,000	M. & N.	Nov. '79 5
Concord and Porta.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River.....100	2,100,900	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '79 4
" 2d pref... 50	243,000	A. & O.	Oct. 79 4
Danbury and Norwalk.. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Jan. '80 2
Delaware*..... 50	1,230,950	J. & J.	Jan. '80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref.100	2,603,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '79 2
East Pennsylvania*..... 50	1,200,200	J. & J.	Jan. 80 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '79 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*..100	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Dec. '79 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 5
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Han. Junc., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Jan. '80 2
Illinois Central.....100	29,000,000	M. & S	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,630,000	quarterly	Feb. 80 1
Io. Ga. & Mo. Northern.100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Dec. '79 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Central 1 0	4,500,000	J. & D.	June '78 1
" pref.100	500 000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,466,600	F. & A	Feb. '80 4
" " (guar.).100	533,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Jan. '80 2
Lehigh Valley 50	27,232,565	quarterly	Jan. '80 1
" " pref. 50	106,300	quarterly	Jan. '80 2½
Little Miami*..... 50	3,871,450	quarterly	Mar. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi....100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep.'66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell 100	800.000	M. & N.	Nov.'79 3
Nashua and Rochester .100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur..100	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N. Haven & Northamp...100	606,000	quarterly	Oct. 74 3
New London Northern*100	1,418,806	quarterly	Dec. '79 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '80 2
New York and Harlem..100	3,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	.....	annually	Apl. '79 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref....100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*...100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Jan. '80 1½
" Special Imp..100	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'76 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	....
" " pref.100	4,600,000	....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan. '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	287,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 3½
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	.....
Continental (Phila.)....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600,000	J. & J.	Oct. '79 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. 75 1½
Highland.....	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200,000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102.540	—	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,220	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '79 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	874,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,963,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	F. & A.	Feb. '78 4
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat. 50	10,348,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,889,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 3
American Coal..... 25	1,500,000	M. & S.	Sept.'77 2½
American Express.....100	12,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Molongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Jan. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common...100	5,709,000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,760,000	J. & J.	Jan. 80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '80 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,589	340,932	3,950,868
1879	314,732	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	312,311	344,375	339,118	410,446	442,753	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880	502,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,859	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,035,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,337,679	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798 665	636,447	647,460	522,487	676,368	823,723	809,213	716,512	8,451,768
1879	591,175	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
1880	763,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,695	367,601	333,298	282,631	234,343	3,676,458
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877	43,270	40,182	49 944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,620	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,310	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1877	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878	189,456	172,995	275,282	279,468	271,491	223,523	291,634	390,993	403,307	443,514	391,421	260,450	3,729,606
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,726	206,757	207,514	219,926	294,935	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127,079	1,172,961	1,258.990	1,167,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
Philadelphia and Reading:													
1876	619 631	553,261	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356.831	810.891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,531	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	555,615	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,308	113,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,845	90,627	111,333	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77,624	91,356	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1878	637,340	719,962	835,409	1,075,058	1,098,389	1,154,232	1,014,958	1,123,827	1,302,507	1,442,661	1,084,324	1,002,004	12,873,659

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Mar. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,742 000	6	Jan. & July.	1880	104
.. ..coupon	3,507,000	6	" "	1880	104
Oregon War Bonds of March 2, 1861...coupon	787 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	127,324,200	6	Jan. & July	1881	105¼
.. ..coupon	48,017,750	6	" "	1881	105¼
Loan of March 3, 1863.....registered	53,564,850	6	Jan. & July.	1881	105¼
.. ..coupon	15,534,900	6	" "	1881	105¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	...
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,703,050	5	F. M. A. & N.	1881	103¾
.. ..coupon	210,715,850	5	" "	1881	103¾
.. ..registered	148,662,800	4½	M. J. S. & D.	1891	107½
.. ..coupon	81,337,200	4½	" "	1891	107½
.. ..registered	513,417,350	4	J. A. J. & O.	1907	106¼
.. ..coupon	225,544,650	4	" "	1907	106¼
Refunding certificates of Feb. 28, 1879.....	1,888,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	10,822,135	...	.....	.....	....
Debt bearing no interest.....	393,311,102	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	126
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	63
.. Substitution (B) bonds; R. R. do.....	593,000	5	" "	1906	92
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	73½
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871....	1,986,773	7	" "	1900	....
. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8½
California—($3,398,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	48
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds, 1864.....	2,330,000	6	June & Dec.	1889	....
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—$11,325 675):					
. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1865) bonds.....	3,320.750	6	Jan. & July.	1883	108
.. State Loans (1870 to 1874).....	916,200	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862..	230,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	...
. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	...
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	110
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'93-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	109
. Han. & St. Jo. R. R. Loans (& renewals.	5,000,000	6	" "	'87-'96	106½
Nebraska—($549,267):					
. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115½
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'95	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29½
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	10
. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,972,640	6	Jan. & July.	1881	104
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Resistered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	113
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock (1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	32
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	32
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable), coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,230,370	...	Contingent.	.....	8½
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	110½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	112½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	...
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	118
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	43
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1903	103
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116
Land Grant Mortgage (gold)	3,116,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	134
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	757,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,020,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	340,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	127
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1900	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	56½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	62
Mass. L. (sec'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'92-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L. S. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	122
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1888	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	3,000,000	7*	Jan. & July.	New York.	1891	106½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	113
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	91
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	
1st Mortgage (new)	1,300,000	7	" "	"	1900	113
Chattel Mortgage	209,850	5	May and Nov.		'80-'90	...
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1899	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	104
1st Mort. (W. to Minn. Lake)	1,340,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	115
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	60
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm't Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	90
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	110
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	105½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	23
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Chenaw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	69
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (") "	188,000	7	Jan. & July.	" "	1893	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	121
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	121
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar.	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1 Mortgage for $2,200 000	2 200 000	8	Jan. & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1898	113
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	113
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	110½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	126½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds...	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	109
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	108½
General 1st Mortgage (193 m.)..	3,440,400	7	" "	" "	1885	109
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River)..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	123½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	117½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1898	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	117
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.& D.):						
1st Mort., guar. for $2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	103
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	106
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	118½
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	109
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	669,000	7	March & Sept	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108¼
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	119½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	109
2d Mortgage (" ")	549,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	86
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	...
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...
2d Mort. (" ")	321,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	...
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	L.2.3.4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	...
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	115
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	102½
Des Moines and Ft. Dodge:						
1st Mortgage (scrpos).....	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,336,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	...
2d Mortgage	800,000	7	May and Nov.	"	1888	...
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	800,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,268,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	378,734	7	May & Nov.	" "	1876	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6a7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghenv Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	105½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	"	" "	'80-'86	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	18,351,500	4½*	" "	Boston.	1906	....
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	86½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1910	108½
3d Mortgage.....	4,852,000	7	" "	" "	1883	105
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	110½
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	117½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	97
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & L.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	82
Construction Loan.....	280,406	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1890	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1898	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	9	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond.or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	630,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,508	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	...
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	...
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300 000	6	April & Oct.	Brot. & Bost	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold	6,227,500	7*	Jan. & July.	New York	1891	109½
1st Mortgage (Western Div.)	2,265 000	7*	" "	" "	189	105
1st Mort. (Waco & N W. Div.)	940,000	8	" "	" "	1903	108
Income and Indemnity bonds	1,359,500		May & Nov	"	....	95
Consolidated Mortgage	2,864,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	71
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	....
1st Mortgage Extension gold	5,5 0,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Last[illegible] (D., L. & L. M.):						
1st Mortgage[illegible] ear	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	110
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 180 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept	" "	1890	108
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	119
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108½
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1897	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1908	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..)	7,925,000	7	J. A. J. & O.	" "	1900	122
Consol. Mort., S.F., Coupon...)		7	Jan. & July.	" "	1900	122½
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	117½
Bonds of 1882 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1882	...
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S . & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,800	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	.. ..
Lehigh Valley:						
1st Mortgage (new loan).....)	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg...)		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125½
General Mort. for $40,000,000..	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered ....)		6*	" "	"	1923	112½
Lewisb., Centre & SpruceC.(P&E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	82
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	102
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	2,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,200	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	105½
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	120
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,000,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	109½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	7*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1896	93½
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	8
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	50
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'08	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,100,000	6*	Jan. & July.	New York.	1908	102½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	103
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	110½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1898	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	April and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F..	849,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	101½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	65½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 5*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds..	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	128
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	115
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	115
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1893	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,600,000	7	May & Nov.	New York	1890	89½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey West Line						
1st Mort. gold for $2.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage	593,500	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug	N.Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	107
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	109½
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126½
1st Mort., reg'd }		7	" "	" "	1903	126½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	127
New York Elevated:						
1st Mortgage	5,500,000	7	Jan. & July.	New York.	1906	112½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	112½
New York and Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	110½
General Mortgage	2 035,000	7	Jan. & July.		1903	115
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110½
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	107½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	79
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	113½
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	110½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	118
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	81
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	110
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	118
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1898	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105¼
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.)2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	117
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	116½
State lien for $7,500,000, skg f'd	4,287,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	457,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	123½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	1.38½
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	117
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	116½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	86
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	90
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	80
Funding income	330,000	7	" "	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	231,800	7	April & Oct.	Philadelphia.	1900	88
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1900	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	113½
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	128½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	125
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1888	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	249,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,200,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77½
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	114
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York	1880	95
2d Mortgage	460,000	7	Jan. & July	" "	1901	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	..
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	74½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	6	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
St Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	115
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	90
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115½
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	103½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	104
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.& Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	97
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	" "	1906	75
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,146,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	796,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'85	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	101
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	103
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1851	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	115½
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	107½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	97
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	75½
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	80½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $8,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	107½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1860	105
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	48½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100½
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
'Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	111¾
1st Mort. Land Grant	7,145,000	7	Apr. and Oct.	" "	1887	113½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115½
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	94½
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	113
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,141	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. &B.).:						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85½
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	80
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	47
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	211,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,31[illegible]	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116½
Western North Carolina:						
1st Mortgage.....	853,000	8	Jan. and July.	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,929,000	7	"	"	1900	120
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	103
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	89
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	110
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	104
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109½
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,500	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	...
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	79
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. (3d series, Jan. 1, 1871	5,500,000	7	Jan. and July.	New York.	1884	104½
Coupon bonds of 1874.....)	3,000,000	7	" "	" "	1891	107½
Registered bonds of 1874.....)	2,000,000	7	Apr. and Oct.	" "	1894	112
Lehigh Coal and Navigation:			" "	" "	1894	112
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	75
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	107
Mortgage (equip.) Loan, gold...	4,668,500	6g	June & Dec	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	138½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100½
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	91
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	103
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	80
Improvement bonds.....	280,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	80
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	...
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	45
Pref. Int. S'ds (" ")	324,810	6	" "	"	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqu. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	[illegible]
2d Mortgage.....	296,00[illegible]	6			1896	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A figure (0) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	106.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1878	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	.....	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	107
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	77½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	139
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,652,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,586,500	1,831,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	64	29	17	895	Atlantic, Mississippi and Ohio†.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,965,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,868	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	3,484,000	—	.....	.....	5,000,000	3,484,000	268,359	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	597.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	156
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	—	.....	114,332	1,650,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I.& Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,538	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	281,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.6	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	—	71.0	395,390	184,988	473,648	508,459	98,352	—	100	....
Nov. 30, 1878	8.8	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,612,556	6,633,533	2,219,536	8	100	142
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	889,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.8	36.5	—	39	64	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,449	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	25
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	330,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	599,550	201,618	6	100	124
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	507,873	2	500	98½
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,044	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	125
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	141½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,328	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E.& W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	333,434	120.5	509,791	199,122	589,265	884,419	450,750	—	100	...
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	—	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,921	138,227	221,650	49,998	—	100	...
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,996,900	213,768	781,793	416.0	911,305	287,634	721,754	1,614,763	560,311	—	100	59
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	142½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,185	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	137,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,889	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	58.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,400,270	233,045	—	100	68
Mar. 31, 1879	242.0	—	12.2	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,539	.....	.....	420,765	168,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	25½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,620 000	3,614,000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	111½
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,800,000	3,617,000	396,718	—	718 6	952,966	.....	.....	2,721,624	1,523,309	2½	100	...
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	34
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	334.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	85
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,203	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... .....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	77
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,973,188	1,787,942	17,530,858	8,744,740	—	100	83
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta...N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,233,37	172,175	588,066	1,936,360	341,621	—	100	22
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,885	1pf	100	54
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois	18,274,828	*	7,230 766	269,406	12,490,872	11,392,950	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,395	7	100	106½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,953,816	27,058,725	13,588,334	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	145½
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,833	533,595	260,947	—	100	67
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,096,000	.....	—	59.3	429,435	158,401	674,068	388,422	30,517	4	100	...
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,656	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,510	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&N W). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	—	82.4	.....	.....	.....	1,454,765	545,537	10	100	141
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.& M.	58,755,181	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	81½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,378,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,135,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	93½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	152
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O., Ky., T., M. & La.	25 911 501	.....	.....	9,662,650	17,247,851	120,695	.....	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	43½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The figures (—) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aided Railroads are distinguished by a "¶."

Date of Statement.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec 31, 1878	40.4	484.2	671.6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,364	14,378,709	5,510,852	3,429,037	50,000,000	37,024,000	1,925,820	3,248,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,969,501		100	110
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,238	1,178,753	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	161.6	192.2	346.6	—	235	72	36	49	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,380,676	27,528,865	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,965	5,582,738	3,075,811	4	50	105
Dec. 31, 1878	120.4	—	66.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,224,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	63
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,760	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,581,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	8,248,000	*	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 890	138,370	—	100	15
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,058	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.8	—	180	75	37	3,239	Louisville & Nashville ...e.Ky. & Tenn.	24,006,920	*	7,500,120	808,939	9,007,819	17,400,722	2,562,678	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	149
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	459	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	187.3	87.9	153 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	.....	.....	.....	.....	.....	.....	312.0	2,272,100	701,122	716,627	91,424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	50	....
Dec. 31, 1878	68.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,468	299,181	—	100	26
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	18	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,535	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	462,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	208,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,938	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	94
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western ...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	43
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	15
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	3,166,261	557,484	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,188	62,493	.....	660,183	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,128,865	*	2,437,577	859,751	5,320,000	15,484,249	719,749	.....	528.6	1,166,773	233,067	186,688	2,098,500	379,321	—	100	24
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex .....New Jersey.	17,710,791	19,144,940	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	108
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	816,183	90,764	53 7	424,020	869,726	271,417	497,456	168,403	2	100	138
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	45,276	5	100	58
Jun. 30, 1878	321.0	132.5	46.1	—	47	28	16	1,080	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,097,296	*	.....	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	117
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	.....	781,532	1,642,557	2,105,000	389,024	122.3	355.841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	86	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,782	.....	.....	135,295	60,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99.000	.....	190.0	.....	29,768	52,840	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,900	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	.....	55,358	52,472	605,000	.....	.....	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.)..... Conn.	2,052,708	1,231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,880	470,455	129,609	6	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile.La., Miss. &Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,068	.....	4,000,000	4,000,000	.....	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept 30, 1878	441.7	298.4	1,389	—	595	470	218	15964	New York Central & Hudson River.N.Y.	82,168,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	582,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,969,040	8	100	131
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N.Y.	1,775,000	—	.....	.....	1,275,500	500,000	.....	.....	5.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in Lessees returns.						8	100	180
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	N. Y., Lake Erie & Western..N. Y. &Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,730,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	46
Sept. 30, 1878	460.0	96.5	1.179	—	476	311	96	—	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45.000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept 20, 1878	14.8	—	10.5	—	11	76	2	22	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	984,078	201,721	139.0	815,362	1,731,635	435,867	1,006,287	197,890	—	100	53
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,456	1,373,773	1,537,029	15,500,800	.....	475.465	1,940,376	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	156
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2.645.022	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,456	10	100	133
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494 022	169,659	6	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	Northeastern¶.....S. C.	2,148,181	*	47,317	47,417	899,350	1,142,000	59,181	35.896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	8.1	452.301	141,209	401,922	426,874	107,372	5	100	99
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4 196.107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	68
Aug. 31, 1878	449.0	136.5	26.0	180.0	48	22	24	1,296	Northern Pacific...Minn.Dak.,Wash.&c.	19,588,650	1,115,373	130.694 587	120,347	100,000,000	.....	50,342,761	1,176,192	646.0	.....	.....	.....	1,193,382	583,700	—	50	33
Oct. 31, 1878	56.6	32.6	79.5	—	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,607	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	101
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.&Mass.	3,205,436	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	336,000	403,094	666,888	269,778	10	100	127
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,789	116,618	269,943	542,670	144,325	—	100	31
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	37
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,811	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	681,190	2,077,616	703,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	286	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	88,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	16	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,306	.....	.....	47.6	.....	24,921	152,478	2,114.859	1,569,516	12	100	183
June 30, 1878	67.4	—	7	—	—	—	128	—	Pekin Linc and Decatur..... ....Ill.	1,586,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,869	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128		Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	13,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	105	
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.).	Penn	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....		
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,880	36,755	12	100	....		
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....		
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	50	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....		
Dec. 31 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,020	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....		
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....		
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	205		
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	78,495	263,663	12	50	205		
Nov. 30, 1878	98 4	228.6	768.4	—	416	334	54		Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	16,505,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	71		
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	142		
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....		
Sept. 30, 1878	149.6	1.9	37.3	—	16	18	-	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	8,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,465	1,542,754	578,312	—	50	....		
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,383,686	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	117		
Dec. 31, 1878	88.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....		
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	268	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	411		
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	599,395	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,658	49,315	10,304	—	100	....		
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,533	77,496	48,317	1,052,186	2,642,500	231,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....		
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	187	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,052	148,151	29,334	—	100	....		
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	263	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	105		
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,055	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....		
Sept. 30, 1878	22.8	—	1.5	—	8	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,597	41,812	—	100	....		
Sept. 30, 1878	43.4	8.0	55.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,963	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....		
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....		
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,128,484	602,540	1,823,359	754,346	8	100	119		
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	236,962	942,386	510,948	—	100	....		
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,632,629	878,241	63,965	547,553	82.9	174,311	123,000	48,321	312,032	151,858	—	100	....		
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....		
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....		
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,348	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....		
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	8	100	....		
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	28	1,182	Rome, Watertown and Ogdensburg	N.Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	408.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	30		
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,086,402	.....	6,480,000	2,546,400	569,741	.....	136.0	.....	.....	[rental, etc.	295,812	278,758	—	100	84		
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847.208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....		
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	811.935	52,065	5,142	10,824	100,000	292,700	26,429	54,784	22.0	25,066	11,516	28,633	38,566	15,425	—	100	....		
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,639	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....		
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	956,985	103,792	75.2	395,390	184,988	473,648	506,459	239,621	—	100	23		
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									684.5	2,217,586	600,556	694,601	1,414,221	1,945,956	—	100	68		
Dec. 31, 1878	489.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....		
Dec. 31, 1878	13.2	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	(C. & A.). Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....		
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	539,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....		
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,380	1,201,652	633,517	—	100	45		
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,208	183,359	.....	954,333	168,210	—	100	....		
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,526	.....	3,928,015	4,499,000	237,808	.....	158.3	666,978	204,058	659,765	1,059,443	158,685	—	100	29		
May 31, 1878	156.0	—	19.5	—	11	10	4	513	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	44		
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	....		
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	657,832	234,227	—	50	....		
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....		
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	8,111,946	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	126,878	—	100	....		
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke.	Va. & N. Carolina	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....		
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	....		
Nov. 30, 1878	46.0	—	3.3	49.0	8	4	2	117	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,291	—	50	....		
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....		
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	158.5	165,745	59,315	136,055	414,477	100,090	—	100	....		
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,068,632	*	.....	.....	3,461,767	6,181,000	575,875	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....		
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,815	643,926	5,819,275	4,932,479	1,413,086	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....		
Sept. 30, 1878	176.0	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	3,273,492	387,651	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,860	—	100	....		
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,689,900	.....	.....	167.0	326,497	64,978	175,342	643,086	311,152	—	100	....		
Dec. 31, 1878	161.0	55.1	48.2	—	48	68	10	914	Southern Pacific	California.	63,995,530	1,780,061	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....		
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	411,390	.....	.....	739,223	352,631	8	100	....		
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern.	Mass.	1,376,126	58,399	49,800	26,278	816,480	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....		
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	96,538	38,118	—	100	....		
Dec. 31, 1878	81 0	—	23.0	—	18	9	2	380	Syracuse, Bing. and New York	N.Y.	4,089,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,582	224,624	3	100	....		
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,169	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,841	1,092,085	876,865	356,378	6	50	100		
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,0 0,000	1,142,000	548,854	126,096	108.0	.....	86,398	220,137	74,284	.....	—	100	47		
May 31, 1879	179.7	264.1	39.4	89.0	40	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,993,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,743	955,455	—	100	18		
Dec. 31, 1878	221.4	19.6	86.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	280,965	702,510	1,368,290	472,211	—	100	....		
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,169,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....		
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,452,300	*	.....	.....	1,152,100	1,478,000	57,682	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	160		
Dec. 31, 1878	275.5	—	369.5	—	255	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	92		
Dec. 31, 1878	1.038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,314,588	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	....		
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,129	62,069	—	100	....		
Sept. 30, 1878	87.0	—	15.9	—	18	22	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....		
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,365	88,120	147,542	def.3,911	—	100	....		
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,860,000	900,000	6,264	38,902	58.8	.....	.....	[rental.	153,197	150,197	5½	100	118		
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	4	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....		
Dec. 31, 1878	62.2	1.5	37.0	—	24	10	4	367	Virginia and Truckee	Nevada.	3,695,881	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	49		
Dec. 31, 1878	462.1	148.1	143.3	100.0	197	66	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,811,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1,952,003	4,798,872	1,654,123	—	100	....		
Sept. 30, 1878	258.5	121.5	18.0	—	31	34	14	476	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....		
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	93,745	29,169	27,126	102,863	22,337	—	100	....		
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,106	200,250	447,922	65,189	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....		
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,882	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	128.6	440,545	613,330	119,682	541,678	202,985	—	100	70		
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	187,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....		
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western of Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	5		
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	218,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	289,094	462,241	1,067,654	304,401	—	100	....		
Sept. 30, 1878	189.0	—	13.0	—	38	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,285	300,000	1,248,000	1,008,944	.....	189.0	.....	.....	.....	509,698	98,658	—	100	55		
Sept 30, 1878	163.5	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	68,078	1,456,200	1,619,100	52,132	315,434	105.5	406,277	.....	.....	312,171	176,277	3	100	0		
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	488	Worcester and Nashua	N.H.& Mass.	2,136,480	390,086	564,980	75,046	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	0		

Locomotives for Japan.

The Japanese government has commissioned Mr. Joseph U. Crawford, an American engineer, who recently spent a year or more in that country, to contract for two locomotives in this country, for a narrow gauge railroad on the island of Jesso, the farthest one north in the Japanese group. Mr. Crawford has made contracts with parties in this city for the two engines, which are to be called the "Benkei" and "Yoshiteze," after two celebrated Japanese heroes of ancient days. They are to be provided with the latest and best improvements, including the Westinghouse air brakes. The cars for the road are to be built at York, Pa. The spikes will be obtained from this city. The rails are ordered in England. These are the first orders of the kind sent here from Japan or China. The Japanese government is especially anxious that the spark arresters be perfect in their construction.—[Pittsburg Chronicle.

Statement of the Public Debt of the United States, March 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,229,000 00	$182,290 00
6 per cent. bonds, 1881 (Oregon,) 1861	787,300 00	7,873 00
6 per cent. 1881 bonds, 1861..	175,841,950 00	1,758,419 50
6 per cent. 1881 bonds, 1863..	69,089,750 00	690,997 50
5 per cent. funded loan of 1881	501,418 900 00	2,089,245 42
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,962,000 00	4,926,413 33
Refunding Certificates	1,883,950 00	12,559 67
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest	$1,770,212,850 00	$12,550,193 42
Interest due and unpaid		3,662,288 46

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	398,650 00	59 28
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	121,550 00	58,853 25
5 per cent. 10-40 bonds, called, 1864.....	4,440,800 00	297,284 18
6 per cent. Consol. bonds, called, 1865.....	690,850 00	1,660 07
6 per cent. Consol. bonds, called, 1867.....	3,207,400 30	300,527 59
6 per cent. Consol. bonds, called, 1868	1,193,000 00	104,989 27
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,165 00	2,370 35
5 per cent. 2 year notes, 1863.	36,350 00	1,897 99
6 per cent. compound interest notes, 1863-64.....	247,240 00	50,232 21
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,950 00	5,526 66
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$10,823,135 26	$897,003 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,255 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency, 1862-3-4	15,631,311 08	
Coin certificates, 1863.....	10,082,600 00	
Silver certificates, 1878.....	9,369,920 00	
Unclaimed interest.....		7,297 03
Aggregate of debt bearing no interest.....	$393,311,102 08	$7,297 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$263,948,000 00	
Bonds at 5 per cent.....	501,418,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,962,000 00	
Refunding certificates.....	1,883,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,770,212,850 00	$16,212,486 88
Debt on which interest has ceased since maturity.....	10,823,135 26	897,003 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,271 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency.....	15,631,311 08	
Coin and Silver Certificates.	19,452,520 00	
	$393,311,102 08	
Unclaimed interest.....		7,297 03
	$2,174,347,097 34	$17,116,787 36
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,191,463,874 70

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,362,288 46
Debt on which interest has ceased.....	10,823,135 26
Interest thereon	897,603 45
Gold and silver certificates.....	19,452,520 00
U S Notes held for redemption of certificates of deposit.	11,485,000 00
Cash balance available March 1, 1880.....	150,031,706 36
	$196,851,653 55
Debt, less amount in Treasury, Mar. 1, 1880.	$1,995,112,221 17
Debt, less amount in Treasury, on the 1st ult.	2,000 784,240 92
Decrease of debt during the month.....	$5,672,019 75
Decrease of debt since June 30, 1879.....	$32,095,035 20

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,283 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,656,910 27; balance of interest paid by United States, $31,994,245 67.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ At the regular monthly meeting of the Petersburg, Va, City Council on the 1st inst., the Finance Committee reported the sale of 2,235 shares of preferred stock of the Petersburg and Weldon Railroad, owned by the city. It was sold to pay the bonded debt of the city falling due August 1st next. The amount realized by the sale, which was confirmed by the Council, is $163,500. The sale of the stock reduced the debt of the city to $1,018,000.

☞ The James River and Kanawha Canal Company have purchased from the trustees of the Miller Asylum at Lynchburg, Va., $10 000 of the bonds of the company, paying therefor $15,000. The company is rapidly getting in position to close negotiations with the new railroad company which proposes to build a road up the James River valley.

☞ The validity of Railroad Aid Bonds issued by the township of Empire, Ill., to the Indianapolis, Bloomington and Western Railroad Company, and by the town of Roberts, Ill., to Hamilton, Lacon and Eastern Railroad Company is affirmed by United States Supreme Court decisions.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 2.

	W. 25	Th. 26	F. 27.	Sat. 28.	M. 1.	Tu. 2.
Allegheny Val. 7 3-10s.....	....	....	....	118	....	
7s, Income.....	....	42½	....	43	....	
Jamden & Am. 6s, 1885....	....	....	....	....	....	
6s, 1889	....	....	....	....	....	
Mort. 6s, 1889.....	....	....	....	113½	....	
Camden and Atlantic.....	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
2d mortgage.....	....	....	....	....	....	
Catawissa	....	....	16	....	....	
Preferred..... 50	....	....	50	....	50½	
New preferred.....	....	50	....	50	....	
7s, new.....	....	....	....	....	113	
Del. & Bound Brook.... 00	....	....	....	100	1 0	
7s.....	....	....	....	....	....	
Elmira & Williamsport....	....	....	....	....	....	
Preferred.....	....	....	....	....	....	
6s..... 100	....	....	....	....	....	
Hunt. & B. Top Mt	....	12½	....	....	....	
Preferred 15½	....	15	....	....	14½	
2d mortgage	....	....	....	....	....	
Lehigh Navigation 37½	38½	38	38½	37½	38½	
6s, 1884.....	....	....	....	....	....	
Gold Loan..... .. 105	105	106	106	....	106	
Railroad Loan.....	....	....	....	....	....	
Conv. Gold Loan...	....	....	....	....	....	
Lehigh Valley 52½	52½	52½	52½	52½	52½	
1st mort. 6s, coupon.....	....	....	....	....	....	
1st mort. 6s, reg.....	....	....	....	....	1 8	
2d mort. 7s...	....	....	....	....	....	
Consol. mort. 6s, reg.....	....	....	112½	....	....	
Little Schuylkill...	53	....	....	....	....	
Minehill & Sch. Haven	....	....	....	58	58	
North Pennsylvania .. 50½	50½	50½	50½	50½	50½	
1st mortgage 6s.....	....	....	....	108½	...	
2d mortgage 7s.....	....	....	....	....	....	
Gen'l mort. 7s, coup.....	....	....	....	....	....	
Gen'l Mort. 7s, reg.....	....	....	....	....	....	
Northern Central. .. 33½	34	33½	33½	34½	34	
6s..... 79	79	....	79	..	79	
Northern Pacific 33½	33½	34	33½	33½	33½	
Preferred 57½	57½	57½	57	58½	56½	
Pennsylvania R. R. .. 53½	52½	53	53½	52½	52½	
1st mortgage.....	....	....	....	....	....	
Gen'l mortgage.....	117	117	....	....	....	
Gen'l mort. reg.....	....	....	....	....	....	
Consol. mort. 6s, reg.....	....	....	....	....	....	
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	
Penn. State 6s, 2d series	....	....	....	....	....	
do. 3d series.	106	....	....	....	106	
do. 5s, new.... 113	....	....	....	....	....	
Phila. and Reading..... 34½	34½	34½	34½	34½	35½	
1st Mortgage 6s.....	....	....	....	....	102½	
7s, of 1893.....	....	....	....	....	....	
7s, new convertible.....	....	....	....	....	102½	
Consol. mortgage 7s.....	....	117	....	....	....	
Consol. mortgage reg.....	....	....	....	....	....	
Philadelphia and Erie 18	....	17½	17½	....	18	
1st mortgage, 6s.....	....	....	....	103½	103½	
2d mortgage, 7s.....	....	....	114	114	114	
Pittsb., Cin. & St L. 7s 113½	....	113½	113½	....	113½	
Pittsb., Titusv. & Buff.. 20½	19½	18½	19½	20½	20½	
7s..... 77	....	76½	....	....	....	
Schuylkill Navigation.. ...	....	....	....	....	....	
Preferred..... ...	....	15½	....	....	....	
6s, 1872.....	....	102½	102½	....	....	
6s, 1882.....	81	....	80	80	....	
United Co. of N. Jersey 160	160	....	....	....	....	
Hestonville, (Horse).....	....	24	....	24½	....	
Chestnut & Wal. (do.).....	....	....	....	....	....	
Green and Coates (do.).....	....	....	....	....	....	
2d and 3d streets (do.).....	....	....	....	....	....	
13th and 15th sts (do.).....	....	....	....	....	....	

Baltimore Stock Exchange.

Closing Prices for the week ending Mar.

	W. 25	Th. 26	F. 27.	Sat. 28.	M. 1.	Tu. 2.
Baltimore and Ohio .. 156	....	....	156	156	....	
6s, 1880.....	....	....	....	....	101½	
6s, 1885.....	....	....	....	....	....	
Central Ohio ($50).....	....	....	....	....	38½	
1st mortgage	....	....	....	....	....	
Marietta & Cincinnati....	....	....	....	....	....	
1st mortgage, 7s..... 109	109½	....	....	109½	....	
2d mortgage, 7s..... 83	83½	83½	....	82½	82½	
3d mortgage, 8s..... 51½	....	....	50	50	....	
Northern Central ($50) 33½	33½	33½	33½	34	34	
2d mortgage, 6s 1885.....	....	....	....	....	....	
3d mortgage, 6s, 1900.....	....	....	....	....	....	
6s, 1900, Gold..... 107½	....	....	....	....	....	
6s, 1904, gold..... 104	103½	103½	....	....	....	
Orange and Alex. 1st.....	....	....	....	....	....	
2d mortgage, 6s.....	....	....	110	....	....	
3d mortgage, 8s.....	80	....	....	....	....	
4th mortgage, 8s.....	....	47½	....	47	....	
O., Alex. & Manassas 7s....	85½	85½	85½	....	....	
Pittsb. & Connellsv. 7s	114½	114½	....	114½	114½	
Virginia 6s, Consol .. 54	53	54	53½	54	52½	
Consol. Coupons	77½	77½	....	77½	76½	
10-40 bonds..... 40	40	41	....	41½	40½	
Deferred Certificates.....	....	....	....	....	....	
Western Maryland	....	....	8	....	....	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed.....	....	....	....	....	....	
2d M., end. Wash. Co.....	....	....	....	....	....	
2d Mort., preferred	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 3.

	Th.26.	F.27	Sat.28	M.1	Tu.2	W.3.
Adams Express	108	108½	109½	109½	109½	110
Albany and Susq.	107	....	...	105½	107	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	110½	....	....	....	....
American Express	....	....	....	....	....	....
Atlantic & Pacific Tel.	49¾	48½	48½	47	46	46¼
Burl., C.R. & Nor.	60	....	....	....	57½	58
1st mortgage 5s	....	89½	88½	89	90½	88½
Canada Southern	68	66½	66¼	64½	65½	67¼
1st mortgage guar.	91½	....	90½	90½	....	91
Central of N. Jersey	86½	86½	87	86½	88	88
1st mortgage 1890	116½	....	....	....	....	....
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific	81½	81	80½	81	83½	82
6s, gold	112½	112½	....	112½	112½	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	104½	....	....
Land grant 6s	....	....	....	....	....	105½
Chesapeake and Ohio	22	21½	21¼	20½	22½	22
Chicago and Alton	106½	107	....	106½	107	106½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	108	....	....	....	....
Chic., Burl. & Quincy	147	145	144¼	145½	....	....
7s Consol, 1903	....	121	....	....	....	....
Chic., Mil. and St. Paul	80½	81½	80½	80½	80¼	81½
Preferred	104	104	104	103½	104	104
1st mortgage, 8s	126	126½	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	113	....	....
1st M. (I. and D. ext.)	....	....	113	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	109	109½	....	....	109½	109½
Chic. & Northwestern	91½	93½	93½	92	9 ½	93½
Preferred	106½	106½	107½	107½	....	108½
1st mortgage	108½	108½	108½	109	....	108½
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	128	128½	....	....	....
Consol. Gold bonds	117	....	117	....	....	117½
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	152½	....	152½	....	....	152
6s, 1917	118	....	....	....	117	....
Clev., Col., C. and Ind.	81	80½	78½	77	78½	79½
1st mortgage	....	....	....	....	118½	....
Clev. & Pittsburg guar	....	....	....	110	....	111½
7s, Consolidated	....	110½	....	....	....	....
4th mortgage	....	....	....	....	....	108½
Col., Chi., & Ind Cent	23½	21½	21½	21	21	19½
1st mortgage	92	....	....	89	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	78½	79½	80	80½	82½	84½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	104½	....	....	....	....
7s, 1894	112	112	112	....	....	....
Del., Lack. & Western	90½	91½	92½	91½	92½	93½
2d mortgage 7s	....	....	....	....	....	102
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	123	....	....	....	....	....
2d mortgage	....	....	108½	....	....	....
3d mortgage	....	108½	....	....	....	105x
4th mortgage	....	....	....	....	....	....
5th mortgage	....	110½	....	....	....	....
7s, Consol. gold	121½	121	120½	116½x	117	117
Great Western 1st mort	108	....	....	....	107½	....
2d mortgage	103½	....	....	....	104	....
Hannibal & St. Joseph	40½	41½	40½	39½	40½	40
Preferred	75	75½	74½	73½	74½	75½
8s, Convertible	....	....	....	108x	107½	107½
Houston & Tex. Cent.	79½	79½	80½	80½	82	85
1st Mortgage	109	109	....	....	109½	109½
Illinois Central	103	103½	102½	102½	102½	102
Kansas Pacific	....	....	....	....	....	....
Lake Shore & Mich So.	106	107½	108½	109½	109½	109½
Consol. 7s	122½	122½	....	....	....	....
Consol. 7s, reg	....	122½	122	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	142½	141	140	141½	141	143½
7s, Consolidated	....	120	....	....	....	....
Manhattan	42	45	45	45½	43	41½
Metropolitan Elevated	114	114	....	114½	112	113
1st Mortgage	103½	103½	103½	103	103	102½
Michigan Central	91½	92½	91½	91½	91½	91½
7s, 1902	....	....	120½	120½	....	120½
8s 1882, S. F.	....	....	....	109½	....	....
M. S. and N. I. 1st, S.F.	....	110½	....	....	....	110½
Morris and Essex	107	109	110	109	109½	108½
1st mortgage	....	....	....	....	128	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	115	....	....	....	....
7s, Convertible	....	103	....	....	....	....
7s, Consolidated	....	110	110½	110½	....	110½
N. Y. Cent. & Hud. Riv	131½	132	132½	132½	132	131½
6s, Sinking fund, 1883	....	....	....	....	....	106
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	126½	126½	....	....	126½	....
1st mortgage reg.	126½	126½	126½	....	....	....
N. Y. Elevated	121½	125	124	122	....	122
1st Mortgage	113	112½	113	112½	112½	....
N. York and Harlem	180	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	126½
2d mortgage, reg.	....	....	....	....	....	127

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 3.

	Th.26.	F.27.	Sat.28.	M.1.	Tu.2.	W.3.
N.Y., Lake Erie & W.	45½	45½	45½	44½	46	45½
Preferred	71	70½	71	71	71½	71½
2d Consolidated	91½	92	92	91 x	91½	91½
New 2d 5s fund	87½	....	....	85½x	87	86½
N.Y., N. Haven & Hart	....	156	156	156	156	156
North Missouri 1st M.	....	....	....	116½	116	....
Northern Pacific	32½	33½	33½	32½	33	33½
Preferred	55½	56½	56½	56½	56½	56½
Ohio and Mississippi	35½	35½	35½	34½	35½	35½
Preferred	82	78	74	72	74	73
2d mortgage	....	115	117½	119	....	....
Consolidated 7s	....	....	113½	113½	....	....
Consol. Sinking fund	112½	113	113½	....	....	113½
Pacific Mail S. S. Co.	43½	43½	46½	51½	54½	58½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	106½	106½	106½	....	105½	....
2d mortgage	....	....	109	....	....	....
Panama	....	183	....	....	....	....
Philadelphia & Reading	68½	69	69½	68½	71½	71½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	128	127½	....	....	....	128½
2d mortgage	....	....	126	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	118½	....
Quicksilver Mining Co	20½	....	20½	20	....	....
Preferred	....	....	64	....	63½	....
St. Louis & San Fran.	43½	44	....	43½	....	....
Preferred	56½	56½	57½	56½	57½	57½
1st Preferred	77	76	....	76½	77½	77½
St. L., Alton and T. H	24½	23½	....	23	....	....
Preferred	65	64	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	101½	....	....	....	....	101½
Income bonds	....	....	....	....	....	96
St. L., Iron Mt. & S. As.	61½	61½	60½	64	64½	....
1st mortgage	115½	....	....	....	....	....
2d mortgage	....	....	103½	103½	103½	....
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	91	91½	90½	91½	92½	93½
1st mortgage	111½	111½	111½	111	111½	111½
Land Grant 7s	....	113½	....	....	....	....
Sinking Fund 8s	119½	119	119½	....	....	....
United States Express	48	....	47½	48	48½	....
Wabash	....	....	....	....	....	....
1st mortgage	108½	....	....	108	....	109
2d mortgage	103½	....	104	104	104	104½
7s, Consolidated	101½	101½	....	....	....	100½
St. Louis Division	....	106½	....	....	....	....
Wabash, St. L. & Pac.	44	44½	43½	43½	44	44½
Preferred	68½	69	68½	67½	68½	38½
New Mort. 7s	....	....	....	....	....	99
Wells-Fargo Express	104	....	103½	104½	104	106
Western Pacific bonds	....	....	....	....	110	....
Western Union Tel	114½	114½	114½	112½	112½	113½
7s, S. F. conv., 1900	....	....	....	....	120	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 3.

	Th.26.	F.27.	Sat.28	M.1.	Tu.2.	W.3.
Atch., Top. and San. Fe	139	141½	139	138	....	139
1st mortgage	115½	....	116	....	116	....
2d mortgage	134	....	....	....	134	134
Land Grant 7s	....	....	....	113½	113½	113½
Boston and Albany	142	142	142	....	....	142
7s, reg	....	....	....	....	....	....
Boston and Lowell	98	98½	....	100	99½	98½
Boston and Maine	121	....	....	121½	....	125
Boston and Providence	141	141	141	141½	141½	....
Boston, Hart. & Erie 7s	56	56½	56½	55½	55½	56½
Burl. & Mo. R. L. G. 7s	....	....	....	114½	....	....
Burl. & Mo. R. in Neb.	141½	....	....	142	143	142½
6s, exempt	108½	....	....	....	....	....
Chi., Burl. and Quincy	146½	145	145½	....	144½	144
7s	....	....	....	120	120	....
Cin., Sand. and Clev.	16½	16½	....	16½	16	16½
Concord ($50)	....	....	....	....	....	....
Connecticut River	142	142	....	....	....	144
Eastern	37½	37½	37½	36½	36	37
New 4½ Bonds	92	....	92	93	92½	93
Fitchburg	....	125	....	....	125	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	92	....	....	....	....
N. Y. & New England	....	52	....	52½	53	53
7s	112½	112½	....	112½	....	112½
Northern, N. H.	....	99	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	31½	31½	32	31½	31½	31½
Preferred	79½	....	78½	....	....	....
Old Colony	111½	111½	111½	111½	111½	112
7s	....	....	118	....	....	....
Ph., Wil. & Balt. ($50)	....	....	....	71	....	....
Portl'd, Saco & Ports.	....	106	....	....	105½	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	110	....
Pullman Palace Car	....	....	....	....	....	....
Union Pacific	....	....	91½	91½	....	93½
8s	....	....	....	110	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	115½	115½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	118½	....	....
Worcester and Nashua	56	57	57½	....	56	60
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	61½	....	....	62	62
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	245½	245	245	248	250	....
Quincy	40	40	41½	41½	40½	40½

New York Stock Exchange.

Closing Prices for the week ending Mar. 3.

	Th.26.	F.27.	Sat.28	M.1.	Tu.2.	W.3.
Federal Stocks:—						
U. S. 4s, 1907, reg	106½	106½	106½	105½x	105½	105½
U. S. 4s, 1907, coup	106½	106½	106½	106½	106½	106½
U. S. 4½s, 1891, reg	....	107½	....	108	....	108
U. S. 4½s, 1891, coup	108½	108½	108½	108x	108	108
U. S. 5s, 1881, reg	103½	103½	103½	....	....	103½
U. S. 5s, 1881, coup	104	....	104½	103½	103½	103½
U. S. 6s, 1881, reg	106½	106½	....	....	104½	....
U. S. 6s, 1881, coup	....	105½	....	....	105½	105½
U. S. 6s, 1880, reg	102½	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup	94	95	96	....	96	....
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices Feb. 20.	Feb. 13
Atlantic & Gt. W. 1st mort., Certs.	71 — 73	69 — 71
Do. 2d mort., Certs	33 — 35	32 — 34
Do. 3d mort., Certs	17 — 18	16 — 17
Baltimore and Ohio (sterling)	114 —116	114 —116
Central of New Jersey $100 shares	84 — 87	83 — 85
Do. Cons. Mort. Oct. '79 coupon	109 110	109½—110½
Do. Adjustment bonds	109 —111	109 —111
Do. Income bonds	89 — 91	89 — 91
Det., Gd. Haven & Mil. Equip. bds.	109 —111	108 —110
Do. Con. M. 5 p.c. till '84 after 6 p.c.	97 — 99	95 — 97
Erie shares $100 Recon. Ass. $6 pd.	49 — 49½	48½ — 49
Do Pref. Shares, R. T. Ass. $3 pd	72 — 78	72 — 78
Do. 1st Con. M. ex-Certs. 6 Cou.	121 —124	122 —124
Illinois Central $100 shares	106 —107	103½—104½
Illinois & St. Louis Bdge 1 mort. stg.	— — —	— — —
do do. 2 mort. stg	78 — 82	80 — 85
Lehigh Valley Consol. mortgage	110 —112	110 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	129 —131	128 —130
Do. $100 shares	135 —137	135 —137
Do. Mort. bonds (stg.)	115 —117	115 —117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	123 —123	121 —123
Do. do. 2d do.	89 — 91	87 — 89
Do. 2d Consol. Mort. bonds	96 — 97	95 — 96
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	53 — 54	53 — 54
Do. Con. Sink. Fund Mort	110 —111	110 —111
Philadelphia and Reading $50 shs.	34 — 35	33 — 34
Pittsbg, Ft. W. & Chic. Equip. bds.	107 —109	107 —109
Union Pacific Land Grant 1st mort.	115 —117	113 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 4, 1880.

The markets have been unsettled and feverish the past week with stocks generally active and higher, except mining shares, which have fallen off, while the merchandise markets have been generally dull and depressed without any decided break in prices, under a continued lack of export demand and cessation of speculation. Following the close of our last review when the stock market was unsettled by an advance in Harlem to 180, of Louisville and Nashville to 144, Nashville and Chattanooga to 120, and a decline in Little Pittsburg to 14½ and Manhattan Railway to 41½@42, the largest transactions were in the coal stocks, which were strong on an advance in the price of coal, while the Vanderbilt stocks were higher on a continued bull movement until the seizure by the American Union Telegraph Co. of the Western Union lines, when the whole Vanderbilt list fell off with his telegraph stock, and the Gould shares only steady to weak, on the belief that his interest was on the "bear" side of the market and that he would depress his own stocks to affect others of which he is said to be "short," notably Western Union.

Money ruled pretty steady at 5@6 early in the week on a loss of over $2,400,000 in the bank reserve as per last statement which was unexpectedly unfavorable on the unusual flow of currency East and West at this season. Sterling Exchange was higher early in the week and then eased off on a continued good demand for bills by the importers whose business is still large, and in excess of the increased supply of breadstuff bills early

the week, for there was a corresponding decline in cotton bills.

Pacific Mail and the Pacific roads came in on Monday for their share in the advance, on the suming of the long talked of contract between them, by which rates are restored and fixed by the roads, for which they pay Pacific Mail $110,000 per month bonus and buy the two China steamers running from San Francisco for $1,200,000. This, it is claimed, will enable the Pacific Mail to pay 1½ per cent dividends in July. Iron Mountain and Erie have been alternately weaker and stronger, apparently on other than general causes. Government as well as railroad bonds have been up and down with stocks, with corresponding activity, while State bonds have been more active at about old prices. The public debt statement shows a reduction in February of over $5,000,000, nearly $200,000,000 cash in the Treasury and $346,681,000 legal tenders outstanding.

St. Paul and Sioux City Railroad shares advanced on the proposed consolidation with the Minneapolis and North Wisconsin. The activity and strength in the general stock market was renewed in the middle of the week on the rumor that the Treasury would take $5,000,000 of bonds at the Wednesday's purchase, and money rose up to 6 per cent and a commission on stock purchases in anticipation of it on Tuesday, but only $2,500,000 were taken, out of proposals of $13,000,000, at 105.85 for $2,383,000 6s of 1881.

Iron Mountain recovered, later and advanced sharply on prospects of the road being placed in the stockholders' hands before long; and its income bonds advanced on promised dividends soon, as well as the annual report, a brief synopsis of which will be found in another column. The stock market which had fallen off Wednesday on the small purchase of bonds, rallied at the close on the immediate disbursement of the money in payment thereof.

Messrs. J. W. Amerman & Co. are fast disposing of their St. Louis, Hannibal and Keokuk 7 per cent first-mortgage bonds at 92½ and interest and will soon advance them to 95 and interest.

Messrs. Sheldon & Wadsworth have nearly closed out their Utah and Pleasant Valley first-mortgage 7 per cent bonds, and have raised the price to 95 and interest.

We are informed upon authority that the Louisville and Nashville and the Nashville and Chattanooga are now in perfect harmony on all matters lately at issue which will be adjusted as follows: The St. Louis, Southeastern and Owensboro line will be retained and a stock dividend of 100 per cent on those roads will be issued to the Nashville and Chattanooga stockholders and also a cash dividend of 15 per cent, both payable in April. The cash dividend is from the proceeds of a sale of steel rails and equipment bought for the Owensboro road at the lowest prices of last year on a basis of $43 per ton for the rails.

Mining stocks have been depressed throughout under the shock received to Eastern managed mines by the break in Little Pittsburg under its new directory who are thought to have unloaded on the public, and on the outcome of the alleged swindle in Moose which it is now proposed to mortgage to keep running instead of its paying dividends, as we were told last fall by its officers. The transfer of the Bonanzas from Flood to Mackay does not affect those stocks as it is a choice of evils without choice in which of their hands the mismanagement shall continue.

Breadstuffs have relapsed again into dullness and weakness as the export demand has fallen off again and stocks are coming forward more freely from the West. Corn has improved, however, on light supplies at the seaboard, but there is abundance back to come forward by water routes, as its price cannot afford shipment by rail rates.

Provisions have been more dull and depressed than ever, as the foreign demand still keeps at the same ratio of decrease which already is equal to the product of 600,000 hogs since November 1st less those a year ago, as the result of hard times in Europe and of the heavy import duty in Germany. Hence a break is looked for any day as the outside speculators are getting tired out holding.

Cotton has been depressed and the speculators in this staple find, like those in others, that the speculative advance last fall in merchandise is one thing and that increased consumption by reason of better times this side the Atlantic is altogether a smaller factor on the bull side than they had supposed. The same is true of all other staples of commerce in which there has been speculation since last summer and fall, and a collapse in many of them is probable.

We are in receipt of a copy of the "Financial History of the United States from 1774 to 1789," by Judge A. S. Bolles, of Norwich, Conn., lecturer on Political Economy in the Boston University, published by D. Appleton & Co. This book covers the period of the Revolution, to the financial administration of Robert Morris, and is full of hitherto unpublished information in connected form, of the finances of the Government in its infancy. It is a work of great value to the public but especially so to bankers and dealers in Government securities in this and European countries, as it is the only work of the kind ever published, and is gotten up with pains taking care for which the author has a well earned reputation in his "Industrial History of the United States," "Chapters on Political Economy" and "Conflict between Capital and Labor." This is the first volume of a series, the second of which is to cover the period from 1789 to 1860, and the third from 1860 to 1880. The work is full of interest to the general reader and should command large sales.

The closing quotations on Thursday were, Adams Express, 109¾@110¼; American Express 56½@57; Atlantic and Pacific Telegraph, 46¾@47; Canada Southern, 67¼@68; Central of New Jersey, 88@88¼; Central Pacific, 82@83; Chesapeake and Ohio, 22@22⅜; do. 1st pref., 31¾@33; do. 2d pref., 24@24¾; Chicago, and Alton, 106½@107; do. pref., 119@@120; Chicago and Northwestern, 98½@93⅝; do. pref., 106½@107; Chicago, St. Paul and Minneapolis, 57@57½; Chicago, Milwaukee and St. Paul, 81⅛@81½; do. pref., 104¼@104⅜; Chicago, Rock Island and Pacific, 150@151½; Chicago, St. Louis and New Orleans, 41½@42¼; Cleveland, Columbus, Cincinnati and Indianapolis, 79@79½; Col., Chicago and Indiana Central, 19@19⅛; Delaware and Hudson Canal, 83⅝@83⅞; Delaware, Lackawanna and Western, 93@93⅛; Hannibal and St. Joseph, 39¾@40⅛; do. pref., 74@74¼; Illinois Central, 103¼@103½; Lake Shore and Michigan Southern, 109⅞@110; Louisville and Nashville, —@150; Michigan Central, 93⅞@94; Morris and Essex, 109@109½; Manhattan Railway, 45½@45¾; Metropolitan Elevated, 115@116; New York Elevated, 124@127; New York, Central and Hudson River, 131½@131¾, New York, Lake Erie and Western, 46⅛@46¼; do. pref., 71¾@72; Northern Pacific, 33⅛@33½; do. pref., 56⅝@57; Ohio and Miss. 36⅞@37; do. pref., —@76; Pacific Mail, 58@58½; Philadelphia and Reading, 71½@71¾; Quicksilver, 20@21; do. pref., 63@65; St. Louis, Alton and Terre Haute, 23@—; do. pref., —@64; St. Louis and San Francisco, 44¾@45; do. pref., 58@58⅛; do. 1st pref., 78¼@78⅛; St. Louis and Iron Mountain, 63@64½; Union Pacific, 92⅝@92⅞; United States Express, 48½@49; Wells-Fargo Express, 104½@105½; Western Union Telegraph, 113⅝@113¾; Wabash, St. Louis and Pacific, 43½@43¾; do. pref., 68⅛@68⅜.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Texas and Pacific Railway, 47⅜; do. Income, L. G., 76⅛; St. Paul and Sioux City R. R., 44; do. pref., 79½; do. 1st, 103½; Peoria, Decatur and Evansville R. R., 21¼; do. 1st, 93½; do. inc., 53; Oregon Railway and Nav. Co, 108⅜; do. 1st, 94½; New York, Ontario and Western R. R., 30½; Nashville, Chattanooga and St. Louis R. R., 116; do. 1st, 115; Mobile and Ohio ass., 24; do. 1st, 101½; do. 1st deben., 75; do. 3d deben., 38; Marietta and Cincinnati 1st pref., 11½; do. 2d, 8¼; Lake Erie and Western R. R., 33½; do. 1st, 98; do. inc., 65½; Missouri, Kansas and Texas R. R., 43⅞; do. 7s, consol. S. F. ass., 101⅞; do. 2d, 66; Ind., Bloom. and Western R. R., 34½; do. inc., 58; do. 1st, 75; do. 2d, 64½; Chicago, St. Louis and New Orleans R. R., 43⅜; Chicago, St. Paul and Minn. R. R., 56½; do. 1st, 107; Chesapeake and Ohio 2d pref., 24⅛; do. 6s, Series B, 69; do. cur. int. 43⅜; Ohio Central R. R., 25½; do. 1st, 92½; do. inc., 55; Louisville, New Albany and Chicago R. R., 100; Rome, Watertown and Ogdensburg R. R., 30; do. 1st consol., 72; Boston and New York Air Line pref., 53; Michigan Central 6s, 1909, 110⅜; St. Paul and Duluth R. R., 89½; do. pref., 70; Memphis and Charleston 2d, 99; International and Gt. Northern R., 47; do. 1st, 101⅝; do. 2d inc., 74½; Cedar Falls and Minn. 1st, 104; Ohio and Mississippi 1st, Springfield div. 82; Boston, Hartford and Erie 1st, 57; Houston and Texas Central 2d, M. L., 114⅞; Cleveland and Toledo S. F., 109; Quincy and Toledo 1st, 106; Ind., Dec. and Spring. 1st, 102⅞; do. 2d inc., 74⅜; Philadelphia and Reading Gen'l mort. 6s, 86; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass. sup., 87; do. inc., 42½; St. Louis and Iron Mt. 1st pref. inc., 94½; do. 2d pref. inc, 85; Arkansas Branch 1st, 104; St. Louis, Kansas City and Northern, Omaha div., 1st, 111½; do. 7s, R. E. 1895, 106; Lehigh and Wilkesbarre consol. ass., 99; do. inc., 75; Central of New Jersey 1st consol. ass., 107; do. Adjm't, 107⅞; do. inc., 90; do. conv. ass., 107¾; Clev., Col., Cin. and Ind. consol., 109; Kansas Pacific 6s,

Denver Div. ass., with coup. certif., 109¼; do. 1st, J. & D., with coup. certif., 117; do. 1st consol., 97¼; Toledo, Peoria and Warsaw E. D., pur. com. rec., 130; do. W. D., do., 130; South Pacific 1st, 101; Am. Dock and Imp. 7s, 112; Denver and Rio Grande 1st, 102¾; St. Louis and San Francisco 2d, class B, 75⅞; do. A, 97; Frankfort and Kokomo 1st, 90; Iowa Midland 1st, 120; Chicago, Milwaukee and St. Paul S. W. div. 6s. 101; Laf., Bloom. and Muncie 1st, 98; Sutro Tunnel, 3⅝; Am. Dist. Tel., 72; Canton, 58½; New Central Coal, 30; Montauk Gas Coal, 54; Consolidated Coal, 32; Maryland Coal, 27; Standard Mining Co., 30½; Little Pittsburg, 14½; Homestake, 34; Ontario Silver, 37½; Central Arizona, 8¾; Climax, 2⅝; Excelsior, 20½; Leadville, 3½; La Plata, 6⅞; Deadwood, 18; Alabama Class A, 63; Missouri 6s, 1886, 107; do, 1888, 108; do. 1889 or 1890, 109; do. 1894, fund., 110; North Carolina 6s, old, J. & J., 29½; South Carolina 6s, non-fund, 5½; Tennessee 6s, old, 36½; do. new, 32; Louisiana 7s, consol., 48.

Philadelphia.—Elmira and Williamsport 5s, 85½; Philadelphia and Reading R. R. scrip, 88; do. 6s, 1844-'80, 101¼; do. Gen'l mort. 6s, 85¾; Texas and Pacific R. R., 47; do. consol. mort. 6s, 97; Railway Car Trust 5s Series A, 100¼; do. B, 100; Lehigh Nav. consol. mort. 7s, 103½; Western Pennsylvania 6s, Pittsburg Br., 104; Schuylkill Nav. 7s, B. L., 80; Union and Titusville 7s, 88½; Am. S. S. Co., 103; Huntingdon and Broad Top Mt. 7s, consol., 71; Oil Creek 1st mort., 100; Philadelphia and Reading Coal and Iron mort. 7s, 90; Phila., Wil. and Balt. conv. bonds, 140; Warren and Franklin 7s, 102; Pennsylvania Co. 6s, 106¼; Pittsburg, Titusville and Buffalo Inc, 7s, 56; Delaware Division Canal, 42; Philadelphia and Gray's Ferry Pass. R. R., 57; People's Pass. R. R., 17; Central Transp., 47¼; Nesquehoning Valley R. R., 55½; West Philadelphia Pass. Railway, 82½; St. Paul and Duluth R. R., 39; do. pref., 69¾; Empire Car Trust, 102½; Morris Canal pref., 150; Germantown Pass. R. W., 69; Continental Pass. R. W., 94; City 6s, new, 122; do. 4s, 105¼. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 105@105½; Pennsylvania State 6s, 2d series, 101½@101¼; do. 3d series, 106@106¼; do. 5s, new loan, 113@113½, do. 4s, new, 103@104; Philadelphia and Reading, 35½@85⅝; do. consol. mort. 7s, coup., 116¼@—; do. reg. 117@117½; do. mort., 6s, 100½@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 160@161½; Pittsburg, Titusville and Buffalo R. R., 20⅝@20¾; do. 7s, 78@80; Camden and Amboy mort. 6s, 1889, 113@113⅝; Pennsylvania R. R., 52½@52⅝; do. 1st mort., 102¼@102½; do. gen'l mort., coupon, 117@117½; do. reg., 118@120; do. consol. mort. 6s, reg., 113@113½; Little Schuylkill R. R. 53@53⅛; Morris Canal, 37¼@—; do. pref., 150@150½; Susq. Canal 6s, 75@82; Schuylkill Nav., —@8; do. pref., 15⅞@16; do. 6s, 1882, 80@82; do. 1872, 103@—; Elmira and Williamsport pref., 51@51½; do. 6s, 108@109; do. 5s, 85½@86; Lehigh Coal and Navigation, 38¼@38⅜; do. 6s, 1884, 107½@—; do. R. R. loan, 106½@107½; do. Gold Loan, 106@106¼; do. consol. 7s, 103@103½; Northern Pacific, 31@33⅜; do. pref., 57¼@57¾; North Pennsylvania, 50⅝@50⅞; do. 6s, 108⅜@108½; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 111⅞@115⅛; Philadelphia and Erie, 17⅞@18; do. 6s, 103½@103¾; do. 7s, 113¾@114; Minehill, 58⅜@58½; Catawissa, 15⅞@16; do. pref., 50⅛@50⅜; do. new pref., 49¼@49⅝; do. 7s, 1900, 112½@113; Lehigh Valley 52⅛@52⅜; do. 6s, coupon, 117@117; do. reg., 117@118; do. 2d mort. 7s, 122@126; do. consol., mort., 112⅛@112⅜; Fifth and Sixth streets (horse), 110@117; Second and Third, 100@104; Thirteenth and Fifteenth, —@88; Spruce and Pine, 56@58; Green and Coates, 97¾@98; Chestnut and Walnut, 74@76; Hestonville, 23⅞@24⅛; Germantown, 65@69; Union, 107@110; Lombard and South, 12@20; West Philadelphia 82⅜@82½; People's, 16¾@18; Ridge Av., 75@75; Continental, 95@96.

Baltimore.—Canton Co. 6s, 108½; Wilmington, Columbia and Augusta 7s, 56¼; Chesapeake and Ohio Canal 6s, 68; Virginia and Tennessee 6s 101¾; Baltimore and Ohio 1st pref., 116½; do 2d pref., 106½; Central Ohio pref., 49; Virginia 10.40 coupons, 80½; Virginia Peelers 30; City Pass. R. R., 38½; Maryland Defense 6s, 108⅛; do. exempt, 6s, 112⅛; Norfolk Water 8s, 118; City 6s, 1890, 115¼; do. 6s, 1886, 110; do. 5s, 1894, 110; do. 5s, 1916, 112¼; Atlantic Coal, 1.50. The latest quotations are: Baltimore and Ohio, 156@157; do. 6s, 1880, 101@—; do. 6s, 1885, 109@—; Northern Central, 34@34⅛; do. 6s, 1900, 110¼@110½; do. 6s, 1900, gold, 107¼—@; do. 6s, 1904, gold, 103¾@104; do. 5s, 79@79¼; Marietta and Cincinnati 1st mort., 1892, 109@109½; do. 2d mort. 7s, 82@83; do. 3d mort. 8s, —@50; do. 1st mort. sterling, 105@106; Pittsburg and Connellsville 7s, 114@114¾; Orange and Alexandria 2d, 109½@110; do. 3d, 80@—; do. 4th, 46½@47; Orange, Alex. and Manassas 7s, 85⅜@85⅝; Virginia consol. 6s, 53@53¼; do. 2d series, 30@30⅛; Virginia Consol. coupons, 77¼@77½; Virginia 10-40 bonds, 40⅞@41; City 6s, 1884, 109@110; do. 1890, 115@115½; do. 1900, 120@—; do. 5s, 1885, 104@—; do. 1894, 110½@—; do. 1916, —110½@—.

Boston.—Flint and Pere Marquette R. R., 27⅝; Little Rock and Ft. Smith R. R., 63¼; do. 7s, 102; Cincinnati, Sandusky and Cleveland 2d, 92; Republican Valley 7s, E. D., 101½; do. W. D., 101; Marquette, Houghton and Ontonagon R. R., 26; do. pref., 50½; do. 6s, 90½; do. 8s, 113; Summit Branch, 19¼; Kansas City, Lawrence and Southern R. R., 85; do. 4s, 87; Kansas City, Fort Scott and Gulf R. R., 54½; do. pref., 82¾; do. 7s, 107; Wisc., Valley R. R., 65½; do. pref., 75; Chicago and West Michigan R. R., 67; Conn. and Passumpsic Rivers R. R., 60; Youngstown and Connolton Valley R. R., 38; do. 7s, 1909, 100; Rutland R. R., 8½; do. pref., 35¼; Cedar Rapids and Missouri River R. R., 111½; Atchison and Nebraska R. R., 77½; Wisconsin Central R. R., 15; do. pref., 26½; New Mexico and Southern Pacific 7s, 109¼; Dover and Winnipiseogee R. R., 108¼; Burlington and Missouri River 6s, in Nebraska, non-exempt, 102; Kansas City, St. Joseph and Council Bluffs R. R., 68½; do. 7s, 108; Florence, El Dorado and Walnut Valley R. R., 35; Oswego Midland R. R., 8; Cheshire R. R., 50; Chicago, Clinton, Dubuque and Minnesota R. R., 67; Atchison, Topeka and Santa Fe guar. 7s, 101⅛; Southern Kansas and Western R. R., 75; do. 7s, 105; Chicago, Iowa and Nebraska R. R., 141; Boston, Clinton, Fitchburg and New Bedford R. R., 25; Iowa Central R. R., 11; Detroit, Lansing and Northern pref., 107; Central Railroad of Iowa, 34; Sandusky City and Ind. 7s, 102; Portsmouth, Gt. Falls and Conway R. R., 26½; do. 4½s, 1937, guar., 77¾; Boston, Revere Beach and Lynn R. R., 100; Fitchburg 5s, 103; Boston 4s, 1909, 101¼; do. 5s, 1884, 104; do. 1887, 106½; Boston Land, 10⅝; Boston Water Power, 17¼; Brookline Land, 6½; Waverly Land, 60c.; Atlantic Mining Co., 26½; Alouez, 22¾; Blue Hill, 10¾; Brunswick Antimony, 13; Copper Falls, 13½; Catalpa, 2¾; Central, 46; Copper Harbor, 80c.; Duncan Silver, 4; Douglass, 5¾; Dana, 1¼; Franklin, 28¾; Harshaw, 23; Huron, 11¾; Humboldt, 1½; Hungarian, 87½c.; International, 55c.; Minnesota, 8; Manhattan, 1; National, 5⅝; Osceola, 45; Pewabic, 63; Pontiac, 1⅝; Ridge, 8½; Silver Islet, 20½; Star, 3; South Hite, 2¼; Sullivan, 14; Union Land and Copper, 5; Washington, 75c.; Waukeag Silver, 7½; Winthrop 1¼.

Cleveland, Columbus, Cincinnati and Indianapolis Railroad.

At the annual meeting of this company, held in Cleveland, Ohio, on the 3d inst., the following directors were elected: A. G. Dulman, of New York; B. S. Brown, of Columbus; H. R. Baltzer, of New York, and George H. Russell, of Cleveland—all re-elected except Mr. Dulman, who succeeds L. M. Hubby, of Cleveland, retired. The annual report shows the gross earnings for the year 1879 to be $3,758,967 96, of which $2,796,405 31 was received for freight; $737,939 47 from passengers, and the balance for mails, expenses, rents, interest and dividends. The total express were $3,234,501 07; of which $2,692,307 53 was paid for operating the road; $425,180 interest on bonds, and the balance for taxes. The net earnings are $524,466 89, which yields a net surplus of $149,678 89 after the payments of the February dividend. The increase of gross earnings over those of the year 1878 is $280,254 17. The decrease of expenses for the same time $6,420 24. The floating indebtedness was liquidated during the year, to accomplish which the bonded debt was increased by $228,000; making it now $6,387,000. The report states that the condition of the railway and its equipment was never better than now.

☞ The 33d Annual Report of the Pennsylvania Railroad Company, an abstract of which is given on another page, together with the Treasurer's General Account, shows that the road has done the largest business ever known for any year since its incorporation, at lower rates than ever before, and yet such has been the economy of the management that the cost of transportation and and operating expenses has been reduced to the lowest rate ever known on any road, and the company has earned all its fixed charges and six per cent on its capital stock.

☞ H. L. Morrill has been appointed Superintendent, John J. Archer General Freight and Ticket Agent, and Charles H. Cory Master Mechanic of the Scioto Valley Railroad.

☞ The Fort Wayne and Jackson Railroad Company has declared a dividend of 2 per cent to preferred stockholders, payable March 25.

The Railway Age Monthly.

Our enterprising contemporary, the Chicago *Railway Age*, has issued a monthly magazine of sixty-four pages devoted to the interests of railway employes, at $1 50 per year. This is no doubt a wide and comparatively unoccupied field, in which much good can be accomplished by a properly conducted journal. Just what line of policy the publishers will pursue in order to keep the two interests which they represent from clashing, they do not enlighten us. They have hitherto conducted the *Age* purely as an advocate of the railroad interest, whose policy has been to attack instead of harmonizing opposing interests. If the new magazine is to be conducted, as it announces, in the interests of railroad employes, it must surely antagonize the railroad interest, if the same policy is pursued in its conduct as in that of the *Age*. How then will the publishers of these two journals manage? Will they try the hitherto unsuccessful feat of riding two horses at once and fall between two stools, or will they renounce their old policy of advocates who must defend their clients right or wrong, and assume a medium and semi-judicial ground between these two interests and endeavor to harmonize them by teaching them that their interests are mutual and that neither can injure the other without injuring itself? If the latter shall be its policy, then it must succeed in the end, by making both publications more valuable to their separate constituencies. In this way only it may in time lay claim to what it now assumes in its prospectus, to be "The Leading Railway Journal of the Land."

Mexican C ntral Railway.

Articles of association of the Mexican Central Railway Company, limited, were filed with the Secretary of the Commonwealth of Massachusetts on the 25ult., making the fourth railroad company chartered under last year's law. The termini and general course of the railroad and telegraph are: the city of Mexico, and thence running by the best practical route in a general northerly direction through and to the cities of Queretaro, Celaya, Salamanca, Irapuato, Guanajuato, Silao, Leon, Lagos, Aquascalientes, Zacatecas, Durango and Chihuahua, with branches from the best practicable points on the main line to Salvetierre, Dolores, Hidalgo, Guadalajara, San Luis Potosi and to a point or points on the Pacific coast and the Texan frontier, and such other main line and branches as said corporation may be authorized to construct by the grants of the republic of Mexico.

The following persons are to act as a Board of Directors until others are chosen: Charles C. Burr, E. W. Converse, Thomas Dana, William S. Eaton, A. B. Lawrie, Pliny Nickerson, Charles W. Pierce, Lucius G. Pratt and William J. Rotch.

The amount of capital stock is one million dollars, divided into ten thousand shares of the par value of one hundred dollars each, and the following agree to take and pay for fifty shares each: Thomas Nickerson of Newton Centre, George B. Wilbur of West Newton, Lucius G. Pratt of West Newton, Joseph H Gray of Boston, Isaac T. Burr of Boston, E. W. Converse of Newton, William S Eaton of Boston, William J. Rotch of New Bedford, S. S. Sleeper of Cambridge, John H. Sanborn of Newton Centre, Theodore Nickerson of Newton Centre, Thomas Dana of Boston, A. W. Nickerson of Dedham, Sterne Morse of Boston, A. B. Lowrie of Boston, Joseph Nickerson of Brewster, Pliny Nickerson of Boston, Alden Speare of Newton Centre, Charles W. Pierce of Newton Centre, Charles C. Burr of Auburndale and Franklin B. White of Milton.

Rebuilding the Tay Bridge.

The North British Railway Company have given official notice that they intend applying to Parliament in the ensuing session for leave to introduce a bill for an act authorizing the company to restore and improve the communication by railway across the Firth or River Tay. For this purpose they ask for powers to make and maintain a railway commencing by a junction with the up line of the North British Railway at a point 120 yards southward from the face of the abutment at the south end of the railway bridge, over the river, crossing it by a bridge, to be constructed parallel, or nearly so, with the railway bridge across the river, and to be braced thereto, or otherwise connected therewith, and terminating by a junction with the up line of the railway at a point about 40 yards eastward from the face of the eastern abutment supporting the bowstring arch or span carrying the railway over the Dundee sea-wall, esplanade, and street. Powers are asked to make alterations in the levels of parts of the Tay Bridge and Newport Railway, and for "the restoration of the railway bridge across the River Tay, with such alterations in the structure thereof throughout its entire length, or any part thereof, as may be deemed expedient, including, if thought proper, a reduction in the extreme height of the whole or part only of the said bridge, and the height of the lower surface of the bridge and girders, respectively, over the water level; also, a contraction in the width of certain of the existing spans, and the construction, where necessary, of additional piers."

Standard Freight Cars.

David Hoyt, master car builder of the New York Central Railroad Company; Robert Miller, of the Michigan Central; John Ortton, of the Canada Southern; John Kirby, of the Lake Shore; C. E. Garey, of the Harlem, and Leander Garey, Superintendent of the car department of the New York Central, have been in session at the Grand Central Depot for several days to agree upon a standard freight car to be used on all the Vanderbilt roads. After discussing many plans, they decided upon a uniform style of car, both box and cattle, which, it is expected, will be found so perfect that it will be generally adopted by the various roads throughout the country. It was also arranged to have the cars built by the shops of the respective lines represented, and the work will be begun at once, in order to have the cars put in service without delay to meet the increased demand for transportation. It is claimed that the new cars will be a vast improvement in every respect over the ones now in use, and the advantages will be so apparent that the new cars will be brought into requisition not only on all the roads in this country, but also abroad.

Coke as Blast Furnace Fuel.

The frequent and important sales of coking coal lands in the Connellsville district, which we have noted from time to time in our columns recently, indicate most clearly the growing confidence in coke as the future blast furnace fuel. We have so frequently, during the past four years, referred to the advantages of coke for this use, that we do not intend to discuss them here, but simply to state that the experience with it in anthracite furnaces of the East proves conclusively that, with a proper proportion mixed with anthracite, the results in increased yield are surprising. When failures have been recorded, or when the increased yield has been light, these results can be nearly always traced to too small per centage of coke.—[Iron Age.

African Railway.

Duponchel's projected railway for connecting Algeria with Soudan continues to excite great interest in France. A commission of 65 members has been appointed, and divided into four subcommissions. The first under the presidency of de Lesseps, is to collect statistical and economical information; the second under Duponchel, is devoted to technical studies and the determination of routes; the third is to have charge of the explorations, and the fourth will consider international questions, especially to the Moors, the Tripolitans and the Touaregs. Many of the senators and deputies, who are the members of the commission, have visited Algeria in order to understand the different projects which are to be brought before them.—[Les Mondes.

Earnings of Railway Carriages.

The Pall Mall Gazette gives some curious figures showing the relative earning of the various classes of English railway carriages, gathered from the official returns of the companies. During the half year recently ended, every first-class carriage on the Midland Railway earned on an average £716, and every third-class, £533. On the Northeastern Railway the first-class carriages earned on an average £312 each, the second-class £334 each, and the third-class £524 each. On the Manchester, Sheffield and Lincolnshire Railway, every first class carriage earned £117 in the six months, every second-class carriage £130, and every third-class carriage £553. The returns are exclusive of the receipts from season tickets, which are not divided into the separate classes in the official reports, and in every instance the "composite" carriages are excluded from the return.

Pittsburg and Connellsville Railroad.

In the United States Circuit Court at Pittsburg on the 27th ult., Welty Mc Cullough, Esq., Attorney for the Pittsburg and Connellsville Railroad Company, confessed judgment to the Baltimore and Ohio Railroad Company for $4,354,748 86. This was the amount of bonds, mortgages and other liabilities assumed by the Baltimore and Ohio when it took charge of the Connellsville road. The stockholders got only about 30 per cent of their claim under the compromise. This virtually wipes the Connellsville Railroad Company out of existence, and makes it a feeder of the Baltimore and Ohio. This branch runs from Pittsburg to Cumberland, Md., and is very valuable on account of its coke, coal and manufactured freight.

Union Pacific Railroad Lines.

The Omaha Herald says that J. T. Clark, General Superintendent of the Union Pacific Railroad, on his recent trip west, arranged for the building of two new and important lines, and then adds:

One road starts north from Cheyenne and runs north towards Fort Laramie, through the great cattle regions, for a distance of about eighty miles. As it approaches Fort Laramie it curves to the northwest, and follows in nearly a parallel course with the north branch of the Platte for about thirty miles. The road then runs north again, crosses the river at Fort Bridger, striking Fort McKinney, and traversing the rich Powder River and Big Horn mining country, and continuing to Port Phil Kearney. Beyond this point the route is not projected, but the ultimate intention is to extend it on through the agricultural

settlements of Montana, and to practically tap the best territory of the Northern Pacific Railroad. The other road is that known as the Summit County Railroad. It has its initial point at Echo, on the main line of the Union Pacific, and will run up into the Wahsatch mountains, penetrating to Park City, the heart of the Ontario mining district.

Pennsylvania Railroad.

We give on another page an abstract of the report of this company for the year ending December 31, 1879, showing the gross earnings, operating expenses, net earnings, etc., of the entire system, also an abstract of the Income Account. Below will be found the General Account of the Treasurer at the close of the year:

To capital stock		$68,870,200 00
First Mortgage bonds due 1880	$4,970,000 00	
General Mort. bonds due 1910	19,999,760 00	
Consolidated Mort. bonds due 1905	28,901,540 00	
Navy Yard Mortgage Registered bonds due 1881	1,000,000 00	
Lien of the State upon the Public Works between Philadelphia and Pittsburgh, bearing 5 per cent interest, payable in annual instalments of $460,000, applicable first to the interest, and the remainder to principal; the original amount of which was $7,500,000	4,091,675 70	
Mortgages & ground rents payable	1,304,779 91	
		60,267,755 61
Accounts payable, viz:		
Passenger and freight balances due other roads	$394,472 08	
Pay rolls and vouchers for December, 1879, due in January, 1880	2,787,098 75	
Bills payable	1,040,000 00	
Cash, dividend due to stockholders unpaid	127,507 75	
Dividend scrip of December, 1873, outstanding	1,893 61	
Sundry accounts due other roads	2,955,599 71	
		7,306,571 90
Appraised value of securities owned by the United New Jersey Railroad and Canal Company and transferred with the lease of the works of that company		3,895,584 60
Equipment of road and canal owned by the United New Jersey Railroad and Canal Company and transferred with the lease of the works of that company		3,419,004 53
Fund for the purchase of securities guaranteed by the Pennsylvania Railroad Co, under trust created October 9, 1878	$700,000 00	
Consolidated Mort. bonds redeemed and canceled	343,460 00	
Balance to credit of profit and loss	4,181,073 33	
		5,224,533 33
		$148,983,649 97

By balance standing on the books of the company for the construction of the railroad between Harrisburg and Pittsburgh, including branches of Indiana, Hollidaysburg and Morrison's Cove, also Branch to connect with the Pittsburg, Virginia and Charleston Railroad; also bridge over the Susquehanna River at Columbia, and branch from Columbia to York, in all 349.52 miles; also the extension of the Pennsylvania Railroad to the Delaware River, including wharves and grain elevator ($2,135,011 67), and the Filbert Street extension to Fifteenth and Market streets, Philadelphia ($30,419 61) and cost of stations, warehouses and shops, on the whole road from Philadelphia to Pittsburgh		$27,048,546 77
Balance standing on the books of the company for the purchase of the Philadelphia and Columbia Railroad		5,375,733 43
Balance to debit of equipment of road consisting of 877 locomotives, 550 passenger cars, 174 baggage, mail and express cars, 16,198 freight cars, 1,544 road cars, including shop machinery, steamboats and car floats and also including equipment of canal, consisting of schooners, barges and tugs		17,693,304 49
Cost of real estate of the company and telegraph line		9,857,554 91
Total amount charged to construction, equipment and real estate accounts for the railroads between Philadelphia and Pittsburgh, comprising 1,089.7 miles of single track (exclusive of Harrisburg and Lancaster Railroad 98.70 miles), including sidings, stations, warehouses, shops and shop machinery, telegraph lines, canal equipment, etc., etc		$59,975,139 60
Other assets:		
Cost of bonds of railroad corporations	$25,520,578 15	
Cost of capital stocks of railroad corporations	31,723,967 46	
Cost of bonds and stocks of municipal corporations, coal companies, canal companies, bridge companies, and investments not otherwise enumerated	8,237,137 24	
Total cost of bonds and stock belonging to the company		65,481,682 85
Managers of Trust created by Pennsylvania Railroad Co., October 9, 1878		700 000 00
Insurance fund		10,000 00
Mortgages and ground rents receivable		29,735 00
Amount expended for the purchase of Anthracite coal lands, Hazleton, Hamilton, Eastwick and other tracts		792,315 41
Appraised value of securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that company		8,895,584 60
Equipment of road and canal owned by the United New Jersey Railroad and Canal Company and transferred with the lease of the works of that company		3,419,004 53
Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, viz:		
For the Pennsylvania Railroad	$1,118,547 78	
For the United New Jersey Railroad & Canal	502,575 08	
For the Philadelphia and Erie R. R.	229,112 83	
		1,845,235 69
Amount of bills and accounts receivable, and amounts due from other roads, including advances made to railroad corporations for construction and purchase of equipment used on their lines, viz:		
Philadelphia and Erie Railroad Company	$339,358 95	
United New Jersey Railroad and Canal Co., construction	263,418 18	
United New Jersey R. R. Sinking fund and redemption account	1,026,360 00	
United New Jersey R. R. real estate	419,734 73	
Other companies	5,988,248 40	
		8,037 120 26
Cash balance in hands of the Joint Stock Bank, London, and other parties to pay coupons due in January, 1880		1,158,936 20
Cash balance in hands of freight and passenger agts.	$2,009,087 80	
Cash balance in hands of treasurer	1,629,808 03	
		3,638,895 83
		$148,983 649 97

JOHN D. TAYLOR, Treasurer.
Philadelphia, December 31, 1879.

☞ The Baltimore Sun says that J. B. Yates, with a corps of engineers, left Alexandria, Va., on the 26th ult. for Statesville, N. C., to commence the survey of the extension of the Virginia Midland Railroad to Charlotte, N. C., to connect with the Air Line Railroad from Charlotte to Atlanta, Ga. It is understood that all the capital necessary for the extension has been provided, and that the work will be commenced immediately.

☞ The Macon and Augusta Railroad which was sold on the 2d inst. under foreclosure of the second mortgage, amounting to $370,000, was bought by the Georgia Railroad Co. for $50,000. The latter company paid up the second mortgage bonds on which it became endorser over a year ago.

CHRYSOLITE SILVER MINING CO.

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THE BOARD OF TRUSTEES HAVE DECLARED a regular monthly DIVIDEND (No. 4) of TWO PER CENT on the $10,000,000 capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS ($200,000), or ONE DOLLAR PER SHARE out of the fourth month's net earnings, payable at the Central Trust Company, on the 25th February.

Transfer-books will close February 22, and reopen February 27.

DRAKE DE KAY,
Secretary.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

Foreign Vessels and Foreign Railroads.

The policy of our government from its foundation has been to protect our coasting trade in the interest of the whole Union, and this policy has resulted vastly more to the benefit of the seaboard States, and particularly to the New England States, than to any other portion of the country. The fishery interests of New England have also for years past been a constant source of discussion and diplomatic correspondence between our government and that of Great Britain. It is a fact well known that the Canadian government claims maritime jurisdiction of the banks of Newfoundland and the Bay of Fundy, from headland to headland, over a surface covering the most valuable fishing grounds on the northeastern shores of this continent, and that within the past year, under the award of arbitrators, we have paid the Canadian Government $5,000,000 for the privilege of our fishermen fishing in those waters. Certainly the people of the New England States, as well as of other sea-board States, have no cause to complain of the protection they have received at the hands of our Government.

If we now turn to the Western and Northwestern States of the Union, and then cast our eyes across the great chain of lakes dividing our territory from the Dominion of Canada, we find a people whose pursuits are chiefly agricultural. The farmer of Minnesota can sell the products of his farm, with merely the cost of transportation added, to the consumers of the Middle and Eastern States, but the Canadian farmer has to pay to our Government, in addition to his freight, a duty of four per cent on the products of his farm, before he can trade with his neighbors of Pennsylvania or New York, who may not be fifty miles distant. We do not object to this policy in the interest of our home farmers. Protection to home industries at this time appears to be more in favor with all the nations of the world than formerly, and we know of no people who are adopting this policy with greater success in themselves than the Canadians. They are not only protecting home industries, but they are reaching out their arms to draw into their water channels and upon their railroads trade from this side of the lakes that legitimately belongs to the railroads and cities of the United States. Within two years past the Canadian government has virtually established a prohibitory tariff on all manufactures. They are improving and enlarging their canal system, to draw the trade of the West and Northwestern States to their seaports to the great injury of the Atlantic cities. They are now constructing through the State of Michigan a railroad to connect with their lines on the eastern bank of the Detroit river, making them entirely independent of our own system of roads, to divert the same trade to Montreal and Quebec, and, if this cannot be successfully accomplished, (which for six months of the year is impracticable, on account of the ice blockade of those seaports,) then to transport this tonnage through Canada, receiving all the gains and profits incidental thereto, and entering the frontier of the United States at the most easterly point to which their lines extend. Under government aid, at no distant day, they will have a Pacific railroad of their own, competing with us for the transcontinental traffic of the world.

We do not object to such a policy; but what we object to is this: that while we allow our government to pay $5,000 000 for a privilege, which is of doubtful value, and questionable even in the right, the great privilege enjoyed by the Canadian railways, contrary to the whole theory of our coasting laws, if not illegal in fact, should have been set up as more than an equivalent for all the cod, herring and mackerel taken by our fishermen in Canadian waters. We would like to know the difference between a Canadian railroad car loading a cargo of corn in the city of Chicago, transporting that corn through the State of Michigan, thence from 250 to 700 miles through Canadian territory, to Buffalo, N. Y., or into the New England States, over our Northern frontier to Ogdensburg; or a Canadian vessel carrying a cargo of corn from Chicago to Buffalo, or Ogdensburg. The Canadian railroads give no employment to our citizens—they pay no State or government tax to us—they do not use our manufactures, for their tariff is prohibitory—they are not liable for a duty of $28 per ton on their steel rails, nor would they come under the provisions of any commission or law that Congress may enact governing our inter-State commerce.

In justice to ourselves, this subject is of sufficient importance to receive the attention it demands at the hands of those who have our welfare in charge. Canadian Railways are now no mean competitors for our western and northwestern trade. In securing the trade they have the support of the Canadian government, by large contributions of money and virtually exemption from taxation. If the policy for which there is hardly a difference of opinion in our country, is a good one, that our coasting trade should be held for our ships and people, and the policy of protection for manufactures, which has been maintained for so many years as equally good, and as most conducive to our welfare and progress, why should we make an exception in the case of a foreign railroad when such a policy not only opens up the coasting trade of our country to their roads, but virtually places them on an equal footing with our own system of roads for the interior traffic of the whole country.—[Erie (Penn.) Herald.

Texas and Pacific Railway.

The Marshall (Texas) Messenger, in referring to the extension of the Texas and Pacific Railway, says:

There are now three surveying corps in the field. One is probably 100 miles west of Weatherford; the second has recently started from that place, and the third left in charge of Mr. P. Law. The contract of the Texas and Pacific with the construction company requires that the road be completed to El Paso by January 1, 1883, and their movements indicate that the terms of the contract will be fully complied with.

Houston and Texas Central Railway.

Comparative statement of earnings and expenses of the Houston and Texas Central Railway for the months of January, 1879 and 1880:

	1879.	1880.
Earnings	$260,746 10	$319,041 39
Exp. (including taxes).	160,174 50	165,064 03
Net	$100,571 60	$153,977 36
Increase in gross earnings (22.35 per cent)		$58,295 29
Increase in expenses (3.05 per cent)		4,889 53
Gain in net earnings (53.10 per cent)		$53,405 76

☞ The preliminary surveys for a branch of the Milwaukee and St. Paul Railroad between Janesville and Beloit, Wis., was completed on the 27th ult. The route proposed leaves the Monroe Division two miles west of Janesville; runs to Alton; crosses Rock River two miles below that village, and then makes a direct line to the outskirts of Beloit, connecting with the Western Union Division about one mile east of the depot.

☞ The directors of the Cleveland, Mt. Vernon and Delaware Railroad Co., elected on the 25th ult., are: Thomas D. Messler, William Thaw, George B. Roberts, William M. Orr, Isaac Harpster, Samuel Israel, Charles Cooper, M. White and D. W. Caldwell. Thomas D. Messler of Pittsburg, was re-elected President, and J. G. Davis Secretary. All the other officers were re-appointed. The earnings of the road during the past year were $404,025 78, being an increase of $21,327 66 over those of the previous year.

St. Gothard Tunnel.

The last section of the wall of rock between Switzerland and Italy was pierced on the 1st inst. though much work remains to be done before the tunnel will be ready to be opened for public travel. This, with its connections, is the largest tunnel in the world, being about nine and a quarter miles in length, and at its highest point it is about two-thirds of a mile above the level of the sea. M. Favre, the contractor for boring the tunnel, died there suddenly last July, but not until he had put the work on the high road to early completion. His contract required him to complete the tunnel before the 1st of October, 1880. For every day saved he was to receive $1,000, for every day of delay after that time he was to forfeit $1,000. These provisions greatly stimulated the work, and within two or three years the advances have been quite rapid, the introduction of improved boring machines greatly facilitating the vast undertaking. The tunnel is to be nineteen feet high and twenty-four feet wide. Work was commenced on it in September, 1872. The advance with the most improved tools has been at the rate of seven feet per day.

☞ The directors of the St. Paul, Omaha and Chicago Railroad Company, elected on the 3d inst. are: H. H. Porter, of Chicago; E. T. Drake, John L. Merriam, C. H. Bigelow, A. H. Wilder and John L. Adams, of St. Paul; R. P. Flower, David Dows, H. R. Bishop, August Kuntz and Josiah M. Fish, of New York; P. S. Cable, of Rock Island; Philetus Sawyer, of Oshkosh; Benjamin Brewster and George I. Seney, of New York. The officers are: President, H. H. Porter; Vice-President, Benjamin Brewster; Secretary, George A. Hamilton; Treasurer, R. P. Flower.

☞ The Buffalo Pipe-Line Company have secured the full right of way for the laying of their pipes from the Bradford district to Buffalo, and the laying of the pipes will begin at once. The officers of the pipe line company are F. K. Kalbfleisch, of New York, President; A. P. Wright, of Buffalo, Secretary; A. M. Kalbfleisch, of Brooklyn, Treasurer: Trustees, R. H. Lee, of Titusville, W. C. Riddell, of Buffalo, and J. H. Dilks, of Olean, the latter acting as Superintendent. The capital stock is $250,000, with 80 per cent paid in.

☞ The gross earnings of the St. Louis, Iron Mountain and Southern Railroad for the year 1879 were $5,202,611; operating and general expenses, $2,902,056; net earnings, $2,300,555; gross earnings over previous year, $778,290, or 17¼ per cent; net earnings over previous year, $354,599, or 18¼ per cent. The increase of earnings has been wholly in freight traffic, amounting to 25 per cent over 1878. This increase would have been still larger had the equipment of the road been equal to the demand. To meet this difficulty a large number of new freight cars have been ordered.

☞ The first mortgage bonds of the Eastern (Mass.) Railroad commenced to pay interest at the rate of 4½ per cent March 1. They were originally issued September 1, 1876, thirty years to run; three years at 3½ per cent interest, three years at 4½ and the remaining twenty-four years at 6 per cent.

Albermarle and Chesapeake Canal.

The bonds of the Albermarle and Chesapeake Canal Co. have been placed on the Free List at the New York Stock Exchange. As stated below they are $500,000 in amount; are dated July 1, 1879, payable 30 years after date. The par value of each is $1,000, and they are numbered from 1 to 500, inclusive; interest seven per cent, and coupons payable January 1st and July 1st each year, at the Union Trust Company, of New York, who are the Trustees. Four hundred of these bonds were issued to retire a like amount secured by a prior mortgage, and the balance, $100,000, to enlarge the canals. There has been to this date $358,000 of the old bonds retired by exchange for the new bonds, leaving only $42,000 out.

The following is a General Statement of the affairs of the company, October 1, 1879:

Authorized capital		$1,500,000
LIABILITIES.		
Stock held by the State of North Carolina	$350,000 00	
Stock held by Currituck Co., North Carolina	44,000 00	
Stock held by individuals	494,100 00	
	$888,100 00	
Mortgage bonds	500,000 00	
	$1,388,100 00	
ASSETS, EXCLUSIVE OF CANALS AND PROPERTY.		
Cash on hand & in bank	$22,134 91	
Stock in Fairfield Canal Company	25,000 00	
Bonds of Currituck County, N. C	4,000 00	
Mortgage bonds on hand	100,000 00	
5,400 acres of land in Norfolk County, Va.	54,000 00	
		$205,134 91

The receipts of the company for the fiscal year ending September 30, 1879, were:

Receipts from tolls, etc	$79,949 36
Balance on hand September 30, 1878	13,874 12
Total	$93,823 48

And the disbursements were:

Paid for enlargement of canals	$13,958 34
Paid for coupons due 1879	28,000 00
Paid for coupons due prior years and not before presented	2,380 00
Officers' salaries, maintenance and repairs of canals and all other expenses	27 350 23
Cash in bank and on hand	22,134 91
Total, as above	$93,823 48

The officers are: President, Marshall Parks, Norfolk, Va.; Secretary and Treasurer, B. F. Tebault, Norfolk, Va. The Directors are: M. Courtwright, A. C. Powell, H. L. Miller, Washington Reed, Joseph P. Cherry, Isaih Cain, Henry Gilliam, J. B. Gordon and Richard Dillard. The principal office is at 100 Main Street, Norfolk, Virginia. Agency, Room 69, Coal and Iron Exchange, New York.

☞ The Baltimore and Ohio Railroad Company, controlling 6,000 miles of wires and 400 offices, has made a contract for ten years with the American Union Telegraph Company, by which the latter manages all telegraph work and business of the railroad company's lines.

☞ A project is on foot for the construction of a railroad from Ebensburg, Penn., through Cherrytree, to Carrolltown, in Cambria County.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending February 21, as reported by the several carrying companies, amounted to 270,497 tons, against 357,047 tons in the corresponding week last year, a decrease of 96,550 tons. The total amount of anthracite mined for the year is 2,680,868 tons, against 2,612,988 tons for the same period last year, an increase of 67,875 tons. The quantity of bituminous coal sent to market for the week amounted to 84,363 tons, against 49,261 tons in corresponding week last year, an increase of 35,102 tons. The total amount of bituminous mined for the year is 603,954 tons against 257,152 tons for the corresponding period last year, an increase of 346,802 tons. The total tonnage of all kinds of coal for the week is 354,860 tons, against 416,348 tons in corresponding week last year, a decrease of 61,488 tons, and the total tonnage for the coal year is 3,284,817 tons, against 2,870,140 tons to same date last year, an increase of 413,677 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of February was 141,736 tons, of which 118,271 tons were coal and 23,455 tons coke. The total tonnage for the year thus far has been 1,073,824 tons, of which 823,135 tons were coal and 250,689 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending February 21st were 33,175 tons, and for the year to that date 231,621 tons—115,802 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 29,810 tons, for the year 207,238 tons, an increase of 109,251 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 3,365 tons, and for the year 21,799 tons, an increase of 3,967 tons, as compared with 1879.—[Phil. Ledger, March 1.

☞ The Connotton (Ohio) Railroad, which is being built by Boston capitalists, extends from Bonerston, on the Pittsburg, Cincinnati and St. Louis Railway, through Harrison, Carroll and Stark counties, to Canton, where it connects with the Pittsburg, Fort Wayne and Chicago Railway for Chicago, and the Valley Railroad for Cleveland; it also crosses the Cleveland and Pittsburg Railroad at Oneida, thus securing a second connection for Cleveland and Pittsburg as well. The capital stock is $1,000,000; the length of the road, which is narrow gauge, is fifty-three miles, and the bonded indebtedness $662,000.

☞ The officers of the Philadelphia Stock Exchange, elected on the 1st inst., are: President, Abraham Barker; Chairman, Joseph R. Wilkins, Jr.; Vice Chairman, E. W. Keene; Secretary and Treasurer, John C. Johnson; Governing Committee—B. W. Adams, C. B. Keen, Lewis Seal, Wm. J. Morris, George Gilpin, S. H. Thomas, H. Peale, D. C. W. Smith, D. B. Fox, John Markoe, T. C. Knight, W. H. Stevenson, R. Ellis, W. H. Bacon, J. B. Young, C. L. Borie, H. F. Bachman, D. A. Freed, W. W. Maris, E. W. Mathews, and F. Percy Smith.

☞ The City Council of Annapolis, Md., have refused to indorse the bonds of the Annapolis and Baltimore Short Line to the amount of $200,000, as asked for by the incorporators of the proposed road.

☞ On the 28th ult. Governor Colquitt closed the sale of the Macon and Brunswick Railroad to a company of Georgia and New York gentlemen. The price paid was $1,125,000. The conditions of the sale require the completion of the road at once, from Macon to Atlanta, thus making a new and important line to one of the best harbors on the coast.

Street Car Money Boxes.

John D. Slawson, of New Orleans, the patentee of the street-car money boxes, brought suit in the United States Court, Brooklyn, against the Grand Street, Flatbush and Prospect Park Railroad Company, to recover a royalty for the use of the boxes attached to defendant's cars. Judge Benedict decided against the plaintiff, holding that there was nothing novel in the construction of the box, and that the placing of a light so as to be thrown on the money, was just such an idea as would strike any person of ordinary intelligence, and was not a thing to be patented. It is said that Mr. Slawson has already made $1,000,000 out of these boxes.

☞ There was filed in the Register's office, Brooklyn, N. Y., on the 2d inst. the map of a new road to Coney Island, to be called the Brooklyn Elevated and Atlantic Beach Railroad. Outside the city limits the road will be on the surface. The route is from Fulton Ferry, through Furman street to Atlantic avenue, over private land to Hamilton avenue, thence to Fourth avenue and Fourteenth street, and over private land to the city line near the depot of the Prospect Park and Coney Island Railroad, with the route of which the line will thence be parallel to the Park lands, near the Concourse, on Coney Island.

☞ At the annual meeting of the Lawrence Railroad Company, held at Fort Wayne, Ind., on the 27th ult., the following Board of Directors was elected: Thomas D. Messler, George W. Cass, J. N. McCullough, John B. Jackson, A. L. Crawford, R. W. Cunningham, J. D. Layng. This road extends from Mahoningtown, on the Erie and Pittsburgh Railroad, to Youngstown, eighteen miles. The annual report shows that the company has during the past year, paid 8 per cent upon its stock, $450,000, and 7 per cent upon its bonded indebtedness, $355,000.

☞ At a meeting of the stockholders of the Chicago, Burlington and Quincy Railroad Company, at Chicago, on the 28th ult., a vote of 267,478 shares out of a total of 308,836 was cast in favor of consolidating with the Burlington and Missouri River Railroad in Nebraska, and in favor of increasing the capital stock 20 per cent, which adds over 61,000 shares. Only 2552 votes were cast against the propositions. On the 4th of May the Burlington and Missouri will meet to confirm this action.

☞ The stockholders of the Brattleboro' and Whitehall Railroad Company have voted, 1833 to 3, in favor of leasing their road to the New London Northern Railroad Company, and the stockholders of the latter company have ratified the lease. The lease is to run for 99 years.

☞ Eight hundred and sixty-five tons of steel rail are to be placed upon the Amboy division of the Pennsylvania Railroad in time for the summer travel to the sea shore.

☞ The Louisville and Nashville Railroad took charge of the Mobile and Montgomery Railroad on the 1st inst., and through trains will be run between Louisville and Mobile.

THEO. SUTRO,

Attorney and Counsellor at Law,

(Rooms 50 and 51.)

80 Broadway, NEW YORK.

☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

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GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874, says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

For Sale by all dealers in Telegraphic Materials.

For further particulars address

A. G. DAY, 120 Broadway, N. York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, March 12, 1880.

Southern Pacific Railroad of California.

By reference to an advertisement on another page it will be seen that an issue of $10,000,000 six per cent first mortgage railroad and land grant gold bonds of the Southern Pacific Railroad Company of California has been brought out in this city by the well-known banking firm of Speyer & Co., 52 Exchange Place; in Boston by Messrs. Brewster, Basset & Co.; and, simultaneously, at Amsterdam, Berlin, London and Frankfort-on-the-Main.

The Southern Pacific Railroad is shortly to become, and in fact is already, one of the colossal railroad achievements of the age. That portion of the lines in California—of which 712 miles are in operation—constitutes the trunk end of a system whose eastern connections will be Denver, St. Louis, Cairo, Memphis, Vicksburg, New Orleans and Galveston. Another organization, consisting virtually of the same owners, has already extended the road eastward of the California boundary 250 miles to the vicinity of Tucson, in Arizona, and is actively laying track toward the Rio Grande at Mesilla, distant about 300 miles, which point it is expected will be reached in about 18 months. At or near the Rio Grande connection will be made with one or both of the roads now pushing southward along the Rio Grande valley from Colorado, and distant from the meeting point also about 300 miles. Thus there is a prospect of an early completion of a second overland line via Albuquerque. At the same time the Texas and Pacific is announced to be completed from its present terminus at Fort Worth across Texas to the Rio Grande at Mesilla, a distance of 600 miles in a short time; a third connection from New Orleans, via Houston and San Antonio, will afford a short line between the Gulf of Mexico and the Pacific. The distance to be constructed is somewhat less than the line across Northern Texas, and is in the hands of strong parties. The length of main line, between San Francisco and El Paso, controlled by the same capitalists, will be 1,325 miles, of which the California end will be the most essential, as it must receive the traffic of the Eastern feeders, and enjoy a profitable local traffic besides from the rich country it traverses. The road now constructing in Arizona is understood to be quite successful, from the immense amount of traffic incident to the mining for precious metals along 400 miles of its route; but the California portion has in addition the wheat and fruit harvests in some of the finest valleys in that State. Several branches and tributaries pour their business upon it. It appears that for the purposes of through business, until the overland connection is established, an arrangement has been made with the Central Pacific Company, whereby the two are worked in harmony, and the latter, in consideration of new business to be thrown upon its main line and Southern branches, leases 551 out of the 712 miles, at an annual rental of $3,000 per mile, or sufficient to meet the interest and sinking fund requirements. As this is found to be for the mutual advantage of both, the lease will not probably be disturbed until the Southern Pacific with its independent line is master of the situation. The creation of so important a line and the bringing out of a loan of these proportions by so eminent a syndicate, is significant of the wealth and power behind this enterprise, which investors have hardly heard of until it was on the point of completion. We understand that the rails and ties for the 300 miles east of Tucson were bought more than a year ago, and are in good part on the ground or en route; nothing remains but to put them in place, as the grading is very light and is being pushed with a force of 2,500 men, laying from one to two miles a day.

The Wharton Patent Safety R. R. Switch.

THE MAIN TRACK ENTIRELY UNBROKEN AND CONTINUOUS.

GENTLEMEN: In bringing to your further attention, THE WHARTON PATENT SAFETY RAILROAD SWITCH, it is important to recall to your minds the fact, that on all railroads where it is used on the entire main line, switches are completely removed from the track for all through traffic, and as this achievement, which cannot be effected by any other known invention, provides for at least 95 per cent of the whole business of a railroad, it is eminently proper that this large percentage of safety and economy over other switches should go to the credit of THE WHARTON SWITCH, before the consideration of the switch, as a switch, is taken up. In support of the above mentioned advantage obtained, we will state, in illustration, its use on the Pennsylvania Railroad and branches. No passenger, or freight, leaving New York, for Washington or Chicago, or taking the through trains at intermediate stations, is in danger from switch accidents as for such *no switches exist.* The meaning of an *unbroken track* is the entire removal of all switches from main line travel.

That accomplishment is so vastly important as to claim your especial investigation of the absolute safety and economy, which cannot be obtained from any other switch than THE WHARTON.

In confirmation of the above mentioned exemption from switches for railroad traffic, we submit the following letter from S. T. Fuller,

Engineer of the Philadelphia, Wilmington and Baltimore Railroad:

Philadelphia, Wilmington & Baltimore R. R.,
Engineer's Office. S. T. Fuller, Engineer.
Philadelphia, October 16th, 1879.

WHARTON SWITCH CO.,

GENTLEMEN: In answer to your inquiry about the number of cars passing over this road that do not use the switches, I make the following statement: We have in use about 260 Wharton Switches in our main track; we have 13 through passenger trains carrying, say, 10 coaches each, average, which use 2 of the 260 switches. We have also 5 through freights of 30 cars each, using 5 of the 260 switches each day. We have, say, 2 way freights of 15 cars each, that might use 33 per cent of the 260 switches. We have 34 passenger accommodation trains, say 4 coaches each, which might use 3 switches each out of say 163 switches. We have generally at least as many through freights not scheduled, of say 5 trains. 20 cars each, using 5 switches of the 260, There are also certain points, such as Philadelphia, Wilmington and Baltimore yards, where, say, 50 of the switches are used constantly by shifting engines.

The percentage of switches used by passenger trains is very small, also by through freight trains. Way freight use them mostly.

Yours truly, S. T. FULLER.

THROUGH TRAFFIC.

13 through passenger trains, 10 coaches each, 130 coaches, use only 2 switches out of 260 switches, exemption more than 99 per cent.

5 through freight trains, 30 cars each, 150 cars, use only 5 switches out of 260 switches, exemption more than 98 per cent.

34 accommodation passenger trains, 4 coaches each, 136 coaches, use only 3 switches out of 163 switches, exemption more than 98 per cent.

5 through freight trains, 30 cars each, 150 cars, use only 5 switches out of 260 switches. (Not scheduled.) Exemption more than 98 per cent.

The above percentages of exemption would be still greater, were it not for two portions of single track on this railroad. For instance, if it was double track throughout, the through passenger and through freight trains MIGHT NOT USE ANY SWITCHES WHATEVER FROM CITY TO CITY.

WAY TRAFFIC.

2 way freight trains, 15 cars each, 30 cars, might use one-third of 260 switches.

Daily business of the road, 596 coaches and cars of which 30 cars are way freight, say about 5 per cent.

Exemption from switches for through and way trains, taken together, over 98 per cent.

Safety being established, economy in the saving to locomotives, rolling stock and maintenance of way is apparent.

It may seem paradoxical to say that when we place a WHARTON SWITCH on a railroad, we take a switch off the road, but such is the fact. The moment we replace any other known switch (and all others are component parts of the main track) by a Wharton, it will be at once perceived that a switch has been entirely removed from the railroad through track.

We are sure that no switch which is a component part of a main track, over which every wheel of the rolling stock must pass at the risk of its being set wrong and of the breaking of the clamp bars, connecting rods or other parts, can be considered for a moment in the same light with the WHARTON invention which removes the switch absolutely from the whole traffic of the road, except for the occasional trains taking a siding.

As a switch or appliance to leave or come on the main track at sidings, THE WHARTON SWITCH presents the following merits:

Not being a component part of the main track, it is not worn out by through travel; its life is, therefore, almost indefinite.

BOTH RAILS OF THE MAIN TRACK ARE ENTIRELY UNDISTURBED so that the same is unbroken and solid:—therefore, so far as the main track is concerned, switches are entirely dispensed with. THIS IS THE ONLY SWITCH THAT ACCOMPLISHES THAT MOST IMPORTANT OBJECT.

By thus providing a perfectly solid and continuous track, the shocks and jars which are the unavoidable result of the two open joints left in ordinary switches, are done away with, and there is consequently a great saving of wear and tear of rolling stock, and of the rails themselves at that point.

The amount of damage to the wheels and axles, and other parts of trains moving at high speed over these broken places in the track cannot well be estimated; and the ends of the two switch rails of an ordinary switch, as well as the two adjoining rails, soon get bruised, and battered out, so as to be unfit for service. The head plates are also constantly getting out of order, and the cross ties require frequent attention to keep them in level. This is particularly the case in winter, when the frost upheaves the ties at these movable portions of the track.

All the above objections are entirely removed by the use of WHARTON'S PATENT SWITCH.

The great expense of the constant renewal of materials and of the incessant repairs needed to keep the ordinary switches thus being saved, this invention is of great importance to Railroad Companies, on the ground of economy in the maintenance of the track alone, without reference to the saving effected to the rolling stock, which is probably of even greater amount.

No expansion, contraction, or creeping of track can in any manner affect the Switch.

This is the only Railroad Switch in the world that enables Railroad Companies to grant switch facilities without breaking the main track and endangering the through travel. In this way the local trade can be encouraged and built up without any detriment to the fast lines competing with other through routes.

These switches will last for a long term of years, as all the wearing parts are made of solid steel, and they are only used by such cars as go into or come out of the siding, for all the trains traveling upon the main track use the main track rails alone.

Having thus enumerated some of the advantages of this switch on the score of economy, we now come to the still more important question of safety.

Perfect security is given to trains if the Switch is by accident left wrong, nor is there any injury done to the Switch itself. This protection is so positive that there is no need of targets or other signals to indicate the position of the switches on double track railroads; while the operating apparatus for switches on single track railroads is so arranged that the Switch will not remain set for the siding if the switchman should forget his duty.

Besides the accidents which are constantly occurring from the misplacing of ordinary switches, it has often happened that trains have been thrown from the track by the breaking or bending of the connecting rods or some other part of the moving apparatus. This can never take place with WHARTON'S PATENT SWITCH, as the main track is absolutely immovable, being spiked down to the cross ties.

In conclusion, these Switches give absolute protection to the travel on the main track, being no more encumberance than if they were miles away. This is the case whether the Switch is fastened right or fastened wrong; or not fastened at all, but left loose.

To illustrate the safety and economy of the WHARTON RAILROAD SWITCH, let us state a case. If one hundred trains are to pass over the road from Springfield to Boston—ninety-nine to go to Boston and one to switch off at Worcester—for the ninety-nine trains switches are entirely removed from the road; therefore, no accidents from switches can result to them. Having disposed of ninety-nine per cent only one per cent is left for our consideration. For so great a boon in such a large percentage of safety and the saving of wear and tear of track, cars and locomotives, we might be willing to take considerable care and accept many disabilities in switching off the one train at Worcester, if such conditions were necessary. But none such exist, as the train in question is removed to the siding track with perfect ease, and the switch in no case can be left wrong, to endanger other trains which follow; therefore, switch accidents are impossible when the WHARTON SWITCH is used.

The limited express between New York and Washington has run over a WHARTON SWITCH, at high speed, at Philadelphia for many years, where the New York track intersects the Baltimore road, thus demonstrating the perfect safety of fast travel over the WHARTON SWITCH when used to transfer trains from a siding to the main track, or where two main tracks intersect.

Many thousands of WHARTON SWITCHES are in use on the following and other railroads:

The Pennsylvania Railroad; Philadelphia, Wilmington and Baltimore Railroad; Naugatuck; United of New Jersey; Wilmington and Weldon; Marietta and Cincinnati; Northern Central; Cleveland and Pittsburg; New Haven and Northampton; Pittsburg, Cincinnati and St. Louis; Pittsburg, Fort Wayne and Chicago; New York Central and Hudson River; Atlanta and Richmond Air Line; Central Pacific; Philadelphia and Erie; Allegheny Valley; Little Miami; Indianapolis, Cincinnati and Lafayette; Central, of Georgia; Wil., Col. and Augusta; N. Y., Providence and Boston; New Orleans, Jackson and Great Northern; New York and Harlem; Chesapeake and Ohio; Troy and Greenfield; West Jersey; Ashtabula and Pittsburg; Philadelphia and Baltimore Central; Connecticut River; Camden and Atlantic; Metropolitan Elevated, New York; East Tennessee, Virginia and Georgia; Lehigh Valley; Baltimore and Potomac.

ABRAHAM BARKER, President.
WM. WHARTON, JR., Superintendent.
OF WHARTON R. R. SWITCH CO.
Post Office Box, 2353.
Office No. 28 South Third Street.
Factory, Washington Ave., above 23d St.
PHILADELPHIA.
November 1st, 1879.

Monster Ferry Boat.

The new ferry boat "Canton," built by the Harlan & Hollingsworth Company, was successfully launched at their yards in Wilmington, Del., on the 6th inst. The boat is owned jointly by the Baltimore and Ohio and the Philadelphia, Wilmington and Baltimore Railroad Companies, and is to be used to transport the cars of those roads across the harbor of Baltimore, from Locust Point to Canton and return, thus affecting a saving of from 25 to 30 minutes between Washington and New York. The hull is of iron, double-ended, with side wheels, and of the following dimensions: length between perpendiculars, 311 feet; length over all, 324 feet; breadth of beam, molded, 36 feet, 8 inches; over all, 68 feet; depth from base line to top of deck beams in the centre, 13 feet, 3 inches. The main deck will be planked, from end to end, with heavy white pine plank, upon which cross ties will be placed and iron rails laid for five tracks, giving track room for the transportation of a full train of passenger or 27 freight cars. The machinery and interior work will be put in as quickly as possible, the present intention being to put the boat into service about the middle of April. The machinery will consist of two independent horizontal jet condensing engines of thirty-six inch cylinders and nine feet stroke, placed over the gunwales of the boat. Each en-

gine will drive a paddle wheel 25½ feet in diameter and 8 feet face. There will be two boilers on the guards, on opposite sides of the paddle-boxes from the engines, dimensions as follows: each boiler is 21 feet long, shell 8 feet in diameter and 9 feet across the front. They have about 50 square feet of grate each and 1,800 square feet of heating surface. They are proporti ned for a working pressure of 60 pounds of steam, should that amount be required.

What the Elevated Roads Really Cost and Should Pay.

Some months since, and before the discussion of reduced fares was opened by the Legislature, we had occasion to get an estimate of the cost of constructing the elevated roads from an engineer who had been employed in said construction and who has since been connected with the building of the Brooklyn Elevated road. Hence his estimates, given below, are based upon facts and knowledge of the work coming under his immediate inspection as well as upon an engineering basis, and may be regarded as approximately correct for the amount of road then constructed. The date of this estimate was last Summer or early Autumn, and before the cost of all material had advanced so largely as since. The road built since then may have cost materially more or not, according as contracts were made prior to or subsequent to that date, of which we have no positive knowledge, although it is the belief that a larger part of the material was contracted for before the great advance. For our purpose, however, we will take the cost per mile for building these roads separately up to that date, as per this engineer's outside estimates, including stations, road-bed and real estate, as follows:

New York Elevated per mile of road	$300,000 00
Rolling stock and equipment	100,000 00
Total	$400,000 00

Cost of "roadbed and superstructure including iron" as per the company's report to the State Engineer for 1878 is as follows (including "loss on bonds and legal expenses"):

New York Elevated per mile of road	$727,727 00
"For cars and engines"	36,727 00
Total	$764,454 00
Excess paid per mile of road over actual cost	$364,454 00

The cost of rolling stock and equipment is, per said report, seen to have been $36,727 per mile instead of $100,000 estimated by the engineer, which difference would increase the excess paid per mile of road over actual cost to $427,727, or more than double the real cost of the road. The engineer's estimates were as follows for the Metropolitan Elevated per mile of road:

Road-bed, real estate and stations	$400,000 00
Rolling stock and equipment	100,000 00
Total	$500,000 00

It is to be remarked that the engineer's estimate for rolling stock and equipment was purposely placed high to cover what might yet be found necessary to complete the same, and hence the excess of his estimates as noted for the New York Elevated. The company's report to the State Engineer for 1878 includes the cost of construction and equipment under one head so that we cannot separate those items for comparison, although the totals show what we desire, that is the excess paid over actual estimated cost for which they could have been built:

Metropolitan Elevated per mile of road including "cost of road and equipment"	$1,631,000 00
Excess paid over actual cost per mile of road	$1,131,000 00

This includes in addition land damages and land paid for by both companies which are of course omitted from the engineer's estimate and cannot be deducted for comparison, as the companies' reports do not separate the items. It will thus be seen that the amount paid by these two roads for construction and equipment during 1878 before the advance in materials, was more than double what it should have been in the case of the New York Elevated and more than three times in the case of the Metropolitan, excepting of course what may have been paid for land, land damages and legal expenses, which for some reason they have not itemized in their reports.

Applying this result to their capitalization, we find that the $15,000,000 of the New York Company represents less than $7,500,000 actual value in construction and equipment, and that the $15,000,000 of the Metropolitan Company represents only about $5,000,000 actual value in construction and equipment. The difference between these totals and those reported to the State Engineer must be accounted for in discount on bonds and stocks sold for construction, land purchased, land damages and legal expenses and whatever is then unaccounted for must be the profits of construction divided among the constructors, and the difference between the amounts so paid out, as per the companies' reports and their capitalization is so much "absolute water," to use the distinguishing term of the distinguished counsel of the New York Central road, for stock issued for absolutely nothing and that issued for something not included in the cost of construction and equipment of railroads, yet which has some real value to stockholders. Under this latter head there is no doubt justice in the issue of sufficient additional stock to cover the *natural* advance in cost of material from the unnaturally low prices at which most of that used in these roads was bought; else they would be left to rebuild or replace these roads some day at much higher prices than the original cost represented by their capitals. The advance in railroad supplies has been about 75 per cent since those of the elevated roads were bought, assuming that they were all contracted for at the prices of those used in 1878. Of this advance about half is natural, and therefore permanent, leaving 37½ per cent to be added to the real cost of the roads to enable them to be renewed at the average cost of material used. Thirty-seven per cent added to the $12,500,000 total honest cost of construction and equipment of the two roads as shown above would give a total joint capitalization of $17,187,500. To this, $3,000,000, as a liberal estimate, could be added for land purchased, land damages, discount on stocks and bonds sold for construction and legal expenses, making a round sum of $20,000,000 for the legitimate capitalization of all these elevated railroads on which the public ought to be asked to pay a good return in dividends for the capital actually invested and the risk assumed by the projectors of these experimental roads. Instead, however, they have a capitalization of more than double that sum or $43,000,000, including $13,000,000 of the "Manhattan" Company, which is simply their *alter ego*, and represents in its stock nothing whatever but "absolute" water, outside of the franchises of the other roads. Ten per cent dividends upon the capital of the two original companies based upon $20,000,000 capitalization is all the public should be asked to pay, since the roads pay nothing for their franchises from the public except 2 per cent of their earnings to the city.

Here, therefore, is the basis upon which the Assembly should fix the fares of these roads in the bill now before it, which would require $1,550,000 in round numbers against $2,320,000 now required for the $17,000,000 6 per cent bonds and $13,000,000 10 per cent stocks of the New York and Metropolitan Companies alone, which sum is now paid by the Manhattan Company with prospects of a dividend of some size on its stock also, else it would not be selling at nearly 50 per cent.

If then the roads are earning $2,320,000 on their entire original issues and promise to earn 5 per cent on the additional $13,000,000 Manhattan stock, as is indicated by the prices of these stocks, or $3,000,000 in all, it follows that fares can be reduced, so that their earnings shall not exceed $1,550,000 or interest and dividends on $20,000,000 instead of $30,000,000, as now and probably $43,000,000 hereafter.

☞ The Chesapeake and Ohio Railway Company have called in for immediate redemption, and are now paying off, $380,000 of the purchase money obligations given to the creditors of the old Virginia Central Railroad Company on account of the purchase of the property by the present company. By the terms of the decree of sale these obligations would fall due in 1880 to 1887, the company having the option to pay them off at any time before maturity, of which option they have availed themselves.

☞ The earnings of the Northern Central Railway in January, 1888, were $334,494.36, the operating expenses $214,060.90, and the net earnings, $120,433.46; in January, 1879, the earnings were $265,002.76, the expenses $187,330.92, and the net earnings $77,671.84—showing an increase in earnings of $69,491.60, with an increase in expenses of $26,729.98, making an increase in net earnings of $42,761.62.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov.'79 4
" " pref.100	4,519,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 79 1½
Boston and Albany.....100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	.....	Oct. '79 $2
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence..100	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '79 3
Burl. & Mo. Riv in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic....50	377,400	quarterly	Jan. '77 2
" " pref. 50	838,311	quarterly	Nov. '79 3½
Camden & Burl. Co.....50	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June'79 3
Catawissa*.....50	1,159,600	Oct., ber	Oct.'79 $1½
" pref.....50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*.....50	689,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '80 1
" " pref 100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,600,000	J & D.	June'79 2½
Central of New Jersey..100	18,563,200	quarterly	Apl. '79 2½
Central Ohio*.....50	2,425,000	J & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific.....100	54,275,500	.....	Feb 80 3
Chemung*.....100	380,000	quarterly	Jan. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref.....100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	30,928,300	M. & S.	Mar. '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi, Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '79 2½
" " pref.....100	12 279,483	A. & O.	Oct. '79 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'78 4
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord.....50	1,600,000	M. & N.	Nov. '79 5
Concord and Porta.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump. Riv..1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River.....10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	J n. 80 2½
" 1st pref..50	241,900	A. & O.	Oct. '79 4
" 2d pref...50	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk...50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Jan. '80 2
Delaware*.....50	1,230,950	J. & J.	Jan. '80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. ..50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,390	F. & A.	Feb. '80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '80 2½
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '79 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*.....50	1,000,250	quarterly	Dec. '79 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Han. June., Han. & Get. 50	116,850	M. & N.	Nov.'77 2½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '80 2½
Housatonic, pref.....100	1,180,000	quarterly	Jan. '80 2
Illinois Central.....100	29,000,000	M. & S	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7 620,000	quarterly	Feb. 80 1
Io. Mo. & No. Northern.100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Dec. '79 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra 1 0	4,500,000	J. & D.	June'78 1
" pref.100	500 000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,466,500	F. & A	Feb. '80 4
" " (grant)....	533,500	F. & A.	Feb. '80 5
Le vrence*.....50	450,000	quarterl,	Jan. '80 2
Lehi n Valley.....50	27,232,565	quarterly	Apl '80 1
" pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*.....50	3,871,450	quarterly	Mar. 80 2
Long Island*.....50	2,446,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'79 3
Nashua and Rochester..100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur..100	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Dec. '79 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.100	77,104,70	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania.....50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. '79 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J	Jan. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Jan. '80 1½
" Special Imp..100	5,504 300	quarterly	Jan. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....	883,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,800	J. & J.	Jan. '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred ...100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.10	2 46 ,100	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City..100	4,000,000	.....	.....
" " pref.100	4,000,000	.....	.....
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.).....100	31 850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Jan. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J	Jan. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 3½
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Jambridge.....100	875,000	J.A.J.O.	Oct. '79 4½
Cen. Park, N & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phila.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brooklyn.'0	500,000	— & —	.....
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	J. & J.	Oct. '79 4
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170.000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 79 1½
Highland.....100	600,000	J. & J	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105 000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N	Feb. '80 4
N.Y., Bay Ridge & Jam 100	102 540	.....	Oct. '79 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	118,000	M. & N.	Nov. '79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)...100	2 000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 3
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	M ar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat. 50	10,348,850	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 2
American Coal.....25	1,500,000	M. & S.	Sept.'77 2½
American Express.....100	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel....100	2 500,000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000 000	quarter'y	Jan. 80 2
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common ...100	5,700 000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co..100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	ec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M A.N	Feb. '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,056,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,980
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,370	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1 590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4 671,519
1879	343,737	307,360	344,375	339,118	410,446	442,753	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880	502,285	428,543	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,904,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934.888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275.516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	1,438,167	14,562,954
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,641	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
1880	763,000	739,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1876	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,695	367,601	333,298	282,631	234,343	3,676,458
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	287,942	296,386	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	392,632	375,619	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,688	137.454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137.047	137,038	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,330	157,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	530,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	546,811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1 079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207.514	219,926	294,835	330,235	349,596	288,459	242,568	2,981,679
1879	194,154	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,096	380,028	3,343,373
1880	367,327	326,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,030,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,301,018	1,121 412	1,147 208	1,127.079	1.172.961	1,258.990	1,157,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,797	1,713,697	1,515,835	1,398,244	16,509,621
1880	1,296, 81	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,194	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,261	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,431	12,556,239
1878	610,768	482,238	658.991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	100 462	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	281,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	311,319	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879	344,020	359,161	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143.544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	81.220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77,624	91,756	112,375	108,879	89,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	780,447	762,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Mar. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,742 000	6	Jan. & July.	1880	104
.. ..coupon	3,507,000	6	" "	1880	104
Oregon War Bonds of March 2, 1861...coupon	787 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	127,321,200	6	Jan. & July	1881	105¾
.. ..coupon	48,017,750	6	" "	1881	105¾
Loan of March 3, 1862.....registered	53,554,850	6	Jan. & July.	1881	105¾
.. ..coupon	15,534,900	6	" "	1881	105¾
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,703,050	5	F. M. A. & N.	1881	103¾
.. ..coupon	210,715,850	5	" "	1881	103¾
.. ..registered	168,662 800	4½	M. J. S. & D.	1891	108
.. ..coupon	81,337,200	4½	" "	1891	107¾
.. ..registered	513,417,350	4	J. A. J. & O.	1907	106¾
.. ..coupon	225,544,650	4	" "	1907	106¾
Refunding certificates of Feb. 28, 1879.....	1,883,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	10,822,135	...	.....	.....	....
Debt bearing no interest.....	393,311,102	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'96-'99	125
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	63
.. Substitution B) bonds; R. R. do.....	596,000	5	" "	1906	92
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	73¼
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	40¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,984,173	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8¼
California—($3,894,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	96
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	104¾
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876. ...	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1856) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various.....	738,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1870.....	239,000	7	" "	'84-'90	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 23, 1874).....	11,777,100	7	Jan. & July.	1914	50¼
.. * Loan to N. O. & P. R.R. ('78)	$2,000,000	..	.....	.....	....
.. * Levee (Act 1858 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	6	Various.	1886	20
.. * Various bonds ($152,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (n. f.)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob. & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	335,000	6	Mar. & Sept.	1893	....
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1890	100¾
.. Bounty Loan bonds, 1864.....	2,330,000	6	June & Dec.	1889	114¾
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1899	....
Maryland—($11,225 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	186.684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O	1890	....
.. Loans to Railroads and Canals.	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,320.750	6	Jan. & July.	1883	108
.. State Loans (1870 to 1874).....	916.000	6	"	'87-'93	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110¼
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862..	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,675,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102¾
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	107
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	109
Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¾
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115¾
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29¼
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15¾
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	10
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	104
.. Reg. (1866) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½ gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	113
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,983	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7.	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	18,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,264	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	32
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	32
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,909,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874; bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072 047):					
.. Old bonds (⅓rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'96	27
.. Old bonds (⅓rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	5	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1905	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,270	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	110½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	112
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	118
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	43
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1903	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	118
Land Grant Mortgage (gold)	3,110,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	133
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	89
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	101½
Loan of 1856-'90 (Balt.) akg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) akg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):						
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1899	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	59½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	95
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L. S. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	...
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	116
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	122
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	...
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	...
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	...
Stock (common) Bonds	370,500	8	" "	" "	1880	..
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	107½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1833	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (akg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	93½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	113
Chattel Mortgage	209,850	6	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	95,000	7	April & Oct.	New York.	1884	104½
1st Mort. (W. to Minn. Lake)	134,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1896	...
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	115
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	60
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1859	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm'nt Mortgage.....	5,560,000	7	May & Nov.	New York.	1903	108½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	88½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O	" "	1899	....
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'96-'98	113½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	105
1st Mort. (S. Fr., Okld & Ala)..	600,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106½
Land bonds (Cen. Pac. Co.)gold	8,704,000	6*	" "	" "	1890	105½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,000	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July		1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	69
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100½
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	121
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1 Mortgage for $3,500 000	2 200 000	7	Jan. & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	109,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	114
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	110½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	..
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	125½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	109½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	108½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	109
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	---
Green Bay Ext. (26m & 76,000 a.)	160 000	7	" "	" "	1885	...
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	123
General Consol. Gold Bonds	12,343,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick :						
1st Mort., guar. by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore :						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	103
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville :						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	109
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	160,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	109½
Clev.& Mahoning V.(A.& G. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108½
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	119½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1903	86½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,547 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	...
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	...
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,900	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	361,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1207	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	103½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	...
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	111½
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	..
Detroit& Milwaukee(Gt. W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	..
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6a7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	112
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	76,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	...
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'85	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	...
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80–'85	..
Company Bonds (" new)	135,400	6	" "	" "	1876	...
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	96½
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	...
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	105½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	.
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	117
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	NY&London.	1920	117½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	91
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	...
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	106
Equipment Mortgage	760,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 60, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	...
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,270,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov	"	1902	82
Construction Loan.....	280,498	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. h. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	..
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1890	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.		1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold,.	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees.	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	.. ..
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547 000	2,735,000	6½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	.. ..
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.& W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1867	300,000	6	April & Oct	Brot. & Bost	1889	...
Equipment Bonds	150,000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	111
1st Mortgage (Western Div.)	2,805 000	7*	" "	" "	189	108
1st Mort. (Waco & N W. Div.)	940,000		" "	" "	1903	108
Income and Indemnity bonds	1,359,500		May & Nov	"	...	95
Consolidated Mortgage	2,564,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	71
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	. ..
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund..	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	...
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	..
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000 000	7*	April & Oct	New York.	1909	77½
1st Mortgage Extension gold	5,5 0,000	7*	Jan. & Ju.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	...
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	...
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	...
Convert. B'ds(")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	376,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	...
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. Ry. (L.& L.M.):						
1st Mortgage on 34 Mar.	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MO):						
1st Mortgage guar	1,277,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	.. ..
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,600	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250.000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	...
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	...
2d Mortgage " "	70,000	8	" "	" "	1889	.. ..
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo. & CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1895	....
Consolidated Mort. (200m.)conv.	887,000	7	March & Sept	" "	1896	...
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL.& G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	117
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117
1st M.(3dD.244.86m.& 3.0 0,000a)	6,411,000	7*	May & Nov.	N. Y. L & F.	1899	108¾
1st Mort. (1,000,000 acres).....	-- ...	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	...
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kookuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100¾
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93¾
Lake Erie and Louisville:						
1st Mortgage...	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	...
Consol. Mort., S.F., Regist'd..)	7,925,000	7	J. A. J. & O.	" "	1900	125
Consol. Mort., S.F., Coupon...)		7	Jan. & July.	" "	1900	124
2d Consol. Mort. for $25.000,000.	9,206,000	7	June & Dec.	" "	1903	117
Bonds of 1892 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev.,Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000.000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...
Lehigh Valley:						
1st Mortgage (new loan).....)	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg...)		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	124
General Mort. for $40,000,000.)	13,804,000	6*	June & Dec.	"	1923	112
General Mort., registered ...)		6*	" "	"	1922	112
Lewisb. Centre & SpruceC.(P& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	...
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	82
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	102
Little Rock,Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 6	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	770,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	...
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	106
Mort. main office lot & buildin	60,000	7	" "	Louisville.	1883	...
1st Mort. (Leb. Br. Ext. 73.2m.).	68,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	8*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $5,000,000(392 m.).	7,07 .000	7	April & Oct.	" "	1898	120
Louisville Loan..... ..	850,000	6	" "	" "	'86-'87	...
Louisville Loan (Lebanon Br.).	225.000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	102
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,360	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93
2d Mort. (Somerset & Kennebec)	260.000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	82
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	49
4th Mortgage.....	4,000,000	8	April & Oct.	"	1906	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	94-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'75	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,'00,000	6*	Jan. & July.	New York.	1908	102
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	111
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1895	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,184,000	8	June & Dec	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	*	Feb. & Aug.	" "	1904	101½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,184,000	7	" "	" "	1906	67
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* / 6*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	128
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	115
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	110
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage.....	4,700,000	7	" "	"	1913	114½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	107
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	500,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimun.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1903	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1890	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $2.00(000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	800,000	6	April & Oct.	New York.	1885	104
2d Mortgage.....	600,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	100½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	107
2d Mort. (Hudson River) S. F..	1,794,000	7	.....	" "	1885	109½
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	125½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	127
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	113
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	112½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1883	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2,035,000	7	Jan. & July.		1903	115
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	101½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	107½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,838,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon.	1,638,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	"	Baltimore.	1925	78½
Second General Mort. coupon..	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	115½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	117
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	84
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	118
Cape Cod Railroad Bonds.....	266,500	7	Feb. and Aug.	"	1881	105

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. &N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109¼
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.)2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	640,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102¼
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	117
(General Mortgage, registered.)		6	" "		1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	118¼
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101¼
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84¼
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	103¼
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	113¼
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	101¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115¾
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	117
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102¼
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	89
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	80
Funding income	320,000	7	" "	" "	1896	52

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106¾
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	53
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	113¾
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	129
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	125¼
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120¼
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. &Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110¼
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga.R.R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77¼
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102¼
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. &St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115¾
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	128
New Gen'l Mort for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund.	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....		1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.& R.)Skg Fund	799,990	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1891	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	70
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
St Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	115
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	92
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115½
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	103½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	168
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	98½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	75½
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	104
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	102
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	95
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	115½
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	107½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	97
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	75½
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	105
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	48½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112¼
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	113¼
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	90
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £309,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U. Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	856,000	6	June & Dec.	Princeton.	1889	105¼
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	114
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	102
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85¼
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort. " " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	80
4th Mort. (" " ")	700,000	8	March & Sept.	"	1880	46¼
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	219,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Mem	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,31.,0.)	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P.[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116¼
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1891	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	117
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	103
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	97
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109¼
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	103¼
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1888	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109¼
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	56
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	14
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	...
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	103¼
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	110
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F.$25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	...
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	79
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	95
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	106
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109
Coupon bonds of 1874..... }	3,000,000	7	Apr. and Oct.	" "	1894	112
Registered bonds of 1874..... }	2,000,000	7	" "	" "	1894	112
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	99
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106¼
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	103
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	111
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	106½
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	133¼
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,985	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	91
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	102¼
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	80
Improvement bonds.....	260,000	6	May and Nov.	"	1890	....
Boat and Car Loan	756,650	6	" "	"	1913	76
Boat and Car Loan	621,600	7	" "	"	1915	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	...
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	...
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	...
West Branch & Susqu. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1874	...
2d Mortgage.....	298,000	6	" "	"	1888	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State and Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	296.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,370	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	571,195	.....	869.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,925	485,356	1,006,211	456,579	7	100	107½
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,784	2,413,863	551,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	43.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,128,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	79
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.3	1,781,972	217,105	611,086	3,950,869	2,035,676	—	100	140
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	48,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,229,893	6,925,537	—	512.0	4,356,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,586,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,052,955	2,051,625	7,121,900	14,665,800	3,706,158	2,427,860	428.0	1,437,025	149,577	540,866	1,781,710	706,984	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,000,000	3,484,000	268,368	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	58.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	—	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,498	18,277,500	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,357	4,039,612	8	100	165½
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,695	.....	2,668,020	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,838	—	262.6	1,349,684	49,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,884	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	*	.....	.....	1,680,000	1,070,000	.....	—	71.0	395,390	184,988	473,648	508,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	8.3	27,380	7,689	88,905	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,789	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,438,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,612,555	6,633,533	2,219,536	8	100	143½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1.462	82,101	863,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.2	766,719	658,438	550,164	970,548	286,519	—	100	25
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	592,485	165.8	.....	.....	.....	590,650	201,618	6	100	124
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	98½
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	129
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	890,010	3,213,189	569,751	1,206,417	358,490	6	100	189½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,445	94,369	135,618	28,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	599,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	188.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,763	560,311	—	100	66
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,979	1,921,350	1,302,673	4	100	142½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.8	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,291,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,824,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	393,014	131,150	390,893	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,081	121,213	—	50	50
June 30, 1878	72.5	66.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	24,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... ...Canada.	22,589,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,283	294,965	326.6	1,681,914	219,544	959,044	1,440,270	233,045	—	100	66½
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	168,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	118,370	—	100	25½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.). Ia.	11,234,000	—	.....	.....	7,650,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	111½
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,552	503,459	7,500,000	3,617,000	398,718	.....	712.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,058	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	34
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,859,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,228,822	5,589,526	2,302,770	—	100	86½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181,219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	77
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	91,249,650	7,209,265	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	82
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta...N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	68,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.3	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	103,692	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,380	341,621	—	100	23
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,289	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,835	1pf	100	50
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,619	2,156,385	7	100	106½
Dec. 31, 1878	486.5	1,117	455.8	109.6	841	181	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,958,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,666	6,586,530	8	100	144
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,934	534,595	260,947	—	100	68
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,656	823,054	3,714,154	220,611	115,718	152.2	563,439	111,058	493,127	784,556	229,510	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (O. & N. W.). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	141½
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,765,181	*	2 848,298	1,480,429	27,688,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,899	8,451,768	3,659,454	7pf	100	81
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,873,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,285,937	13,420,606	6,816,812	7pf	100	93½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	152½
Dec 31 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25 911 501	.....	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,168	2,819,019	818,723	—	100	40½

Sept. 30, 187	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapolis.....Wis.	5,000,000	*					5,000,000				177.7	276,932	72,749			739,836	787,943	—	50	55
Dec. 31, 1878	170.0	75.6	28.2	—	26	13	6	497	Chicago & West Michigan.....Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944	—	245.6	887, 56	205,294	197,637	488,784	80,905	—	100	70
Mar. 31, 1879	39.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton...Ohio.	3,827,075	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794	59.9	567,951	950,520	759,869	907,241	141,193	—	100	....
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	456	Cin., Hamilton &Ind. (C.,H.& D.).O.& Ind.	2,436,088	229,072	60,080	.....	.....	2,500,000	1,180,356	.....	98.4	388,764	152,052	210,233	341,676	78,167	—	—	....
June 30, 1878	54.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic..O. & Ind.	4,059,000	*	.....	.....	1,929,200	1,898,000	300,000	.....	75.3	328,970	.....	.....	408,188	127,569	—	100	....
Mar. 31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&D.).Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195	42.0	131,114	83,176	1 6,311	188,448	33,458	—	50	....
June 30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland...Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189	.....	190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	33
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)O	3,751,000	—	.....	.....	1,100,000	2,651,000	1,342,982	.....	86.2	627,142	364,672	524,687	691,761	192,224	—	50	....
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	109.5	230,022	.....	.....	195,710	52,263	—	100	....
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind...Ohio & Ind.	17,998,528	*	3,582,639	907,964	14,991,800	6,109,000	713,906	674,825	391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	77
Jun. 30, 1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. &Gt.W.).Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,660	18,594	1,189,335	123.4	188,619	63,000	524,032	403,400	309,459	7	100	....
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)...O.	4,625,871	*	208,148	37,678	1,768,798	2,969,000	669,275	.....	156.5	410,716	228,693	259, 23	382,698	64,971	—	100	....
Dec. 31, 1878	123.8	76.6	65.5	—	97	45	22	3,021	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,544	281,817	723,214	225.8	1,885,556	584,237	1,434,207	2,474,654	1,168,580	7	50	111
Dec. 31, 1878	118.0	74.2	63.0	—	19	13	5	188	Colorado Central.. .....Col. & Wy.	4,450,300	*	.....	.....	3,971,300	2,459,000	.....	.....	192.2	.....	(11 m	onths.	669,448	280,558	—	100	...
Dec. 31, 1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I	28,851,997	*	58,000	.....	13,969,823	24,859,724	79,556	.....	580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	17
Dec. 31, 1878	75.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley .....Ohio.	3,501,748	1,265,711	603,827	80,025	2,030,150	2,500,000	165,530	455,681	105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.&C.)..Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	23,250	.....	—	.....	.....	.....	230,767	65,942	—	50	....
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo.....Ohio.	2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496	117.7	416,530	145,283	345,605	517,871	222,259	—	50	....
Mar. 31, 1879	55.0	7.0	78.0	—	38	41	16	946	Concord.....New Hampshire	1,500,000	*	190,009	141,967	1,500,000	—	178,750	163,226	141.7	617,254	509,508	673,471	733,004	318,847	10	50	182
Jun. 30, 1879	110.8	—	16.7	—	28	18	19	666	Connecticut and Passump. Riv..Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	268,888	435,774	147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	60
Sept. 30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River .. ..Massachusetts.	2,306,038	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887	79.8	377,739	946,600	332,900	504,670	199,034	8	100	114
Dec. 31, 1878	53.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.N.Y.&P.	2,400,000	*	.....	.....	1,900,000	500,000	.....	.....	64.0	181,905	58,582	507,135	404,665	113,3 4	6	50	....
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley .....Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878	135.0	321,495	325,551	315,690	512,121	199,560	10	50	....
Sept. 30, 1878	23.8	10 0	5.0	—	6	8	3	83	Danbury and Norwalk .....Connecticut	973,940	164,740	15,254	26,711	600,000	500,000	—	80,645	33.8	97,380	222,212	51,81g	157 953	41,279	—	100	....
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern.....Iowa.	5,250,000	*	.....	.....	3,520,000	1,710,000	196,827	.....	160.6	187,487	81,582	67,043	222,627	17,738	—	100	....
Mar. 31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.).Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921	142.7	683,84	209,674	422,303	545,288	271,432	3	50	....
July 31, 1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.).....Ohio.	971,308	*	.....	.....	457,817	413,500	152,701	.....	69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31, 1878	83.8	10.7	10.1	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,367,508	—	.....	73,198	1,450,323	760,000	160,400	60,988	94.8	268,998	...	.....	365,580	109,674	6	25	....
Dec. 31, 1878	27.0	3.7	34.2	—	7	1	3	52	Delaware and Bound Brook.....N. Jer.	3,136,584	*	.....	.....	1,514,000	1,500,000	279,621	.....	30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31, 1878	115.0	92.5	223.7	—	150	32	22	16139	Delaware, Lack. and Western.....Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,000	2,196,542	4,346,125	207.5	2,458,754	474,16	5,193,531	3,899,601	2,320,481	—	50	92
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.).....Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,274,000	.....	224,350	106.0	.....	.....	.....	147,022	38,098	—	100	....
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.).....Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	510,922	215,388	329.5	704,958	47,552	132,828	773,322	342,676	—	100	77
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge.....Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....	87.2	111,664	46,646	66,945	182,812	52,477	—	100	....
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw.....Mich.	.....	.....	.....	.....	.....	.....	.....	.....	191.6	.....	.....	[9½ mos.	828,657	265,893	—	100	90
Dec. 31, 1878	156.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern.....Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	155,540	197.3	785,106	872,722	394,737	970,034	372,199	—	100	90
Dec. 31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,882,000	—	31,453	.....	5,000,000	882,000	.....	31,453	—	.....	.....	.....	925,228	323,830	5	100	65
June 30, 1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga.¶.....Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721	272.0	911,599	76,365	239,054	1,022,252	409,608	3	100	..
Sept. 30, 1878	41.4	76 6	105 2	—	75	136	35	1,281	Eastern.....Massachusetts.	7,000,000	905,000	1,691,481	249,578	4,997,600	13,589,022	1,488,349	.....	.....	1,557,775	4,197,991	697,987	2,422,394	841,2 8	—	100	43
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash).....Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	73,562	93.8	197,696	64,795	208,595	206,555	67,842	2	100	80
Dec. 31, 1878	81.0	3.5	26.2	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	.....	81.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶.....Maine.	.....	.....	.....	.....	.....	3,223,800	.....	74,934	113.0	250,406	154,015	141,533	356,858	126,507	—	100	....
Aug. 31, 1878	109.0	21.2	18.0	—	22	11	5	450	Evansville and Terre Haute.....Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,303	109.0	335,938	143,603	332,700	564,809	160,538	4	50	80
Apr. 30, 1879	55.3	—	6 1	—	7	4	2	300	Evansville, Terre Haute & Chi..Ind.& Ill	1,649,600	*	17,068	5815	458,661	1,100,000	113,822	.....	69.3	.....	.....	.....	242,896	94,236	—	100	...
Sept. 30, 1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg .....Massachusetts.	4,015,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,489	494,435	189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	135
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*.....Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826	.....	280.0	1,095,422	540,556	408,053	1,066,017	438,203	—	100	27
Dec. 31, 1878	10 0.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag...Mich.&Ind.	2,702,247	373,551	3,920	30,879	1,196,450	2,000,000	1,664	.....	100.0	247,733	96,932	136,029	245,051	95,071	—	100	....
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.....Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....	.....	104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31, 1878	28.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo.....Indiana	485,000	*	315,000	.....	600,000	200,000	.....	.....	26.0	.....	.....	.....	38,397	19,196	—	100	25
Dec. 31, 1878	61.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C.&P.)..Neb.	1,300,000	—	.....	.....	690,000	690,000	.....	.....	51.1	55,218	19,772	45,352	138,159	46,053	—	100	....
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶.....Tex.	9,474,077	809,723	2,239,241	481,660	6,450,000	5,686,927	494,500	373,574	215.0	488,151	60,19	157,938	1,325,840	792,014	—	100	....
Dec. 31, 1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶....Tex.	2,495,385	*	15,805	81,488	1,000,000	1,500,000	275,595	817,032	50.0	12,350	55,056	174,300	495,440	184,595	—	100	....
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)..N. Y.	1,481,297	*	.....	.....	850,000	600,000	192,249	.....	75.6	388,036	95,811	501,852	264,996	df.16,138	—	100	....
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking).....Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,951	511,323	275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31, 1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)Mich. &Ind	11,096,085	—	65,504	246,737	2,800,000	8,000,000	2,164,707	.....	423.6	1,183,105	509,326	383,310	1,200,629	242,488	—	100	....
Dec. 31, 1878	856.0	158.2	213.5	—	454	274	84	8,178	Grand Trunk ¶ .....Canada.	152,044,870	*	2,311,630	.....	118,498,280	35,812,710	45,510	.....	1,390.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....
Jan. 31, 1879	274.8	135.1	270.2	—	218	165	38	4,639	Great Western ¶.....Canada.	33,424,450	7,877,010	2,851,045	.....	31,106,856	18,221,095	.....	.....	1,089.3	3,616,829	1,206,332	1,854,663	4,216,335	1,297,055	—	100	....
Sept. 30, 1878	213.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota....Wisconsin.	12,297,805	*	1,459,135	.....	8,000,000	3,979,000	1,777,941	.....	213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C...).3 Car.	3,623,905	*	374,200	193,895	1,515,166	2,178 763	989,222	.....	141.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶..Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....	66.8	242,592	4,340	292,584	112,358	29,706	—	100	....
Jun. 30, 1878	126.9	—	13.5	53.0	8	12	4	93	Hamilton and Northwestern.....Canada	.....	.....	.....	.....	.....	.....	.....	.....	146.7	103,153	146,651	70,466	127,084	40 991	—	100	....
Dec. 31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶.....Missouri.	13,492,427	—	.....	.....	14,251,724	8,700,000	.....	.....	292.3	1,334,767	247,916	543,472	2,045,450	780,355	—	100	88
Sept 30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South.... N. Y. & Vt.	.....	.....	.....	.....	.....	.....	.....	.....	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept. 30, 1878	74.0	—	3.0	—	18	21	10	436	Housatonic .....Connecticut.	2,581,006	*	225 836	78,762	2,000,000	550,500	161,348	184,256	126.2	468,662	223,214	190,167	569,199	208,253	—	100	....
Apl. 30, 1879	345.0	196.7	35.6	—	66	38	20	1,270	Houston and Texas Central¶.....Texas.	21,370,021	1,831,342	6,864,922	353,302	7,722,900	14 901,995	2,773,600	5,521,092	521.7	1,499,243	242,559	457,840	3,031,261	1,326,905	—	100	87
Dec. 31, 1878	45.0	16.8	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.....Penn.	4,367,820	*	179,087	365,938	2,052,800	2,285,600	554,393	11,929	61.3	172,915	43,618	394,788	238,389	114,145	—	50	23
Dec. 31, 1878	3 4.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central* .....Illinois.	35 513,173	*	6,628,792	868,927	29,000,000	11,997,000	.....	2,018,892	1,256.5	4,247,628	1,725,236	2,067,892	7,111,184	3,631,559	6	100	102
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	312	Illinois Midland.....Illinois.	6,175,000	—	.....	.....	2,000,000	4,175,000	1,154,299	.....	175.7	278,504	79,952	128,132	236,895	20,661	—	100	....
Nov. 30, 1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western...Ind. & Ill.	19,040,490	3,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119	.....	338.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	84
Jun. 30, 1878	168.8	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.O. & Ind.	10,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200	.....	194.5	896,503	549,587	457,135	1,309,087	494,388	—	50	8
Dec. 31, 1878	71.8	—	40.9	—	56	30	14	1,619	Indianapolis and St. Louis (Pa. Co.).Ind.	4,233,311	*	50,501	346,200	600,000	3,500,000	2,245,300	.....	266.6	1,585,274	243,093	538,619	1,347,246	313,908	—	100	....
Dec. 31, 187	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,000	.....	116.6	309,467	101,892	156,628	282,538	5,349	—	100	....
Dec. 31, 1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern ¶....Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806	.....	519.3	822,430	117,055	224,113	1,686,685	571,983	—	100	47
Dec. 31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia	7,577,500	—	.....	.....	4,625,000	2,952,500	.....	.....	183.7	.....	.....	.....	476,265	166,693	—	100	69
Mar. 31, 1879	270.5	77.0	16.0	—	...	...	...	...	Iowa So. & Mo. Southwest'n.. Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	.....	.....	.....	.....	.....	.....	769,600	5	100	...
Dec. 31, 1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw*.(M C.).Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,138	.....	236.8	420,577	296,456	397,841	711,174	276,875	7	100	....
Dec 31, 1878	111.0	118.8	34.3	—	44	33	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)Ind.	6,508,713	*	182,640	86,155	2,000,000	5,000,000	82,738	.....	224.8	1,046,156	667,981	1,336,380	1,150,015	422,988	7	100	....
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.).....Kansas.	1,008,000	*	.....	.....	504,000	504,000	.....	.....	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	638.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*.....Kansas & Col.	34,359,541	*	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484	.....	672.6	1,505,813	198,173	667,736	3,610,224	1,198 662	—	50	96
Dec. 31, 1878	48.3	—	7.6	—	5	5	2	107	Kansas City and Eastern.....Mo.	475,000	*	.....	.....	36,000	348,000	.....	.....	43.0	.....	72,704	39,315	84,578	33,867	—	100	....
Dec. 31, 1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf....Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	.....	155.9	777,592	142,236	456,255	833,825	115,567	—	100	52
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n. Kan.	1,000,000	*	.....	.....	5,000,000	5,000,000	.....	.....	208.8	320,322	.....	.....	343,343	92,989	—	100	55
Dec. 31, 1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl Mo.& Ia.	9,250,128	1,231,878	116,232	458,279	2,789,414	7,185,197	698,465	83,451	253.8	1,168,361	2,9,822	674,194	1,533,651	448,059	—	100	68
Dec. 31, 1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A.,T.&S.Fe.).Kas.	3,199,800	—	174,200	190,729	2,250,000	1,054,000	37,205	226,524	.....	.....	.....	.....	708,515	208,387	—	100	112
Apl. 30, 1879	99 0	49.5	16.6	—	19	17	7	351	Kentucky Central.....Ky.	6,045,000	*	.....	138,956	5,000,000	1,045,000	23,523	115,732	198.5	379,111	.....	.....	553,389	208,760	4	100	....
June 30, 1878	102 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines (C.,R.& P.)Ia.	6,479,427	*	26,137	624,406	3,924,600	2 436,800	459,130	.....	162.2	402,461	187,078	202,985	566,763	148,433	—	100	16
June 30, 1878	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi.Ill.	1,923,725	—	1,456	49,894	1,000,000	1,520,000	6,585	.....	80 3	155,603	67,012	91,653	177,545	55,485	—	100	....
Apr. 30, 1878	11 2	—	11.2	—	10	6	2	213	Lafayette, Muncie & Bloomington..Ind.	.....	.....	.....	.....	.....	.....	.....	.....	118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec. 31, 1878	100.0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville. .....Ohio.	1,699,997	*	4,732	7 289	1,500,009	—	202,015	—	110.0	195,599	107,743	77,583	153,161	30,422	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

According to the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Companies.	Railroad. Main Line.	Railroad. Branches.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.
	M.	M.	M.	M.				
Dec 31, 1878 L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	404	484	3671 6	—	495	178	86	10282
Dec. 31, 1878 Lehigh and Lackawanna (C. of N. J.). Pa.	25.0	—	2.0	—	—	—	—	—
Dec. 31, 1878 Lehigh and Susquehanna (C. of N. J.). Pa.	106.0	49.7	86 8	—	—	—	—	—
Nov. 30, 1878 Lehigh Valley..... Pa.	161.0	192.2	346.6	—	235	72	36	4[illegible]
Dec. 31, 1878 Little Miami ..... Ohio.	120.4	—	55.2	—	45	39	13	679
Dec. 31, 1878 *Little Rock and Ft. Smith* ¶ ..... Ark.	165.7	—	4.1	—	10	6	2	2[illegible]4
Rent. 30, 1878 Long Island ¶ ..... N. Y.	94.9	63.0	63.0	—	65	152	15	381
Dec. 31, 1878 Louisiana and Mo. Riv. (C. & A.)..... Mo.	101.5	—	9.4	—	—	—	—	—
Jun. 30, 1878 Louisville, Cincinnati and Lexington. Ky.	174.7	—	28 2	—	31	24	15	443
Jun. 30, 1878 Louisville & Nashville ..... Ky. & Tenn.	185.0	280.6	98.8	—	180	75	37	3,239
Dec. 31, 1878 Louisville, N. Albany & Chicago.... Ind.	288.[illegible]	—	26.0	—	23	12	8	489
Dec. 31, 1878 Mahoning Coal (A. & Gt. W.) ..... Ohio.	38.0	5.0	9.2	—	—	—	—	—
Jun. 30, 1878 Marietta and Cincinnati (B. & O.)..... Ohio.	187.2	87.9	183 5	—	65	33	11	1,378
Jun. 30, 1878 Marietta, Pittsburg and Cleveland... Ohio.	68.2	1.5	5.5	—	9	8	2	127
Dec. 31, 1878 *Marquette Hough. & Ontonagon*..... Mich.	68.1	25.4	20.4	—	36	5	4	1,706
Jun. 30, 1878 Memphis & Charleston..... T., M. & Ala.	272.0	40.0	29.0	—	37	29	13	626
Dec. 31, 1878 Memphis and Little Rock..... Arkansas.	133.0	—	3.0	—	15	6	4	212
Jun. 30, 1878 Memphis, Paducah & North'n.. T. & Ky.	115.0	—	4.7	—	9	6	2	71
Dec. 31, 1878 Michigan Central..... Mich.	284.0	—	87.9	—	219	114	35	5,049
Sept. 30, 1878 Milwaukee L. Shore and Western... Wis.	158.4	6.0	6.2	7.0	12	5	6	212
Jun. 30, 1878 Minneapolis and St. Louis.... Minnesota.	108.8	15.0	7.5	—	4	3	2	56
Jun. 30, 1878 Minnesota Midland (3 ft.)..... Minnesota.	60.0	—	2.5	200.0	4	—	—	100
May 31, 1879 Minnesota Valley (C. & N. W.)... Minn.	24.4	—	1.7	—	—	—	—	—
Sept. 30, 1878 Mississippi and Tennessee.. Miss. & Tenn.	100.0	—	8.4	—	11	12	3	144
Jun. 30, 1878 Missouri, Iowa and Nebraska.. Mo. & Ia.	85.0	—	5.0	210.0	5	2	—	—
Dec. 31, 1878 Missouri, Kansas and Texas.. M. K. & Tex.	576.0	209.8	96.0	—	88	84	25	1,477
Dec. 31, 1878 Missouri Pacific..... Missouri.	283.5	13.0	84.0	—	110	52	30	2,499
May 31, 1879 Mobile and Girard..... Alabama.	84.0	—	4.2	—	4	5	3	69
Dec. 31, 1878 Mobile and Montgomery ..... Alabama.	178.[illegible]	—	11.7	—	28	17	10	394
Jun. 30, 1878 Mobile & Ohio... Ala., Miss., Tenn. & Ky.	472.0	56.6	48.3	—	80	24	14	1,010
Oct. 31, 1878 Montgomery and Eufaula ..... Alabama.	80.0	—	4.0	—	7	6	3	78
Dec. 31, 1878 Morris and Essex..... New Jersey.	84.6	36.0	205.6	—	111	101	3[illegible]	3,469
Sept. 30, 1878 Nashua and Lowell..... N. H. & Mass.	14.5	—	23.[illegible]	—	21	28	9	275
Mar. 31, 1879 Nashua & Rochester (W. & N.).... N. H.	48.8	—	4.0	—	—	—	—	—
Jun. 30, 1878 Nashv., Chattanooga & St. L.. T. Ala. & Ky.	321.0	132.5	45.1	—	47	28	16	1,030
Jun. 30, 1878 Nashv. & Decatur (L. & N.)... Tenn. & Ala.	122.3	—	18.3	—	—	—	—	—
Sept. 30, 1878 Naugatuck ..... Connecticut.	56.5	—	10.1	—	13	13	7	293
Dec. 31, 1878 Nevada County Narrow Gauge..... Cal.	22.[illegible]	—	1.3	—	3	2	2	36
Sept. 30, 1878 Newark, Somerset & Straitsville .. Ohio.	44.0	—	4.0	—	12	2	7	164
Jun. 30, 1878 New Brunswick (3 ft.)..... New Br.	162.0	28.0	5.0	—	10	5	5	115
Jun. 30, 1878 New Brunswick and Canada..... N. Br.	74.0	46.0	14.5	—	11	12	3	46
Dec. 31, 1878 Newcastle & Beaver Val. (Penn. Co.)... Pa.	14.9	—	5.8	—	—	—	—	—
Sept. 30, 1878 New Haven and Northamp. Conn. & Mass.	83.9	16.1	23.7	—	20	19	8	458
Sept. 30, 1878 New London Northern (C. V.)..... Conn.	100.0	—	16.5	—	22	15	9	266
Jan. 31, 1879 New Orleans and Mobile.. La., Miss. & Ala.	141.0	—	10.0	—	34	—	—	—
Dec. 31, 1878 New York and Canada (D. & H.). N. Y.	112.0	37.0	16.0	—	—	—	—	—
Sept 30, 1878 New York Central & Hudson River. N. Y	441.7	298.4	1,389	—	595	470	213	15964
Sept. 30, 1878 New York City and Northern..... N. Y.	24.5	—	1 2	26.8	—	—	—	—
Sept. 30, 1878 N. Y. and Harlem (N. Y. C. & H. R.) N. Y. { City Line.....	126.9	—	60.7	—	—	—	—	—
Sept. 30, 1878 N. Y., Lake Erie & Western. N. Y. & Pa.	5.5	—	5.5	—	—	351	—	—
Sept. 30, 1878 N. Y. & Manhattan Beach (3 ft.)... N. Y.	460.0	66.5	1.179	—	478	311	96	—
Sept. 30, 1878 N. Y. & N. England.. M., R. I. & Conn.	14.8	—	10.5	—	11	76	2	22
Sept. 30, 1878 N. Y., N. H. & Hartford. N. Y. C. & Mass.	85.7	58.2	39.1	100.0	36	65	13	319
Sept. 30, 1878 N. Y., Providence & Boston.. Conn. & R. I.	123.0	17.5	179.1	—	93	199	59	1,280
Sept. 30, 1878 Niagara Br. & Canan. (NYC&HR.). N. Y	50.0	12.5	57.7	—	24	31	12	262
Sept. 30, 1878 North Carolina (R. & D.) ..... N. C	98.5	5.5	—	—	—	—	—	—
Sept 30, 1878 Northeastern ¶ ..... S. C.	223.5	—	14.5	—	—	—	—	—
Sept. 30, 1878 Northern ..... New Hampshire.	92.0	—	8.1	—	13	13	5	142
Mar. 31, 1879 Northern Pacific.. Minn. D. & K., Wash. & c.	69.5	13.4	16.5	—	25	14	10	552
Dec. 31, 1878 Northern Central ..... Md. & Pa	137.0	18.0	192.9	—	172	69	42	5,298
Aug. 31, 1878 North Penney vania (P. & R.)..... Pa.	449.0	186.5	28.0	130.0	48	22	24	1,196
Oct. 31, 1878 Norwich & Worcester..... Ct. & Mass.	55.6	32.6	79.5	—	68	63	32	1,145
Sept. 30, 1878 Ogdensburg & L. Champlain..... N. Y.	89.4	7.0	1.9	—	21	15	7	573
Sept. 30, 1878 Ohio and Mississippi..... O., Ind. & Ill.	118.0	4.0	14.0	—	34	15	6	980
Dec. 31, 1878 Old Colony..... Mass. & R. I.	340.5	274.5	103.0	—	124	58	31	2,610
Sept. 30, 1878 Omaha and Republican Val..... Neb.	249.4	62.4	76.3	—	72	158	27	1,511
Dec. 31, 1878 Oswego and Syracuse..... N. Y.	74.2	—	2.4	—	2	2	1	58
Sept. 30, 1878 Paducah and Elizabethtown..... Ky.	35.0	—	13.6	—	14	13	6	286
Jan. 31, 1879 Panama..... New Grenada.	15.6	—	9.3	—	17	6	4	492
Dec. 31, 1878 Pekin Linc. and Decatur..... Ill	47.6	—	12.2	—	15	24	3	415
June 30, 1878	67.4	—	7	—	—	—	1.5	—

Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	
L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,420,057	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098 445	13,979,766	5,959,501	—	100	109
Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	.....	.....	375,160	600,000	.....	.....	25.0	.....	12,400	37,882	27,428	3,912	—	50	....
Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,035,238	1,178,753	11,1[illegible],560	15,619,278	1,616,813	2,587,304	202.9	1,420,382	3[illegible],586	275,994	1,874,053	961,579	—	50	....
Lehigh Valley..... Pa.	14,647,081	8,282,317	22,784,411	2,280,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,956	5,532,738	3,075,811	4	50	104
Little Rock and Ft. Smith ¶ ..... Ark.	3,000,000	*	.....	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,367,971	850,950	624,564	1,224,691	384,621	8	50	....
Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	328,648	116,867	—	100	65
Louisiana and Mo. Riv. (C. & A.)..... Mo.	3,248,000	*	.....	.....	3,260,600	1,881,700	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,58[illegible],314	497,895	—	50	....
Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	17
Louisville & Nashville ..... Ky. & Tenn.	24.006,920	*	94,988	144.132	1,870,774	3,375,300	664,239	111.447	213.5	613.520	327.384	814,262	978 053	294,160	—	100	....
Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	7,[illegible]0,120	802,939	9,007,819	17,400,722	2,5c2,673	3,304,765	273 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	155
Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Marietta and Cincinnati (B. & O.)..... Ohio.	23,605,983	*	2 584,932	391.220	3,932,050	11,307,811	7,509,691	.....	43.0	.....	.....	.....	91 424	36.569	—	50	....
Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	*	200,000	3 844	.....	3,530,000	20.118	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Marquette Hough. & Ontonagon..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,[illegible]42,200	102.588	106,025	99.7	171,215	74,140	45,114	110,777	9,467	—	100	24
Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,535	.....	292.0	646,928	.....	16[illegible],458	682,412	307,445	—	100	....
Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	...
Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)				.....	.....	.....	.....	115.0	156,463	.....	.....	203,671	63,062	—	100	....
Michigan Central..... Mich.	28,437,938	*	6,159,161	345,178	18,788,204	13,191,000	20,960	3.192.107	808.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	91
Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351.905	76,913	132,088	245,025	49,745	—	100	....
Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,366	359,550	117,911	—	100	....
Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	*	.....	.....	2,000,000	380,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Minnesota Valley (C. & N. W.)... Minn.	136,530	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324.445	.....	100.0	187.457	.....	.....	378,780	176,935	—	100	....
Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	.....	21,466,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	44
Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	15
Mobile and Girard..... Alabama.	2,010,311	*	17,000	8,5 0	1,278,941	1,133,500	8,039	.....	84.0	104,000	31.485	.....	195,008	60.325	—	100	....
Mobile and Montgomery ..... Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600.526	178.8	480,188	62,493	.....	680,168	258,391	5	100	....
Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7 9	.....	528.6	1,186,773	233,067	186,638	2,098,500	279,351	—	100	25
Montgomery and Eufaula ..... Alabama.	3,142,999	*	49,967	77,278	1,149,364	1,810,000	1,129,685	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Morris and Essex..... New Jersey.	17,710,791	12,144,240	4,141,925	$25,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	108
Nashua and Lowell..... N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	138
Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95.932	45,278	5	100	88
Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767.995	2	25	98
Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,766	425,257	737.756	337.644	6	100	....
Naugatuck ..... Connecticut.	1,928,845	234,087	108.797	57,969	2,090,000	.....	20.696	309.002	61.2	286,535	274.412	178,203	493,470	206,301	10	100	....
Nevada County Narrow Gauge..... Cal.	581,164	*	7,427	756	242,200	250.000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Newark, Somerset & Straitsville .. Ohio.	1,781.000	*	31,504	73,998	987,400	800.000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
New Brunswick (3 ft.)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
New Brunswick and Canada..... N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Newcastle & Beaver Val. (Penn. Co.)... Pa.	834,083	—	55,358	52,472	605,000	.....	881	336.032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	..
New Haven and Northamp. Conn. & Mass.	4.005.281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
New London Northern (C. V.)..... Conn.	2,052,708	231,902	108.797	57,969	2,090,000	.....	20.696	309.002	61.2	286,535	274.412	178,203	493,470	206,301	10	100	....
New Orleans and Mobile.. La., Miss. & Ala.	6,000,000	*	.....	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
New York and Canada (D. & H.). N. Y.	8,153,683	*	126,068	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,748	672,986	367,836	—	100	....
New York Central & Hudson River. N. Y	82,1[illegible]3,689	17,730,406	29,967,488	.....	49,428,300	39,801,233	582,050	.....	1,018.3	5,998 041	8,927,665	7,695,413	26,405,017	10,269,040	8	100	131
New York City and Northern..... N. Y.	1 775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
N. Y. and Harlem (N. Y. C. & H. R.) N. Y. { City Line.....	17.096,144	1,566,030	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5	Lessees returns.					8	100	180
N. Y., Lake Erie & Western. N. Y. & Pa	118,049,931	*	14,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,931	4,896,327	6,150,468	15,644,978	5,009 114	—	100	45
N. Y. & Manhattan Beach (3 ft.)... N. Y.	548.111	169,107	704,118	.....	500,000	829,000	45.000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
N. York & N. England.. M., R. I. & Conn.	20.622.534	*	865.982	53,881	20,000,000	400,000	934,078	201,721	139.0	815,362	1,731,635	435,367	1,006,287	197.890	—	100	55
N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,184,455	1,373,773	1,537,023	15.500.000	———	475.465	1,940,376	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,628	10	100	157
N. Y., Providence & Boston.. Conn. & R. I.	2.645.022	559,487	1,089,987	.....	3.000.000	1,050,000	218.800	.....	62.5	442,622	657,742	279,354	710,038	273.455	10	100	133
Niagara Br. & Canan. (NYC&HR.). N. Y	1,000,000	—	.....	.....	1,000,000	———	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
North Carolina (R. & D.) ..... N. C	4,963,778	—	.....	.....	1,000,000	———	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Northeastern ¶ ..... S. C.	2.148,131	*	466,223	59.020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,768	98,768	494 022	159.659	6	100	....
Northern ..... New Hampshire.	3,068,460	*	47,317	47,417	899,350	1,142,000	89,181	35.896	102.0	272,509	46.141	.....	363,845	162,500	—	100	....
Northern Central ..... Md. & Pa	12,184,505	4 196.107	387,960	493,637	5,068,400	100	396,617	484,880	8.[illegible]	452.301	141,209	401,922	426,874	107,372	5	100	97
Northern Pacific.. Minn. D. & K., Wash. & c.	19,588,65	1,115,373	130 694 587	120,347	100,000,000	———	56,342,761	1,176,19	646.0	.....	.....	.....	1,193,382	583,700	—	100	32
North Penney vania (P. & R.)..... Pa.	5 8[illegible],418	1,748,206	4,[illegible]18,6[illegible]7	251,63[illegible]	4,264, 5[illegible]	6,000,000	2,041,.55	148,329	88.2	1.390.319	1,310,278	917,484	1,460,924	573.061	4	50	100
Norwich & Worcester..... Ct. & Mass.	3,295.436	179,751	278,037	223,63[illegible]	2,604,400	400,000	51.928	845,525	66.4	407,889	335,000	408.094	666,883	269,778	10	100	127
Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	287.202	.....	122.0	462,739	115,618	269,943	542,670	144,325	—	100	31
Ohio and Mississippi..... O., Ind. & Ill.	33.981,47[illegible]	*	50,578	377,737	24.650.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,130	861,547	—	100	36
Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,97[illegible]	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	112
Omaha and Republican Val..... Neb.	1,113.000	*	.....	.....	871,000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Oswego and Syracuse..... N. Y.	1,752,540	*	.....	.....	1,320,400	461,500	8.801	———	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Paducah and Elizabethtown..... Ky.	4 277,634	*	56,606	22,674	2,853,000	1,428.194	66,644	10,079	185.6	352,451	53,277	228.882	319,542	38,266	—	100	....
Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24.921	152,478	2,114,859	1,569,516	12	100	183
Pekin Linc. and Decatur..... Ill	1,585,445	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,869	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	1,554	Pennsylvania ¶	Pennsylvania.	58,787,686	*		77,082,509	11,209,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,369	5,205,737	10,946,752	20,317,140	9,306,037	2	50	104							
Nov. 30, 1878	106.1	22.8	87.4	—	50	—	—	—	172	Pennsylvania and N. York. (D.&H.)	Penn	4,658,535	1,189,126				5,061,700	3,000,000			105.1		149,478	650,344	1,424,468	518,012	—	50							
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	—	8	Pensacola	Florida.	650,000	*				300,000	350,000			50.0	52,657	15,274		102,680	36,755	12	100							
Jan. 30, 1878	83.0	—	15.7	—	12	7	4	—	56	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*				1,239,700	2,000,000	47,174		83.0	293,285	94,911	148,964	227,501	32,818	—	100							
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	—	56	Petersburg	Virginia.	2,334,700	*			263,822	1,324,200	1,010,500	426,489		64.0	130,326	34,077	81,296	190,729	26,519	—	100							
Dec. 31 1878	51.7	—	5.2	—	8	40	8	—	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*				300,920	230,900	300,000		51.7	140,376			78,004		—	100							
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	—	126	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568		57.0	155,261	211,115	131,308	257,870	86,849	—	50							
Dec. 31, 1878	287.4	—	143.0	—	123	39	15	—	3,036	Philadelphia and Erie (Penn.)	Pa	26,159,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539			287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	35						
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	—	102	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495		2,246,500					29.3				278,495	263,663	12	50	4						
Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,505,396	34,278,175	75,30	797	11,96,128		799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,521	—	50	69						
Nov. 30, 1878	98.4	228.6	763.4	—	416	334	58	—		Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,400,062	61,746	11,597,750	2,758,500	519,996	662,099		112.2	1,613,936	2,248,781	793,365	2,660,446	1,198,048	8	50	48						
Oct. 31, 1878	96.3	15.9	151.2	—	80	115	178	1	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,400,062	61,746	11,597,750	2,758,500	519,996	662,099		200.9	2,746,013	747,456	2,142,155	3,176,870	1,186,763	—	50						
Dec. 31, 1878	192.8	8.1	64.6	—	106	39	26	1	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455			174.0	1,679,169	761,807	1,829,456	1,542,754	578,312	—	50						
Sept. 30, 1878	149.6	1.9	37.8	—	16	15	—	—	208	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687			468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	118						
Dec. 31, 1878	468.4	—	245.6	—	278	152	51	6	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,38 ,886	13,510,000		75,125																	
Pittsburg and Lake Erie	Penn.	3,418,553	*			1,259,853	1,676,000	483,700										50									
Dec. 31, 1878	6.0	2.5	8.5	—	20	10	4	—	505	Pittsburg, Titusville and Buff	N. Y. & Pa	9,085,405	*			4,950,450	4,050,923	75,022			120.0	433,165	281,919	522,402	526,701	184,563	—	50	39						
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	—	268	Pittsb., Wheeling & Kentucky	W. Va.	599,393	*		34,827	399,600	200,000	32,620			24.0	44,475	47,991	45,653	49,315	10,304	—	100							
Dec. 31, 1878	24.0	—	1.2	c.o	—	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	599,393	*		34,827	399,600	200,000	32,620			24.0	44,475	47,991	45,653	49,315	10,304	—	100							
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	—	160	Portland and Ogdensburg	Me. & N.H.	3,561,544	292,835	77,496	48,317	1,052,186	2,642,500	231,094	54,215		108.0	192,748	84,210	109,875	270,783	88,574	—	100							
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	—	137	Portland and Rochester	Me. & N. H.	1,966,211	*			636,011	1,500,000	59,455			52.5	155,659	118,583	92,0 2	148,151	29,334	—	100							
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000		93,750							90,000	6	100	105							
Dec. 31, 1878	42.7	—	2.3	—	4	5	—	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,355,000	*			850,000	535,000	41,0 5			47.5	76,503	51,040	18,647	58,226	11,121	—	100							
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	—	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000		40,498		22.8	49,019	92,207	35,486	86,497	41,812	—	100							
Sept. 30, 1878	43.4	8.0	58.6	—	30	53	5	—	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	809,639	59,340	186,883	2,000,000	1,176,000	629,130	110,585		66.7	458,923	1,627,427	624,722	870,876	290,815	4	100							
May 31, 1878	97.0	—	6.9	—	12	12	9	—	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,17 ,557	133,249	1,500,000	821,000	5,306	480,500		97.0		44.615		242,478	107,185	—	100							
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,597			200.9	608,646	87,324	235,962	942,386	310,948	—	100							
Sept. 30, 1878	146.5	11.0	13.3	—	55	37	20	—	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,856	447,575			200.9	608,646	87,324	235,962	942,386	310,948	—	100							
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	—	127	Richmond, Fred'b'g and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553		82.9	174,311	128,000	48,321	312,032	151,858	—	100							
Sept. 30, 1878	22.5	2.8	2.6	—	7	7	5	—	152	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22 267	10,741		24.8	73,787	102,835	80,700	62,553	4 479	—	100							
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	—	57	Richmond, York Riv. & Chesapeake	Va	593,372	*			480,100	278,000				41.0	52,160	18,214	52,293	92,803	1,956	—	100							
Sept. 30, 1878	107.6	—	10.7	—	11	6	4	—	232	Rochester and State Line	N. Y.	2,981,348	229,032			22,094	2,187,400	109,386			107.6	212,688	95,177	134,771	214,444	82,402	—	100							
Dec. 31, 1878	91.0	—	4.5	—	9	8	2	—	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125			91.0	207,201	109,369	191,428	366,489	96,278	8	100							
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304			3,147,600	7,749,900	608,688			409.8	1,053,608	576,974	870,905	1,213,785	350,747	—	100	33						
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,228	457,800	1,086,402		6,480,000	2,546,400	559,741			136.0			[rental, et c.	295,812	278,758	—	100							
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	—	50	Saginaw Valley and St. Louis	Mich.	847.208	*	2,309	39,188	264,004	446,000		177,601		34.8	64,550	37,707	44,957	84,952	51,967	—	100							
Sept. 30, 1878	22.0	—	3.3	—	4	4	—	—	190	St. Croix and Penobscot	Me.	811.935	52,065	5,142	10,824	100,000	202,700	26,429	54,784		22.0	25,066	11,516	38,633	38,566	15,425	—	100							
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	—	164	St. Joseph and Denver City	Kansas.	9,500,000	*	51,689		3,800,000	6,200,000	48,704			227.0	408,887	26,638	157,266	641,391	61,181	—	100							
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	—	682	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,490	7,000,000	955,985	103,792		75.2	396,890	184,988	473,648	506,459	239,621	—	100							
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	—	Belleville Branch	Illinois.														555,302	534,932		100	23							
Dec. 31, 1878	489.5	195.0	114.3	—	118	45	24	2	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,088			684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	60						
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000				2,347,800	2,725,000							[rental.	240,000	240,000	—	100							
Dec. 31, 1878	265.5	113.3	67.2	—	106	42	20	2	2,000	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000		598.8		499,441	960,466	3,324,496	1,347,500	—	100							
Dec. 31, 1878	327.8	—	25.8	—	29	10	8	—	513	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166		427,174	21,642,100	5,292,000	289,435	130,431		327.3	872,626	63,132	254,38	1,201,652	638,517	—	100	44						
Oct. 31, 1878	169.8	17.4	26.9	—	23	12	4	—	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*			10,841 100	5,145,000				208.2	658,203	183,359		854,833	168,210	—	100							
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	—	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,227,709	*	3,525		3,928,015	4,499,000	237,808			158.3	966,978	204,058	659,765	1,059,443	158,685	—	160							
May 31, 1878	156.0	—	19.5	—	11	10	4	—	513	*St. Paul and Duluth*	Minn.	8,832,523	*			3,816,0					169.0	356,600	46,568	224,767	483,349	121,008	—	100	29						
Dec 31, 1878	121.3	—	11.5	—	15	7	6	—	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43.019	4,421,697	118,278	285,270	133,584		121.3	266,669	86,179	206,913	602,754	239,500	—	100	43						
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	—	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,568	1,059,972	2,300,000	327,077	40,800		110.3	841,442	191,069	731,146	657,632	234,227	—	50							
July 31, 1878	106.0	5.3	4.9	—	10	9	6	—	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*			1,000,000	1,427,800				111.2				303,883	26,046	—	100							
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	—	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471		100.0	333,049	155,114	147,842	282,153	125,878	—	100							
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	—	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*			1,350,400	215,000	120,372	1,222,462		80.0	214,315	35,051	202,890	487,797	160,376	7	100							
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	—	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*			1,410,500	1,600,000	66,749			79.0	125,679	50,345	38,376	99,155	20,052	—	100							
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	—	117	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101			46.0		33,583	349,229	254,039	135,231	—	50							
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000				1,000,000	200,000				50.0	246,968	299,154	48,405	317,978	101,539	8	100							
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	—	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*			2,068,400	3,056,900				158.5	165,745	59,316	136 055	414,477	100,090	—	100							
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	—	52	South and North Alabama	Ala.	10,058,632	*			3,461,767	6,131,0 0	575,875			190.0	552,986	79,038	718,952	844,689	293,649	—	100							
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,972,479	1,413,036			243.0	691,202	104,065	252,366	1,011,862	409,305	—	100							
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	—	406	Southern Central	N. Y.	3,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,416			114.0	413,552	149,184	440,071	462 906	142,850	—	100							
Dec. 31 1878	167.0	—	11.2	—	14	6	3	—	298	Southern Minnesota ¶	Minnesota	6,424,100	*			1,984,200	4,639,900				167.0	326,497	64,978	175,342	643,086	317,152	—	100							
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	—	914	Southern Pacific	California.	63,995,530	1,780,061	1,035,716	76,273	36,763,900	29,186,900	1,558,925			712.0				4,327,086	1,155,704	—	100							
Aug. 31, 1878	144.0	166.5	21.5	—	38	28	—	—	392	Southwestern	Ga.	4,291,300	*			3,892,300	339 000				310.5	441,590			739,223	352,631	8	100							
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	—	17	Springfield, Athol and Northeastern	Mass.	1,376,126	53,399	49,800	26,278	816,487	600 000	271,361			48.5	94,204	56,000	55,926	91,924	21,979	—	100							
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	2	—	51	Sussex	New Jersey.	1,875,100	*			1,658,600	236,500				34.0	104,230			98,538	38,118	—	100							
Dec. 31, 1878	81.0	—	23.0	—	13	9	2	—	380	Syracuse, Bing. and New York	N.Y.	4,089,029	*	12,662	253,809	2,004,000	2,020,000	216,696	65,804		81.0	378.11	150,916	810,886	610,582	224,624	3	100							
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,119	1,988,150	1,600,000	291,968	1,280,393		113.8	953,319	221,341	1,092,085	876,865	356,378	8	100							
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	—	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*			2,99 ,000	3.0 0.000	1,142,000	548,854	128,095	103.0			86,398	220,137	74,284	—	100							
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	—	877	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908		247.0	1,022,812	230,965	702,510	1,358,290	472,211	—	100	18						
Dec. 31, 1878	227.4	19.6	38.3	—	44	15	10	—	726	Toledo, Peoria and Warsaw	Illinois.	12,720,138	*			5,700,000	6,450,000				52.9	405,324	294,879	595,901	560,344	274,747	2	100							
Sept. 30, 1878	34.7	—	18.1	—	15	15	7	—	456	Troy and Boston	New York.	2,453,762	*			1,609,010	2,179,500	436,022			74.0	104,753	82,965	85,487	168,158	31,658	—	100							
Sept. 30, 1878	74.0	—	5.3	—	7	5	3	—	181	Ulster and Delaware	New York.	1,052,357	*			1,152,100	1,478,000	57,882			378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	160						
Dec. 31, 1878	276.5	—	369.8	—	355	316	34	2	2,762	United New Jersey (Pa.)	N. Jer.	34,988,681	*	6,549,845		20,190,400	20,095,548	1,545,956			103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	91						
Dec. 31, 1878	1,038	—	113.0	—	172	121	41	3	3,279	*Union Pacific*	Nebr. Wy. & Utah	115,814,588	*	13,046,224		36,732,300	77,424,512				111.6			[9 mos.	193,12	62,069	—	100							
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	—	318	Utah and Northern	Utah and Idaho.	5,040,000	*			2,520,000	2,520,000				180.1	339,339	218 258	103,560	453,144	239,292	4	100							
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	—	210	Utica and Black River	New York.	2,378,791	418,847	295,152	18,694	1,771,720	1,112,000	57,808	168,956		118.0	211,252	108,365	88,120	147,542	def.3,911	—	100							
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	—	36	Utica, Ithaca and Elmira	New York.	2,854,090	*			1,004,160	1,500,000	355,438			58.8			[rental.	153.197	150,197	5	100	119							
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,860,000	900,000	6,264	38,902																	
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	7	—	95	Vicksburg and Meridian	Miss.	3,288,468	*		33,168	1,397,603	3,166,973	28,474			142.0	187,892	43,666	45,597	329,175	70,316	—	100							
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	—	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000				58.7	458,810		507,922	1,604,443	725,092	12	100							
Dec. 31, 1878	462.1	148.1	148.3	100.0	197	68	39	4	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,587	16,000,000	20,311,467	854,018	172,291		678.0	5,316,709	858,879	1 952,003	4,798,872	1,854,123	—	100	49						
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	1	476	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*			4,265,297	6,747,067	1,859,661			296.2	795,119	149,248	192,197	925,044	225,554	—	100							
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	—	66	Washington and Ohio	Virginia.	1,942,297	*			1,777,927	387.300	142,300			51.7	92,745	29,169	27,126	102,363	22,237	—	100							
Oct. 31, 1878	26.5	—	5.0	—	11	23	5	—	70	West Chester and Philadelphia	Pa.	1,641,105	200,250	447,922	65,150	821,300	1,100,000	95,601	237,485		35.3	258,976	756,469	84,953	312,487	146,127	8	50							
Dec. 31, 1878	59.5	—	18.4	—	20	52	13	—	222	West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,188	1,359,750	2,400,000	71,539	39,592		128.5	440,545	618,380	119,632	541,678	202,985	—	50	70						
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	—	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,563,000	207 757			167.0	292,286			544,107	176,652	—	100							
Sept. 30, 1878	90.0	—	10.5	—	15	28	8	—	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675 000	5.147	287.610		90.0	419.331	368,956	136,021	347,201	129,926	—	100	3						
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	—	602	Western Union (C., M &St. P.)	Wis. & Ill.	7,000.000	818,114	808.864	16,294	4,000,000	3,500,000	387.629	256,633		212.7	870,604	289,094	462,241	1,067,654	304,401	—	100							
Sept. 30, 1878	189.0	—	13.0	—	31	12	7	—	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,236	300,000	1,248,000	1,008,944			189.0		53,850		609,698	98.658	—	100	55						
Sept. 30, 1878	162.5	17.9	18.2	—	28	19	18	—	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,100	52,132	315.434		100.5	406,277			312,171	176.277	3	100							
Sept. 30, 1878	45 7	—	36.4	—	20	22	7	—	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	534,980	75,045	1,789,800	1,000,000	117,024	229 767		94.5	342,755	325,977	313,962	473,240	168,351	—	100	60						

Northern Pacific Railroad.

A dispatch to the Sacramento Record-Union dated Portland, Oregon, February 24th, says that the Northern Pacific Railroad Company are grading between Wallula and Ainsworth, intending to connect the first-named point with the road of the Oregon Railroad and Navigation Company. This piece of road will be in operation at an early day. It will, in fact, probably be the first section completed, as the connection will be necessary for further business. A ferry will be put in on Snake river. The reports which have been circulated that there is a delay in obtaining rails in the East for this road, are unfounded. Four vessels have recently been loaded and dispatched, and three more are just about ready to sail. Others will follow. Not less than 18,000 tons of material will be shipped this year from the East for the construction of the Northern Pacific Railroad on the Pacific slope. The first vessels should begin to arrive in June.

Statement of the Public Debt of the United States, March 1, 1880.

DEBT BEARING INTEREST

	Amount Outstanding.	Accrued Interest.
6 per cent. 1883 bonds, 1861..	$18,229,000 00	$182,290 00
6 per cent. bonds, 1881 (Oregon,) 1861.....	787,700 00	7,873 00
6 per cent. 1881 bonds, 1861..	175,841,950 00	1,758,419 50
6 per cent 1881 bonds, 1863..	69,989,750 00	699,897 50
5 per cent. funded loan of 1881	501,4 8 9 0 00	2,089,245 42
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,962,000 00	4,926,413 33
Refunding Certificates.....	1,883,950 00	12,559 67
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest.....	$1,770,212,850 00	$12,550,193 42
Interest due and unpaid		3,662,288 46

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
per cent. 5-20 bonds, called 1862.....	398,650 00	59 28
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	121,550 00	58,953 25
5 per cent. 10-40 bonds, called, 1864.....	4,440,800 00	297,284 18
6 per cent. Consol. bonds, called, 1865.....	690,850 00	1,630 07
6 per cent. Consol. bonds, called, 1867.....	3,207,400 00	300,527 59
6 per cent. Consol. bonds, called, 1868	1,193,000 00	104,959 27
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
8 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,165 00	2,370 35
5 per cent. 2 year notes, 1863.	36,350 00	1,897 99
6 per cent. compound interest notes, 1863-64.....	247,240 00	50,232 31
7 3-10 per cent. 3 years' treasury notes, 1864-65	145,950 00	5,526 66
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$10,823,135 26	$897,003 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,255 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency, 1862-3-4	15,831,311 08	
Coin certificates, 1863.	10,082,600 00	
Silver certificates, 1878.....	9,369,920 00	
Unclaimed interest.....		7,297 03
Aggregate of debt bearing no interest.....	$393,311,102 08	$7,297 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$263,94[illegible],600 00	
Bonds at 5 per cent.....	5 1,418,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,962,000 00	
Refunding certificates.....	1,883,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,770,212,850 00	$10,212,456 88
Debt on which interest has ceased since maturity.....	10,823,135 26	897,003 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,271 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency.....	15,631,311 08	
Coin and Silver Certificates.	19,452,520 00	
	$393,311,102 08	
Unclaimed interest.....		7,297 03
	$2,174,347,087 34	$17,116,757 36
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,191,463,874 70

AMOUNT IN TREASURY.

Interest due and unpaid.....	3,662,288 46
Debt on which interest has ceased.....	10,824,135 26
Interest thereon	897,00 45
Gold and silver certificates.....	19,452,520 00
U S Notes held for redemption of certificates of deposit.	11,485,000 00
Cash balance available March 1, 1880.....	150,031,706 36
	$196,351,653 55
Debt, less amount in Treasury, Mar. 1, 1880.	$1,995,112,221 17
Debt, less amount in Treasury, on the 1st ult.	2,000 784,240 92
Decrease of debt during the month.....	$5,672,019 75
Decrease of debt since June 30, 1879.....	$32,095,035 20

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	6 ,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,233 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $45,651,153 94; interest repaid by transportation of mails, &c., $13,656,910 27; balance of interest paid by United States, $31,994,215 67.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The earnings of the Texas and Pacific Railway Company for Jan. and Feb., 1880, were $157,423.17; expenses, $259,320.11—net earnings, $198,103.06; expenses to earnings, 56 per cent; increase in net earnings over 1879, $66,-083.10. For the nine months ending Feb. 29, 1880, the gross earnings were $2,085,733.40; expenses, 998,283 66—net earnings, $1,087,449.74; expenses to earnings, 48 per cent; increase in net earnings over same period last year, $402,158.73.

☞ The approximate earnings of the Atchison, Topeka and Santa Fe Railroad and leased lines for the month of February, 1880, were $444,000; actual earnings for corresponding month in 1879, $369,106.64—increase $74,893.36. Actual land sales for the month of February, 1880, $12,-500; actual land sales for corresponding month in 1879, $17,426.43—decrease, $4,926.43.

☞ The earnings of the Central Pacific Railroad Company for the month of February, 1880, were $1,038,000; for the month of February, 1879, $1,056,691. The earnings for the first two months, of 1880, were $2,261,000; for first two months, 1879, $2,145,857.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 9.

	W.S.	Th 4	F.5.	Sat.6	M.8.	Tu 9
Allegheny Val. 7 3-10s.....	118	....	....	....	....	....
7s, Income.....	....	....	....	....	....	40
Camden & Am. 6s, 1885.....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	113	....	114	114	....	....
Camden and Atlantic.....	....	....	25	....	....	....
Preferred	33½	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	51	....
New preferred.....	49½	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	100	100	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s.....	109	....	....	....	....	....
Gunt. & B. Top Mt ...	11½	....	....	....	....	11½
Preferred	14½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	38½	38½	37½	37½	37½	37½
6s, 1884.....	....	108	....	....	....	....
Gold Loan.....	106½	....	106	106½	....	106½
Railroad Loan.....	....	111	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	52½	52½	52½	52½	52½	52½
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	....	....	....	....	123½	122½
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Little Schuylkill.....	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	50½	50½	50½	50½	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	113
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ..	33½	....	34½	33	....	33½
6s	79	79	78½	78½	....	....
Northern Pacific	33½	33½	33½	33½	34	34½
Preferred	57½	57½	57	56½	57½	57
Pennsylvania R. R. ..	52½	52½	52½	52½	52½	52½
1st mortgage.....	102½	....	....	....	....	....
Gen'l mortgage.....	117	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	107
do. 5s, new.....	....	....	....	....	....	....
Phila. and Reading....	35½	35½	35½	35½	35½	35½
1st Mortgage 6s.....	101½	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	....	....	....	....
Consol mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie	17½	17½	18	....	17½	17½
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s....	113½	113½	....	....	....	113½
Pittsb., Cin. & St L. 7s	....	....	....	....	....	113½
Pittsb., Titusv. & Buff..	20½	19½	19½	19½	19½	20½
7s.....	80	80	....	80	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred.....	17½	....	....	15½	17½	....
6s, 1872.....	103	....	103	....	103	....
6s, 1882.....	....	....	....	....	80½	80
United Co. of N. Jersey	160	160½	....	160	....	160
Hestonville, (Horse)	24	24	....	....	....	....
Chestnut & Wal (do.).....	....	....	....	....	76	....
Green and Coates (do.).....	100	100	100	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
13th and 15th sts (do.).....	....	....	88	88	88	

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 9.

	W.S.	Th 4	F.5.	Sat.6	M.8.	Tu 9
Baltimore and Ohio	....	156	....	155½	....	
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	100½	....	....	....	....	....
Central Ohio ($50)...	38½	28½	....	....	....	....
1st mortgage	107[x]	....	....	....	....	....
Marietta & Cincinnati....	....	....	....	....	....	....
1st mortgage, 7s.....	109	109	109	....	....	....
2d mortgage, 7s.....	82½	....	82½	82½	....	....
3d mortgage, 8s... .	....	....	....	49½	....	49
Northern Central ($50)	34	34	....	....	33½	....
2d mortgage, 6s 1885.....	107½	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	107½	....	....	....	107½	....
6s, 1904, gold.....	103½	103½	103½	....	103½	103½
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	110	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s. ...	....	....	....	46½	....	....
O., Alex. & Manassas 7s	85½	....	....	85½	....	....
Pittsb. & Connellsv 7s ...	114½	114½	114½	....	....	....
Virginia 6s, Consol ..	53½	54½	54½	55	55½	
Consol. Coupons ...	77½	77½	80	80	80½	81½
10-40 bonds	41	41½	41½	41½	41½	41½
Deferred Certificates.....		8½	....	....	....	....
Western Maryland	....	....	....	9	....	
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	97½	97	....	....	....
City Passenger R R...	38½	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 10.

	Th.4.	F.5.	Sat.6.	M 8.	Tu.9	W.10.
Adams Express..	110	110½	110½	110½	....	112
Albany and Susq.....	....	....	107½	....	....	....
1st mortgage.....	....	....	....	....	....	112
2d mortgage.....	....	....	....	....	....	....
American Express.....	56¾	57	57	58	58	57½
Atlantic & Pacific Tel.	46½	46¾	....	46	47¾	46
Burl., C.R. & Nor.....	58	59	61¼	66	66	66
1st mortgage 6s.....	89½	89¾	89½	90¼	90¼	89¾
Canada Southern.....	68	69	69	68¾	67¼	67¼
1st mortgage guar...	91	91½	91¼	91½	91¾	91¾
Central of N. Jersey ..	88	8.¼	88	88¼	89¾	87
1st mortgage 1890.....	....	....	....	....	....	....
7s, consolidated.....	....	....	....	....	....	....
7s, convertible.....	....	....	....	....	....	....
Central Pacific.....	83	82½	82¾	82¼	81¾	82
6s, gold.....	112	112½	112¾	....	....	113½
1st M. (San Joaquin).	....	....	....	....	....	....
1st M. (Cal. and Or.)	105	....	....	....	....	....
Land grant 6s.....	....	....	....	....	....	....
Chesapeake and Ohio...	22	22¾	25¾	24	23¾	23¾
Chicago and Alton ...	....	107½	107¼	107	....	106½
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
Sinking Fund.....	....	....	....	....	....	....
Chic., Burl. & Quincy	....	143	....	144	....	....
7s Consol, 1903.....	....	....	....	....	....	....
Chic., Mil. and St. Paul	81¾	81¾	81¼	82¾	82	81¼
Preferred.....	104½	104¾	104½	104¾	104¾	103¾
1st mortgage, 8s.....	....	....	....	....	125¾	....
2d mortgage, 7 3-10s....	....	....	....	113	....	....
7s, gold.....	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	114	....	....
Consolidated S. F.....	....	....	....	109¾	109¾	109¾
Chic. & Northwestern.	93¾	93¾	93	94	9 ¾	92¾
Preferred.....	107½	107	107	107	107¾	107
1st mortgage.....	109	....	....	....	....	....
Sinking Fund.....	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	123	....
Consol. Gold bonds.	116¾	....	116¾	117	116¾	116¾
Do. reg.....	....	....	....	....	....	....
Chic., Rock Isl. & Pac	151¾	151¾	15 ¾	154	....	1 2¾
6s, 1917..	....	....	....	....	....	117¾
Clev., Col., C. and Ind.	79¾	78¾	78¾	78¾	....	....
1st mortgage.....	....	119	....	....	....	119
Clev. & Pittsburg guar	110¾	111¾	111	111	111	111
7s, Consolidated.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	....
Col., Chi., & Ind Cent	19¾	17¾	18	19¾	19¾	18
1st mortgage.....	86	....	86¾	....	....	....
2d mortgage.....	....	....	....	....	....	....
Del. & Hudson Canal.	83¾	83	83	83	84	84
Reg. 7s, 1891.....	107¾	....	....	....	....	109
Reg 7s, 1884.....	....	105	105¾	106	....	108
7s, 1894.....	....	....	....	....	....	112
Del., Lack. & Western.	93¾	92¾	93	93¾	94¼	92¾
2d mortgage 7s.....	....	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....	117¾
Erie Railway	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	105¾x	....
3d mortgage	....	....	105	....	....	105¾
4th mortgage	....	....	....	....	104¾	....
5th mortgage.....	....	....	....	....	111¾	111
7s, Consol. gold.....	117¾	118	....	119	118¾	117¾
Great Western 1st mort	....	....	....	108	....	....
2d mortgage.....	....	....	105	104¾	....	....
Hannibal & St. Joseph	40	40	39¾	39¾	39¾	38¾
Preferred.....	73¾	73¾	75	74¾	74	72¾
8s, Convertible.	107¾	107¾	....	....	107¾	107
Houston & Tex. Cent...	88¾	87¾	87¼	87	90	89
1st Mortgage	109¾	....	110	109¾	110¾	111
Illinois Central.....	103¾	103	103¾	104¾	103¾	101¾
Kansas Pacific.....	....	....	....	....	....	....
Lake Shore & Mich So.	110	110	110¾	109¾	110	109¾
Consol. 7s	122	....	....	....	....	....
Consol. 7s, reg....	....	122	....	....	....	....
3d Consolidated.....	....	....	....	....	117¾	117¾
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds.....	....	....	....	....	....	117
Louisville & Nashville..	149	160	158¾	158	160	158¾
7s Consolidated.....	....	120¾	....	....	....	....
Manhattan	45¾	42¾	45¾	50¾	49	51¾
Metropolitan Elevated..	114	112¾	114¾	117¾	116¾	116¾
1st Mortgage	102¾	103	103	1 3¾	....	....
Michigan Central.....	94¾	94	93¾	94	97¼	92¾
7s, 1902.....	....	....	120¾	....	120¾	120¾
8s 1882, S. F.....	....	....	....	....	....	....
M. S. and N. I 1st, S.F	109	108¾	108	108¾	....	....
Morris and Essex	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
7s of 1871.....	....	....	....	....	....	....
7s, Convertible.....	....	....	....	....	....	....
7s, Consolidated.....	109¾	110	110¼	....	....	....
N. Y. Cent. & Hud. Riv	131¾	132¾	132¾	132¾	132¾	132
6s, Sinking fund, 1883	....	106¾	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	126
1st mortgage.....	126¾	126¾	....	....	....	....
1st mortgage reg.....	....	126¾	....	126¾	....	....
N. Y. Elevated.....	122¾	121¾	124	125¾	125	125¾
1st Mortgage.....	112¾	112¾	112¾	112¾	....	113
N. York and Harlem.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage..	....	....	....	....	....	....
7s, 2d mortgage, reg.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 10.

	Th.4.	F.5.	Sat.6.	M 8.	Tu.9.	W.10.
N.Y., Lake Erie & W..	46¾	46¾	46	46¾	46¾	44¾
Pre erred.....	71¾	72¾	....	72	71¾	70¾
2d Consolidated.....	92	91¾	91¾	92¾	91¾	91
New 2d 5s fund.....	86¾	87¾	86	87	86¾	85
N.Y., N. Haven & Hart	....	156¾	....	157	157	
North Missouri 1st M....	....	....	....	....	....	....
Northern Pacific.....	34	32¾	33¾	34¾	33¾	33
Preferred	56¾	56¾	56¾	57¾	56¾	56
Ohio and Mississippi..	37	42¾	43	40¾	41¾	36¾
Preferred.....	76¾	82	80¾	76	76¾	75
2d mortgage	....	....	....	....	....	117
Consolidated 7s.....	....	....	....	....	115	....
Consol. Sinking fund	113¾	....	....	....	114¾	115¾
Pacific Mail S. S. Co...	58¾	58¾	61	60	58	54¾
Pacific R. R. of Mo....	....	....	....	....	....	....
1st mortgage.....	....	105¾	105¾	105¾	105¾	105¾
2d mortgage.....	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	71¾	70¾	71¾	71¾	71¾	70
Pitts., Ft. W. & Chi. gtd	....	....	....	....	118	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	125¾	....	125	125¾	125¾
3d mortgage	....	....	....	....	....	....
Pullman Palace Car....	118¾	....	....	....	....	....
Quicksilver Mining Co.	20¾	20	21¾	21¾	21¾	21¾
Preferred.....	6.¾	71	71	71	71¾	71¾
St. Louis & San Fran...	45	45	45¾	45	44¾	45
Preferred.....	58	58¾	60	62¾	60	59¾
1st Preferred.....	78¾	78¾	81	81¾	83¾	82¾
St. L., Alton and T. H.	23	....	....	23¾	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mort. preferred..	....	....	....	....	....	....
Income bonds.....	9 ¾	90¾	91¾	....	....	92
St. L., Iron Mt. & S. As.	64¾	63¾	63¾	63	63	60¾
1st mortgage.....	....	....	....	....	....	115¾
2d mortgage.....	103¾	103¾	103¾	103¾	103¾	103¾
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92¾	92¾	93¾	93¾	93¾	92¾
1st mortgage	111¾	111¾	111¾	112¾	112¾	112
Land Grant 7s.....	....	....	....	....	113	....
Sinking Fund 8s.....	115¾x	115¾	116	....	....	....
United States Express.	48¾	48	48¾	....	49¾	49
Wabash.....	....	....	....	....	....	....
1st mortgage	....	....	....	....	110	109
2d mortgage.....	....	105	104¾	104¾	104¾	104¾
7s, Consolidated.....	101¾	....	....	....	101	100¾
St. Louis Division	....	106¾	....	....	106¾	....
Wabash, St. L. & Pac.	43¾	43¾	43¾	44	45	44¾
Preferred	69¾	67¾	68	68¾	69¾	68¾
New Mort. 7s.....	....	98¾	....	....	....	99
Wells-Fargo Express.	105	....	105	105	107¾	113
Western Pacific bonds.	109¾	....	....	....	....	....
Western Union Tel ...	113¾	112¾	112¾	113	117¾	111¾
7s, S. F. conv., 1900.....	....	....	....	....	117	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 10.

	Th 4	F 5.	Sat.6	M 8.	Tu.9.	W.10.
Atch., Top. and San. Fe	138	....	137¾	142¾	141¾	140
1st mortgage..... ..	116	....	....	....	116	....
2d mortgage.....	....	....	....	133	....	....
Land Grant 7s.....	....	....	....	....	....	....
Boston and Albany....	144	....	143	....	143¾	....
7s, reg.....	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	129
Boston and Maine....	127¾	....	130¾	....	....	129
Boston and Providence....	141	141	141	141	140½	139½
Boston, Hart. & Erie 7s	56¾	56¾	56¾	58	59¾	59¾
Burl. & Mo. R. L. G. 7s.....	....	....	....	....	....	114¾
Burl. & Mo. R. in Neb.....	....	142	142	142¾	....	....
6s, exempt.....	109	....	....	....	....	....
Chi., Burl. and Quincy	144	....	144¾	144	....	142¾
7s.....	120	....	....	....	....	....
Cin., Sand. and Clev...	16¾	16¾	16¾	....	16¾	16¾
Concord ($50).....	....	....	....	....	....	....
Connecticut River....	144¾	144	....	....	144	....
Eastern.....	39¾	43	44¾	44¾	43¾	48¾
New 4½ Bonds.....	94¾	95	94¾	95¾	94	94¾
Fitchburg.....	....	....	....	....	....	....
Kan. C., Top. & West.....	....	....	....	....	....	....
Michigan Central.....	92	94¾	....	....	....	....
N. Y. & New England.....	53¾	53¾	55	55	55	55
7s.....	112¾	112¾	....	....	....	112¾
Northern, N. H.....	97	....	....	....	....	....
Norwich & Worcester.....	....	....	....	....	....	....
Ogden. & Lake Champ	30	31¾	31¾	31¾	....	31¾
Preferred.....	....	78	78¾	78	....	....
Old Colony.....	112	112	112	112¾	112	112
7s.....	....	....	....	....	....	....
Ph., Wil. & Balt. ($50).	71	....	71	....	71	71¾
Portl'd, Saco & Ports.....	....	....	....	....	106	106
Pueblo & Arz. Va.....	....	....	....	....	....	....
7s.....	109¾	....	....	....	109¾	....
Pullman Palace Car.....	....	....	....	....	....	....
Union Pacific.....	93¾	93	93	98¾	....	93¾
8s.....	109¾	....	....	....	....	....
Land Grant 7s.....	....	....	....	....	....	....
Sinking Fund 8s.....	116	....	115¾	115¾	115¾	....
Vermont and Canada.....	20	....	....	....	....	....
Vermont and Mass.....	119	....	....	....	....	....
Worcester and Nashua	60¾	62	66	65¾	66	66
Cambridge (Horse).....	....	....	....	....	....	....
Metropolitan (").....	62	62	62	....	....	....
Middlesex (").....	....	....	....	....	....	....
Cal. & Hecla Mining Co.	250	250	249¾	249	249	248
Quincy.....	40¾	....	39¾	39	....	38

New York Stock Exchange.

Closing Prices for the week ending Mar. 10

	Th.4.	F.5.	Sat.6	M.8.	Tu.9.	W.10.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	105¾	105¾	105¾	..	105¾	105¾
U. S. 4s, 1907, coup.....	106¾	106¾	106¾	106¾	106¾	106¾
U. S. 4½s, 1891, reg.....	108	....	....	....	....	....
U. S. 4½s, 1891, coup....	107¾	....	108	....	....	107¾
U. S. 5s, 1881, reg....	103¾	....	....	103¾	....	....
U. S. 5s, 1881, coup....	10 ¾	....	....	105¾	103¾	....
U. S. 6s, 1881, reg.....	105¾	....	....	106¾	...	105¾
U. S. 6s, 1881, coup.....	105¾	....	....	....	....	....
U. S. 6s, 1880, reg.....	....	....	....	....	....	....
U. S. 6s, 1880, coup.....	103¾	....	....	....	....	....
Dt. of Col. 3-65s, reg.....	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.....	95¾	....	....	....	....	95¾
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 11, 1880.

Our last review closed with an active and higher stock market for the recent favorites of speculation, with Louisville and Nashville and Nashville and Chattanooga up, on the announcement of the stock dividend of 100 per cent and cash dividend of 15 per cent, noted in our last, Lake Shore on talk of a 2 per cent quarterly dividend hereafter upon semi-official information, Lake Erie and Western on rumored purpose of the Lake Shore and also of the Chicago and Alton to control this line. Manhattan Elevated stock has been both up and down on the prospects of the five cent fare bill at Albany.

On Friday the chief feature was an excited advance in Ohio and Mississippi, on the rumored purchases by the Louisville and Nashville people, when 92,000 shares changed hands, since when there have been rumors of purchases both in the interests of the Gould party and of Erie, and Atlanta and Great Western for a through line to St. Louis from New York; but there was no confirmation of either, and under free sales at the advance, supposed to be by the Baltimore and Ohio people, the market broke heavily back from 44⅛ to 37 again, as it is impossible to take the road out of the B. & O. receivership, without the stockholders receiving about $2,000,000 of cash, until when the Baltimore and Ohio has safe possession.

The telegraph war has been transferred to the Courts of the different states where there have been no decisive defeats or victories to affect these stocks materially. The Western Union dividend of 1¾ per cent instead of 2 per cent as talked when the stock was up to 115, has added to the depression in that, and its statement for the past quarter shows that their surplus over this dividend of 1¾ per cent was only $311. This is unfavorable compared with last quarter and taken in connection with the competition of the American Union for the future, and the consequently reduced rates already in effect, together with the expenses of litigation, and it is difficult to see how the street can be induced to take any more of the stock even at the present rate, which is 5@10 higher than last quarter when the surplus was much larger. It is no doubt, as we have intimated, been a selling market for the large holders the past two months, when we warned people not to buy it, on promised larger earnings and dividends, and we now warn them alike regarding Lake Shore, which is being seriously talked up and sold, and the same may be said in a less degree of all the Vanderbilt stocks, and no doubt o the coal stocks in view of the very unexpected

unfavorable statement of the Central of New Jersey, published in another column, which shows in the face of all the advance in its shares, on talk of increased net earnings and of a probable dividend in the near future, that its total indebtedness has been increased the past year over $3,000,000 notwithstanding all the improvement in business and the alleged corresponding improvement in the coal trade. The same was true of the Delaware and Hudson statement made recently, as well as of the Reading in December,

The worst showing however, is that of the Central of New Jersey, perhaps, in view of all that had been given out almost in semi-official form; beside its report does not show what this increased indebtedness is for, while the increase in net earnings is only $55,000 exclusive of leased lines, which are not included in report. During the week Mobile and Ohio stock advanced to 29 on rumored purchases of the Louisville and Nashville combination, but it was not confirmed.

Houston and Texas Central early in the week also advanced, on rumored new combinations with the Texas Pacific, and Michigan Central sympathized with Lake Shore. Pacific Mail was also a feature, on the effects of the contract named in our last, with the Pacific roads, but it broke badly at the close on realizing sales, it is said of large holders, while there is also buying at the drop on the belief that it was broken down by inside operators to get it back for another advance,

Chesapeake and Ohios were also very active at one time and advanced to 25½ for the common stock, on sales Saturday of 33,900 shares, which amount is said to be due to the reported purchase of the Louisville and St. Louis Air Line, by the Southern Pacific people, to connect that line with the Atlanta seaboard via St. Louis and Louisville to Mount Sterling on the Louisville, Cincinnati and Lexington, to which point the Chesapeake is building its line.

The bank statement shows a further loss in surplus reserve of $1,513,000, which is now $2,314,000 on a continued outflow of currency. In consequence, money as a rule has been in good demand at 5@6 per cent, the outside being the ruling rate and at one time a commission was paid, and the rate was kept up by the purchase of only $2,000,000 of bonds by the Treasury instead of $5,000,000 as was expected. The prices were 103.43@104 for sixes of 1880, 103.40@104 for fives of 1881, chiefly the latter. In this connection we hear a good deal of dissatisfaction expressed at the awards which are made for different classes of bonds, as the Secretary may choose after the bids are in, and it so happens that the First National Bank always gets the lion's share.

Sterling Exchange opened steady and quiet but became stronger on a light supply of commercial bills and a good demand from the importers, and prices advanced during the early days of the week.

Railroad bonds have been firm and in good demand both speculative and investment, at full prices early in the week, but they yielded at the close with stocks, as a rule. Governments have been firm and in steady demand without much change until Tuesday, when they were better in anticipation of large purchases by the Treasury, but yielded slightly on the result.

Attention is called to the advertisement and also to the notice of the Southern Pacific bonds in another column, which are offered as a first-class investment to the public for two days only; also to the notice of the Stock Exchange, London, containing the protest to the English Committee of the Atlantic, Mississippi and Ohio Railroad Company.

The Stock market began to give way on Wednesday on the late fancies led by Ohio and Mississippi, Pacific Mail, Nashville and Chattanooga, and Louisville and Nashville, followed in a measure by the whole list. On Thursday some of these stocks were still more depressed and broke again severely, with almost a panicky feeling at times closing up at a decline, which will be seen from our closing prices below, compared with the daily closing prices for the week in our table of quotations.

The earnings of 33 railroads for the month of February, compiled by the Commercial Bulletin, show a marked increase in almost every case, while the average is 34 per cent over February, 1879, and 30 per cent for January and February over last year. The Northwestern roads, Illinois Central, Louisville and Nashville and Gould roads show the largest increase.

The annual report of the Union Pacific Railway was read at the annual meeting of its stockholders held in this city on the 10th inst., when the board of directors and officers chosen at the consolidation in January were re-elected without change. The financial results of the year are as follows: gross earnings, $18,201,077 66; the operating expenses and taxes were $5,475,503 44—leaving as surplus earnings $7,725,574 22. Adding $423,014 50, interest collected on investment securities, gives a total of $8,148,588 72. The payments for interest, dividends, sinking funds, and on account of subsidy bonds aggregated $6,952,427 87, leaving a surplus for future use of $1,196,161 55. During the year $1,000,000 collateral trust bonds were issued for the construction of branch roads, $94,000 sinking fund bonds were sold, and the following were redeemed and canceled: $585,000 land grant bonds, $1,000 income bonds, $138,000 sinking fund bonds, and $63,000 Omaha bridge bonds, making a net decrease of $307,000, and placing the funded debt on Dec. 31, 1879, at $50,495,000. The company owns other companies' bonds of a par value of $7,990,500, and stocks of a par value of $8,669,400. The gross earnings as compared with those of 1878 show an increase of $79,805.08, and the operating expenses an increase of $98,917.25, making a decrease of surplus earnings of $19,112.17. The passenger earnings increased $17,540.20, and the freight earnings, $18,882 13. The Government earnings increased $34,433.81. The express earnings were $488,645.92 for 12 months in 1878, and $360,840.90 for 10 months in 1879. The business has been turned over to the Pacific Express Company in exchange for stock. The construction expenses aggregated $128,388.38, but the sale of four locomotives and of some land at Omaha reduced these to $101,456.92.

Mining stocks have suffered another shock in the rumored break in Little Pittsburg and Central Arizona to 9 and 8 respectively, and people are consequently as afraid of those mines admitted to the Stock Exchange list as of those on the Mining Exchange. A meeting of Consolidated Arizona and California stockholders was held today for the purpose of securing Eastern representation in the management of the mines and to appoint a committee to go to the mines and investigate and report on their condition.

The closing quotations on Thursday were, Adams Express, 112@114; American Express, 57½@58; Atlantic and Pacific Telegraph, 45½@46; Canada Southern, 67¼@68; Central of New Jersey, 86@86½; Central Pacific, 80@81; Chesapeake and Ohio, 23@23½; do. 1st pref., 31@32; do. 2d pref., 24@25; Chicago, and Alton, 106½@107; do. pref., 119@@—; Chicago and Northwestern, 93⅜@93½; do. pref., 106½@107; Chicago, St. Paul and Minneapolis, 56@56½; Chicago, Milwaukee and St. Paul, 80⅞@81½; do. pref., 103¾@104; Chicago, Rock Island and Pacific, 152@154; Chicago, St. Louis and New Orleans, 40¼@40⅜; Cleveland, Columbus, Cincinnati and Indianapolis, 77½@78; Col., Chicago and Indiana Central, 18@18¼; Delaware and Hudson Canal, 83@83¼; Delaware, Lackawanna and Western, 91⅞@92; Hannibal and St. Joseph, 38¾@39; do. pref., 72¾@73; Illinois Central, 102⅜@102⅝; Lake Shore and Michigan Southern, 108⅞@109; Louisville and Nashville, 156½@—; Michigan Central, 92@92½; Morris and Essex, 107@107⅝; Manhattan Railway, 49⅞@50; Metropolitan Elevated, 116½@117; New York Elevated, 124½@125; New York Central and Hudson River, 131½@131⅝; New York, Lake Erie and Western, 44⅛@44¼; do. pref., 69½@70.; Northern Pacific, 32¾@33; do. pref., 55½@55¾; Ohio and Miss. 36⅛@36¼; Pacific Mail, 53⅝@53⅞; Philadelphia and Reading, 69¾@70; Quicksilver, 20@21½; do. pref., 70@71; St. Louis, Alton and Terre Haute, 23@24; do. pref., —@64; St. Louis and San Francisco, 43¾@44¼; do. pref., 57½@57⅞; do. 1st pref., 80½@82; St. Louis and Iron Mountain, 60⅞@61⅛; Union Pacific, 91½@91¾; United States Express, 48¼@49; Wells Fargo Express, 106@108; Western Union Telegraph, 111⅞@112; Wabash, St. Louis and Pacific, 44¼@44⅜; do. pref., 69@69½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Boston, Hartford and Erie 1st, 59½; do. guar., 65; Ind., Dec. and Spring. 1st, 103; St. Paul and Sioux City R. R., 43¼; do. pref., 79½; do. 1st, 103¾; Rome, Watertown and Ogdensburg R. R., 33; do. 1st consol., 71; Peoria, Decatur and Evansville R. R., 24; do. inc., 57½; do. 1st, 95½; New York, Ontario and Western R. R., 28¼; Nashville, Chattanooga and St. Louis R. R., 112; do. 1st, 114½; Mobile and Ohio R. R. ass., 25¾; do. new mort., 101½; do. 1st deben., 76½; do. 2d deben., 49; do. 3d deben., 40; do. 4th deben., 39; Lake Erie and Western R. R., 84¾; do. 1st, 100; do. 1st deben., 75⅛; Missouri, Kansas and Texas R. R., 44; do. 7s, consol. ass. S. F., 102½; do. 2d, 67½; Marietta 1st pref., 11¼; do. 2d, 8½; Chicago, St. Paul and Minn. R. R., 55; Louisville, New Albany and Chicago R. R., 109; Boston and New York Air Line pref., 51; St. Louis, Iron Mountain and Southern 1st pref. inc., 91; do. 2d pref. inc., 83; do. Cairo, Arkansas and Texas 1st, 101¾; do. Arkansas Branch 1st, 105; Chi-

cago, St. Louis and New Orleans R. R., 41½; do. inc., 76½; Chesapeake and Ohio 1st, Series B, 69¼; do. cur. int., 44; do. 2d pref., 26⅜; Col., Chi. and Ind. Cent. inc., 42; do. 1st mort. Trust Co. certif. ass. sup., 85½; Winona and St. Peter 1st, 108¼; Michigan Central 6s, 1909, 107⅜; Laf., Bloom. and Muncie 1st, 100; do. inc., 71; International and Gt. Northern R. R., 47; do. 1st, 100; do. 2d inc., 75; Ohio Central R. R., 26½; do. 1st, 91½; do. inc., 56⅜; Quincy and Toledo 1st, 106; Kansas Pacific 1st consol., 96¾; do. 6s, Denver Div. ass., with coup. certif., 109; do. 6s, J. & D., 1896, do., 117; do. F. & A., 117; Houston and Texas Central 1st, W. div., 108; do. 2d M. L., 115; Denver and Rio Grande 1st, 104½; Keokuk and Des Moines pref., 36; Central of New Jersey 1st consol. ass., 107½; do. conv. ass., 108¼; do. Adjm't, 108¼; do. inc., 88½; Texas and Pacific Income, L. G., 76; South Pacific 1st, 102; St. Louis, Kansas City and Northern, Clarinda Br., 95; do. R. E. 7s, 1895, 108; International 2d, pur. com. rec., 45½; Buffalo and Erie new, 118; Oregon Railway and Nav. 109; do. 1st, 94; Lehigh and Wilkesbarre consol. ass., 98¾; Ind., Bloom. and Western 1st, 74; Ohio and Mississippi 1st, Springfield div. 84; Delaware and Hudson 1st, Penn. div., 114; Chicago, Burlington and Quincy 8s, 109½; St. Louis and San Francisco 2d, class B, 76; do. A, 98; do. C, 75; Am. Dock and Imp. 7s, ass., 112¼; Albany and Susq. 1st consol., 112; Chicago, Milwaukee and St. Paul S. W. div. 6s, 101; Rensselaer and Saratoga R. R., 119; do. 1st, 128; Cairo and Fulton 1st, 107¼; Cedar Falls and Minn. 1st, 104½; Clev., Col., Cin. and Ind. consol., 109⅛; Louisville and Nashville 2d, 106; Sutro Tunnel, 3¼; Am. Dist. Tel., 74¾; Canton, 58½; Standard Mining Co., 29; Deadwood, 18; La Plata, 6½; Little Pittsburg, 10¼; Central Arizona, 9; Climax, 2¼; Mariposa L. & M., 3¾; Caribon, 3⅜; Excelsior, 20; Leadville, 3½; Ontario, 38; New Central Coal, 32¼; Consolidation Coal, 34; Maryland Coal, 26½; Montauk Gas Coal, 53; Pennsylvania Coal, 210; Alabama Class A, 63; Louisiana 7s, consol., 49⅞; Virginia 6s, def., 8; Tennessee 6s, new, 32; do. old, 37; Missouri 6s, 1886, 107.

Philadelphia.—Lehigh Nav. consol. mort. 7s, 103½; do. deben., 90; Am. S. S. Co., 6s, 105½; Western Pennsylvania 6s, J. & J., 103½; Philadelphia and Reading Gen'l mort. 6s, 86¼; do. scrip, 89; do. income, 7s, 89; Allegheny Valley 7s, 106; Huntingdon and Broad Top Mt. 7s, consol., 71; West Jersey 6s, consol., 106; Texas and Pacific consol. mort. 6s, 97; Philadelphia and Reading Coal and Iron mort. 7s, 85; Union and Titusville 7s, 90; Warren and Franklin 7s, 102; Schuylkill Nav. 6s, B. L., 75; St. Paul and Duluth pref., 66; People's Pass. R. R., 16¼; Nesquehoning Valley R. R., 55; Frankfor8 and Southwark R. R., 115½; Philadelphia and Gray's Ferry R. R., 57; Continental Pass. R. R., 94; Philadelphia, Germantown and Norristown R. R., 102½; Germantown Pass. R. R., 69; Union Pass. R. R., 109; West End Pass. R. R., 4; Camden City 6s, 107½. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 105@105½; Pennsylvania State 6s, 2d series, 101@101¼; do. 3d series, 106¾@107; do. 5s, new loan, 113@113⅛; do. 4s, new, 103@104; Philadelphia and Reading, 84⅞@85; do. consol. mort. 7s, coup., 117¾@120; do. reg. 117@117⅛; do. mort., 6s, 101@102; do. 7s, 1893, 115⅛@—; United New Jersey R. R. and Canal, 160@161½; Pittsburg, Titusville and Buffalo R. R., 19⅝@19⅞; do. 7s, 79@82; Camden and Amboy mort. 6s, 1889, 114@114⅛; Pennsylvania R. R., 52@52⅛; do. 1st mort., 102¼@102½; do. gen'l mort., coupon, 117@117⅛; do. reg., 118@120; do. consol. mort. 6s, reg., 113@113⅛; Little Schuylkill R. R. 53⅜@53⅝; Morris Canal, 37¼@—; do. pref., 150@150¼; Susq. Canal 6s, 75@82; Schuylkill Nav., —@8; do. pref., 15¾@15⅞; do. 6s, 1882, 80@82; do. 1872, 102⅞@103½; Elmira and Williamsport pref., 51@51¼; do. 6s, 109@—; do. 5s, 85@86; Lehigh Coal and Navigation, 37½@37⅝; do. 6s, 1884, 107¾@108¼; do. R. R. loan, 110½@111½; do. Gold Loan, 106@107; do. consol. 7s, 103@103½; Northern Pacific, 32⅞@33⅛; do. pref., 56¼@56⅜; North Pennsylvania, 50⅜@50⅝; do. 6s, 108@109; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 111⅞@115⅛; Philadelphia and Erie, 17⅛@17¾; do. 6s, 104@—; do. 7s, 113½@113¾; Minehill, 58⅛@58⅜; Catawissa, 15½@16; do. pref., 50@51; do. new pref., 49¼@49⅝; do. 7s, 1900, 112½@113; Lehigh Valley 51¾@52; do. 6s, coupon, 117@118; do. reg., 117@118; do. 2d mort. 7s, 124@124¼; do. consol., mort., 112@112½; Fifth and Sixth streets (horse), 115½@115¾; Second and Third, 100@104½; Thirteenth and Fifteenth, 80@88; Spruce and Pine, 56⅞@57⅛; Green and Coates, 98@100¼; Chestnut and Walnut, 74⅞@76; Hestonville, 23⅝@24; Germantown, 65@69; Union, 109@110; Lombard and South, 14@20; West Philadelphia 80@82; People's, 16⅛@16⅜; Ridge Av., 75@80; Continental, 93@94.

Baltimore.—Chesapeake and Ohio Canal 6s, 95; Atlanta and Charlotte R. R., 40; Baltimore and Ohio 2d pref., 107; Central Ohio pref., 49¾; Virginia and Tennessee 6s, 102; Wilmington, Columbia and Augusta 7s, 56; People's Pass. R. R., 103; Virginia Peelers 27; City 5s, 1916, 112⅜; do. 5s, 1900, 110½; do. 6s, 1890, 115¼; do. 6s, 1886, 111; do. 6s, 1900, 120; Norfolk Water 8s, 118¾. The latest quotations are: Baltimore and Ohio, 155@—; do. 6s, 1880, 101⅛@—; do. 6s, 1885, 109@—; Northern Central, 33@34; do. 6s, 1900, gold, 107⅝—@; do. 6s, 1904, gold, 103¾@103⅞; do. 5s, 79@79⅛; Marietta and Cincinnati 1st mort., 1892, 109@109¼; do. 2d mort. 7s, 81@83; do. 3d mort. 8s, 49@50; do. 1st mort. sterling, 105@106; Pittsburg and Connellsville 7s, 114¼@114¾; Orange and Alexandria 2d, 110@—; do. 4th, 46@46½; Orange, Alex. and Manassas 7s, 85⅛@85¼; Virginia consol. 6s, 55@55⅛; do. 2d series, 26@27; Virginia Consol. coupons, 83@83¼; Virginia 10-40 bonds, 41⅜@41½; Virginia 10-40 coupons, 83@—; City 6s, 1886, 111@—; do. 1890, 115@—; do. 1902, —@120; do. 5s, 1894, 110½@—; do. 1916, 112¼@—.

Boston.—Boston, Revere Beach and Lynn R. R., 100; Central Branch Union Pacific 6s, gold, (A. & P. P.) 100; Portsmouth, Gt. Falls and Conway R. R., 33; do. 4½s, 1937, guar., 77½; Kansas City, Fort Scott and Gulf R. R., 52¼; do. 7s, 106¾; Little Rock and Ft. Smith R. R., 65; do. 7s, 102¾; Atchison, Topeka and Santa Fe 7s, guar., 109⅜; Jackson, Lansing and Saginaw 8s, 1885, 109¼; Flint and Pere Marquette R. R., 27⅜; Chicago, Clinton, Dubuque and Minnesota R. R., 68; Summit Branch R. R., 18½; do 7s, 1904, 100; Michigan Central 8s, 1890, Air Line, 111; Wisconsin Central R. R., 11¾; do. pref., 26¼; do. 1st, 62; Old Colony 6s, 1897, 109⅜; Kansas City, Lawrence and Southern R. R., 86; do. 4s, 87; Sandusky City and Indiana 7s, 102; Southern Kansas and Western R. R., 73; Atchison and Nebraska R. R., 79; Granite Railway, 35; Wisconsin Valley pref., 78; do. 7s, 108; Marquette, Houghton and Ontonagon R. R., 24¾; do. pref., 50; Louisiana and Missouri River R. R., 17; Florence, El Dorado and Walnut Valley R. R., 32¼; Connecticut and Passumpsic Rivers R. R., 60½; Rutland R. R., 8½; do. pref., 85¼; do. 6s, 1902, 99; do. 5s, 1898, 1st coupon, 1881, 71¾; Republican Valley R. R., E. D., 101¾; do. W. D., 101; Chicago, Burlington and Quincy 5s, 100½; Sioux City and Pacific pref., 74; Kansas City, St. Joseph and Council Bluffs R. R., 107½; do. 7s, 106½; Fitchburg 5s, 103; Denver and Rio Grande R. R., 77¾; Ogdensburg and Lake Champlain 8s, 1890, S. F., 101½; Detroit, Lansing and Northern pref., 108; Essex R. R. 6s, 1886, 96¼; Chicago and West Michigan R. R., 69; Maine Central R. R., 43; Wichita and Southwestern 88; Burlington and Missouri River R. R. in Nebraska, 6s, non-exempt, 102; Oswego Midland 10; Cincinnati, Sandusky and Cleveland 2d, 92; Cheshire R. R., 50; Connotton Valley R. R., 36; do. 7s, 1908, 100; State Line and Sullivan R. R., 5⅛; Chicago, Iowa and Nebraska R. R., 141¾; Berkshire R. R., 71; Boston Water Power, 16⅞; Boston Land, 11; Brookline Land, 6⅛; American Watch Co., Watham, Mass., 111¾; Maine State 6s, 1889, 114½; Aztec Mining Co., 1⅞; Atlantic, 27; Allouez, 23; Acton (Me.) Silver, 2⅜; Brunswick Antimony, 17; Blue Hill, 10½; Catalpa, 2⅝; Copper Falls, 13½; Copper Harbor, 50c.; Duncan Silver, 3¾; Douglass, 5½; Franklin, 22⅛; Harshaw, 24; Huron, 11½; Hungarian, 80c.; Humboldt, 1⅛; Hanover, 62½c.; Madison, 3; Manhattan, 75c.; National, 6¼; Osceola, 45⅛; Pontiac, 1⅝; Pewabic, 62¼; Ridge, 7¼; Sullivan, 13¾; Silver Islet, 20; South Hite, 2; Union Land and Copper, 5; Winthrop, 1⅛; Waukeag Silver, 8½; Washington, 75c.

Central Railroad of New Jersey.

The following is an abstract of the report of the Central Railroad Company of New Jersey for the year ending December 31, 1879, recently filed in the office of the Controller at Trenton:

Capital stock, $18,563,200; funded debt, $32,766,660; other indebtedness, $3,341,208 90; railroad, main stem, Newark branch and Perth Amboy branch, $13,836 802 97; Jersey City Station, $1,315,865 50; Port Johnson Coal Station, $601,768 66; Elizabethport Station, $450,146 10; station houses, shops, etc., $824,850 42—total, $17,023,373 65; equipment of road, $3,150,000.

Earnings: passengers, $1,542,556 72; merchandise, $1,261,784 72; coal, $1,848,052 84; mail, express, rents, etc., $164,823 93—total, $4,817,218 21. Expenses: running expenses, $1,064,086 97; fuel consumed, $177,228 30; repair of roads, decks, buildings, etc., $827,898 02; repairs of equipment, $336,985 40; ferry expenses, $268,601 51; miscellaneous expenses, $270,888 87—total, $2,945,688 57—balance net earnings, $1,871,579 64.

The Moose Mine Management Overhauled.

A largely attended meeting of the Moose Mine stockholders was held last Monday at the office of H. Tracy Arnold & Co., at which 125,000 shares were represented. The object was to organize an opposition to the present mismanagement, whom the stockholders accuse of treachery to them in misrepresenting the condition of the mine, systematically, in connection with its present Superintendent, for a year past, while the managers have been unloading their stock on thier friends, to whom they had promised dividends from time to time to induce them to hold their stock and keep up the market. The report of the directors was submitted at this meeting in answer to the demands of these dissatisfied stockholders, expressed at a previous meeting, calling for the condition of the company. This report, which will be explained below, was not found satisfactory and the directors were called upon by the meeting for a fuller statement. The proposed mortgage of the mine for $100,000 was also opposed and able counsel was employed to resist its issue, on the grounds that it cannot be legally issued without the stockholders' approval.

By referring to the report of the Directors, above alluded to, it appears that from May 31st, 1879, to January 31st, 1880, 1,092 tons of ore were sold for $93.58 per ton or $102,192.65, of which $19,116.76 was applied to former indebtedness, and about $6,000 to purchase of new property, material supplies and "jacks," and $5,000 to permanent improvements, leaving some $72,000 to be accounted for, as the report strangely omits the operating expenses of the mine altogether. No wonder the stockholders called for a fuller report. One would suppose there had been more than $6,000 invested in "jacks" by a Board of Directors, who had the assurance or stupidity to submit a statement called for by stockholders, which omited the most essential part of a report, namely the expenses. There is "something rotten in Denmark" evidently, when such crookedness as this is resorted to to conceal the "developments in the Rogues Tunnel" on which their superserviceable Superintendent of the mine dilated so fully in his report printed with the report of the Directors last April, with which, a comparison of his present report is sufficient to destroy his reputation for a mining engineer and superintendent and to throw all his statements one side as worthless, which is the most charitable construction that can be put upon his conflicting statements.

Evidently, between the "Jacks" in the mine, and the Rogues in the Tunnel the stockholders have been woefully "frozen out," to quote the hackneyed words of the "managers" to their friends to account for the continual decline in the stock while they were selling out, and they may as well make up their minds to get rid of both "Rogues" and "Jacks," as soon as possible or loose their stock altogether; for whether under foreclosure of the proposed mortgage or by more "freezing out" they may be sure that there is nothing in this mine for them while under the present management. If then they cannot defeat the issue of the proposed mortgage, they can certainly elect a new Board of Directors in May as they hold the majority of the stock and then can put in a Superintendent who can find out what is in the mine in less than two years and put out two reports within one year that will not contradict each other.

New York, Lake Erie and Western R. R.

The earnings, expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of January, 1879 and 1880, were:

	1879.	1880.
Gross earnings....	$1,147,173 46	$1,296,381 46
Working expenses..	962,031 44	946,565 19
Net earnings....	$185,142 02	$349,816 27

—showing an increase in earnings of $149,208, with a decrease in expenses of $15,466 25—making the increase in net earnings $164,674 25.

For the first four months of the fiscal year (October 1 to January 31) the earnings, expenses, etc., were:

	1878-'79.	1879-'80.
Gross earnings....	$5,207,852 17	$5,924,158 52
Working expenses.	3,579,415 72	3,950,654 51
Net earnings....	$1,628,436 45	$1,973,504 01

—showing an increase in earnings of $716,306 35, with an increase in expenses of $371,238 79—making the increase in net earnings $345,067 56.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings of the Cleveland, Columbus, Cincinnati and Indianapolis Railway, and its leased line, the Cincinnati and Springfield Railway, for the month of February, 1879 and 1880, were:

	1880.	1879.
Main line....	$309,115 81	$250,860 22
Leased lines....	66,503 58	45,525 61
Totals....	$375,619 39	$296,385 83

Increase for the month, $79,233 56.

From January 1 to February 29 the earnings were:

	1880.	1879.
Main line....	$624,651 24	$185,721 97
Leased line....	143,599 83	98,605 91
Totals....	$768,251 07	$584,327 88

Increase since January 1, $183,923 19.

Traffic from the West.

One by one the various fast freight lines operating over the Erie Railway are commencing to send traffic to Boston via the Boston, Hoosac Tunnel and Western Railroad and the Tunnel. The Erie and North Shore Dispatch has been at work for some time, and the Erie and South Shore line, which runs over the Lake Shore and Michigan, while the North Shore runs over the roads north of Lake Erie, has just commenced to send freight to this point, both for domestic consumption and for export, while the other lines working over the Atlantic and Great Western Railroad will soon commence operations.

But while the movement of traffic eastward has vigorously commenced, no business for the West has as yet been received, for the reason that the stationery for this part of the traffic has not been issued to the agents. But as this difficulty is now being met, the westward movement will soon commence.

We understand that the extension of the Boston, Hoosac Tunnel and Western Railroad from Mechanicsville to Schenectady is to be vigorously pushed forward upon the opening of spring. A scheme is also in contemplation, by which the Erie Canal will be utilized, for the purpose of increasing the business of the Tunnel, as soon as the extension referred to is completed. This scheme looks to the employing of the canal for the transportation of grain and other heavy freights between Buffalo and Schenectady, where a transfer to the cars of the new road will be made, for transportation through the Tunnel to Boston, etc. In this manner the canal can be used to supplement the rail connections of the Boston, Hoosac Tunnel and Western Road via Binghamton to Buffalo, during the period of canal navigation, which is some seven months of the year. And in this way also, as will be seen, the Erie Canal can be made a valuable contributor to the traffic of the Tunnel roads, and the increase of our export trade. This connection has hitherto been impossible, owing to the close connections existing between the New York Central, the Boston and Albany and the Troy and Boston Railroads.—[Boston Journal.

Indianapolis and Evansville Railroad.

The organization of the Indianapolis and Evansville Railroad Company, for the purpose of acquiring the Evansville, Washington and Worthington Railway (which is already partially constructed between Evansville and Bloomfield) and finishing the entire line from Indianapolis to Evansville, was completed on the 6th inst., by the election of the Hon. J. C. New, President; R. G. Hervey, Vice-President and General Manager; C. S. Lewis, Secretary and Treasurer, and the following Board of Directors: John C. New, Ingram Fletcher, George H. Wright, T. A. Lewis, A. D. Streight, Charles Viele, M. Henning, J. J. Kleiner and R. G. Hervey.

☞ At the annual meeting of the Northern Central Railway Company held in Baltimore on the 26th ult., all the old directors were re-elected, as follows: Thos. A. Scott, Wistar Morris, Samuel C. Huey, Geo. B. Roberts, Edmund Smith, Geo Small, B. F. Newcomer, S. M. Shoemaker, J. N. Hutchinson, Dell Noblit, M. B. Sellers and Wm. Colder. The number of votes cast was 68,214. The directors afterwards met and re-elected the old officers, as follows: Thomas A. Scott, president; A. J. Cassatt, vice-president; J. S. Leib, treasurer, and Stephen W. White, secretaty.

☞ The Lehigh Valley Railroad Company is improving the gradients and curves on its Beaver Meadow branch, between Penn Haven and Black Creek Junction. As the line runs at present, the grade in some places is as much as ninety-six feet to the mile, and there are six bridges in a distance of about five miles. The new line has been run on the north side of Quakake Creek, and will cut off four of the bridges and reduce the grade and curvatures to about fifty feet a mile. The grading is now in progress, and being pushed forward rapidly.

☞ The Government of Canada has under consideration a proposal emanating from Sir John Glover, Governor of Newfoundland, for making St. Johns a summer port for the whole Dominion. The idea is to connect St. Johns with the mainland by a railway across the island and a line of ferry steamers across the Straits of Belle Isle, whence the line would form a junction with the Intercolonial Railway. By this arrangement two or three days will be saved to vessels and the resources of Newfoundland will be opened up.

☞ The James River and Kanawha Canal Company have closed a contract with the Richmond and Allegheny Railroad Company for the purchase by the latter of all works and franchises of the canal company. The railroad company proposes to construct a railroad along the entire line of the canal from Richmond to Buchanan, about 200 miles, and from thence about 40 miles,

to Clifton Forge, on the Chesapeake and Ohio Railway.

Chesapeake and Ohio Canal.

In the United States Circuit Court at Baltimore, on the 5th inst., Judge Bond rendered a decision in the case of Daniel K. Stewart vs. The Chesapeake & Ohio Canal Company. The answer of defendant to the bill of plaintiff was dismissed, the Court declaring that neither the State of Maryland nor W. W. Corcoran was an indispensible party to the suit. Mr. Corcoran is a mere trustee, having no title, and the State waived its liens on the tolls and revenues of the canal by the act of 1844. A bill was also filed by Stewart on the same day to restrain the Cheasapeake and Ohio Canal Company from contracting with any railroad company to carry coal from the West Virginia mines at a rebate on the tolls.

☞ General J. H. Devereux, has been re-elected President; H. B. Hurlburt, Vice-President; George H. Russell, Secretary and Treasurer, and E. B. Thomas, General Manager of the Cleveland, Columbus, Cincinnati and Indiacapolis Railway Company.

☞ Both houses of the Virginia Legislature have passed the bill authorizing the James River and Kanawha Canal Company to sell its works and franchises to the Richmond and Allegheny Railroad Company, which proposes to build a railroad up the valley of the James river from Richmond to a point on the Chesapeake and Ohio railway.

☞ The Central Pacific Railroad Company has called in the remainder of its outstanding convertible bonds, ($1,483,000,) due in '83, to be paid off Sept. 1 next.

THE FOLLOWING PROTEST has been handed in to the English Committee of the Atlantic, Mississippi and Ohio Railroad Company:

STOCK EXCHANGE, LONDON, March 1st, 1880.

Gentlemen:—We, the undersigned, holders of and representing holders of above $1,500,000 consolidated bonds of the Atlantic, Mississippi and Ohio R. R. Co., at present represented by certificates of your Committee appointed in 1876 by the then bondholders, and presided over by Sir H. W. Tyler, desire to point out that in holding these certificates we do not wish to be understood to acquiesce either in the scheme proposed by your Committee, or to your subsequent proceedings, but that on the contrary we shall hold ourselves at liberty to represent our views before the proper Court, whenever necessary.

Signed, FOSTER & BRAITHWAITE,
HESELTINE, POWELL & CO.,
VIVIAN GRAY & CO.,
B. G. GOLDSMID,
JOHN TAYLOR & CO.,
WALKER, RUSSELL & CO.,
HELBERT, WAGG & CAMPBELL,
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T. E. TWYCROSS.

It is understood that these dissentients give a general support to the Dutch Committee.

OFFICE OF THE ONTARIO SILVER MINING CO.,
31 BROAD ST., NEW YORK, March 5, 1880.

DIVIDEND NO. 53.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for February, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

Issue of $10,000,000 Six Per Cent. First Mortgage Railroad and Land Gold Bonds of the

SOUTHERN PACIFIC RAILROAD CO. OF CALIFORNIA,

In Bonds to bearer of $1,000 and $500 each, with provision for Registration of Bonds in the name of the holder if desired. Issued April 1st, 1875; October 1st, 1875, and October 1st, 1876: and payable thirty years from date.

Interest at SIX PER CENT. per annum, payable half-yearly on the 1st April and 1st October, IN GOLD, at New-York.

Messrs. SPEYER & CO., New York,
Messrs. BREWSTER, BASSET & CO., Boston,
Mr. LAZ. SPEYER ELLISSEN, Frankfort-on-Main,
Messrs. SPEYER BROTHERS, London,
Messrs. TEIXEIRA DE MATTOS BROS., Amsterdam,
Mr. E. J. MEYER, Berlin,

Offer the above bonds for subscriptions.

The subscription list will be opened on Thurrday, March 11, and closed on Friday, March 12.

The issue price is **97 1-2 per cent.**, ex April 1st, 1880, coupon, payable as follows:

5 per cent. on application.
15 per cent. on allotment.
40 per cent. on April 15, 1880.
37½ per cent. on May 15, 1880.

Allottees may antipate installments under discount at the rate of 5 per cent. per annum.

These bonds are secured by a first mortgage on the railroad and telegraph line, rolling stock, fixtures, land, and franchises of the Southern Pacific Railroad of California, under which $46,000,000 bonds can be issued, of which $29,520,000 (of which the above $10,000,000 are a part) have thus far been issued. The total length of projected road is 1,150 miles, made up as follows: From San Francisco to Soledad, 143 miles; Carnadero to Tres Pinos, 18 miles; Soledad to Poso Junction (Lerdo), 160 miles; Huron to Yuma, 529 miles; Los Angeles to Wilmington, 22 miles; Mohave Junction to Colorado River, (estimated,) 278 miles; of which 712 miles are completed and in operation, viz.: From San Francisco to Soledad, 143 miles; Carnadero to Tres Pinos, 18 miles; Huron to Yuma, 529 miles; Los Angeles to Wilmington, 22 miles.

These 712 miles of railroad are divided into the Northern and Southern Divisions.

The Northern Division runs from San Francisco to Soledad, and from Carnadero to Tres Pinos, in all 161 miles.

The Southern Division extends from Huron to Yuma, with a branch road from Los Angeles to Wilmington, in all 551 miles, and is intersected at Goshen by the San Joaquin Branch of the Central Pacific Railroad.

The net earnings over operating expenses for these divisions are stated by the company to have been:

	For the Northern Division.	For the Southern Division through rental from Central Pacific R. R. Company, Lessee.	Total.
1878	$499,344 03	$1,656,360 00	$2,155,704 03
1879	362,761 78	1,635,551 93	1,998,316 71

—or more than sufficient to meet the interest on the amount of outstanding bonds.

The company states that the decrease in the earnings of the Northern Division in 1879 was owing in part to temporary causes, which having been recently removed, a return to the former scale of earnings is promised.

The Northern Division is separated from the Southern Division by a gap of about 100 miles by one route, from Tres Pinos to Huron, and by a gap of about 160 miles by another route, from Soledad to Poso Junction. The San Joaquin Valley Branch of the Central Pacific Railroad furnishes the Southern Division with an outlet both to San Francisco and eastwardly over the main line of the Central Pacific Railroad, and, in view of common interests, the Central Pacific Railroad Company has taken a lease of the Southern Division of the Southern Pacific Railroad of California, for a period of not less than five years from January, 1880, and by the terms of the lease "if a railroad is not completed in five years from that date, so that there is a connection of the Southern Pacific Railroad of California with the Eastern system of railroads on what is known as the 32d parallel line, the lease shall be extended until such connection is made, provided such extension does not exceed five years longer, or 10 years in all," from January, 1880. By the terms of the lease, "the net rental agreed to be paid during the continuance of this lease and any extension thereof shall be $250 a month, or $3,000 a year per mile," (being, at present, on about 551 miles, equals about $1,650,000 annual rental,) "and if, for any cause, it shall be reduced by mutual consent of the parties that the annual amount of such rental as reduced shall, at least be sufficient to pay all the interest that has been, or may be agreed to be, paid in any one year on any bonds of the party of the first part" (Southern Pacific Railroad Company of California.) "herein outstanding during the continuance of the lease."

The number of acres of land embraced in the United States land grant and covered by the mortgage is estimated at upward of 11,000,000 acres, of which, it is stated by the company, over 7,000,000 acres appertain to portions of the road already completed. Of these there have been issued to the company patents for more than one million acres, and lists for selected lands are now pending with the United States Government for a large amount. The net cash avails of the land sales are to be applied to the repurchase or ultimate payment of these bonds; $334,000 are stated by the company to have been redeemed up to Dec. 31, 1879, from the surplus so available.

A sinking fund of $100,000 a year, commencing in 1882, from the earnings of the road, is provided as a further security for the loan.

It is contemplated that the Southern Pacific Railroad of California will form part of a through line to El Paso, where, meeting with other roads projected to that point, an outlet to the Gulf of Mexico and to the Atlantic seaboard may be obtained. At its terminus at Yuma it connects with the Southern Pacific Railroad of Arizona, an independent but closely affiliated company, which during the past year was built and operated to Casa Grande, a distance of about 182½ miles, and is since being rapidly pushed to the vicinity of Tucson, about 65 miles further east.

The allotment of the loan, which will be made at the discretion of the issuing houses, will be made as early as possible after the subscription is closed. If no allotment is made, the deposit will be returned in full, and if only a portion of the amount applied for be allotted, the balance of the deposit will be applied toward the payment of the amount due on allotment.

In default of payment of the sum due on allotment, or any subsequent installments, the allotments and all payments will be subject to forfeiture.

Upon payment of the deposit on allotment, Scrip Certificates to bearer will be issued, which will be exchanged for definite Bonds as soon as the issue price is paid up.

The Mortgage Deed, Copy of Lease, and Official Statements can be inspected, by intending subscribers, at the office of Speyer & Co., No. 52 Exchange-place, New York, or Messrs. Brewster, Basset & Co., No. 35 Congress-st., Boston.

MARCH 8, 1880.

Railroad Company's Liability.

A case presenting the question as to what constitutes a co-servant came up on the 9th inst. for adjudication in a trial in the Supreme Court, New York, before Judge Donohue. The action was brought by Alice McCosker, as administratrix, to recover damages from the Long Island Railroad for the death of her husband. The facts, as admitted at the trial, were that the deceased was employed as a driller at Hunter's Point and was under the immediate supervision and direction of the yardmaster, who employed and discharged the drillers; that a caboose car was brought into the depot one day in the summer of 1877, with a broken bumper, and that the yardmaster, knowing of the broken condition of the car, directed the deceased to take a chain and attach the caboose car and another car standing on the track and that while he was so employed the yardmaster signalled the engine to back, whereby the deceased was killed. The defence was that the negligence, if any, of the yardmaster was that of a co-servant, for which the defendant was not liable, while the plaintiff took the ground that the executive duties of employing and discharging drillers, including the deceased, and of employing and using suitable means and appliances for removing and distributing cars, with which the defendant had vested the yardmaster, placed him in a position representing the corporation for whose negligence they were liable. The Court took this view of the law, denied a motion for a non-suit, and submitted the case to the jury, who returned a verdict of $5,000 for the plaintiff.

☞ Articles of agreement were signed in this city on Friday last by officers of the Pacific Mail Steamship Company and the overland railroads. The agreement is to continue five years, and under its terms the railroad companies guarantee to Pacific Mail a business of $110,000 a month on through traffic. Steamships are to be run every fortnight, and to each ship the railroad companies agree to pay for carrying 600 tons of freight. It is provided also that the contract should be terminated only in the event of the completion of a competing line of railroad, and then only after 90 days' notice.

☞ The English holders of the old repudiated Mississippi bonds which bear date of 1840 have made a proposition to forego the interest for the past forty years, amounting to about $13,000,000. The State to issue new bonds for $7,000,000, the amount of the original issue, the new bonds to bear interest for the first year, beginning on the 1st of January, 1879, (the first payment being in July, 1879,) at the rate of three per cent per annum, increasing annually after the first year at the rate of one per cent per annum until the original rate is reached.

☞ The map of a route for another Coney Island Railroad was filed in Register's office, Brooklyn, N. Y., on the 9th inst. Its name is the Coney Island Transit Company and the route proposed is from a point about 100 feet from the Iron Pier, northward to Surf-ave. thence west of Vanderveer's Hotel to the Prospect Park and Coney Island Railroad depot, along Park st. to Engeman's Hotel, and to and along Sea Breeze ave. to Ocean ave. The directors whose names are attached to the map are S. H. Mildenberg, Henry C. Mangell, W. G. Steinmetz, H. W. Ringway, P. H. Rappenhagen, Joseph J. Ripe, John M. Reid, August J. Warner, Henry Von Deilen, and Frederick De Winge.

Coal Tonnage.

The leading coal carrying companies make the following reports of their tonnage for the year to February 28, compared with their respective amounts carried to the same time last year.

	1880.	1879.	Increase.
Philadelphia and Reading	1,506,517	1,359,702	146,815
Schuylkill Nav....	38,041	15,631	22,410
Lehigh Valley....	956,556	714,415	242,141
Delaware, Lackawanna & Western	511,336	490,629	20,707
Shamokin Valley..	115.699	93,219	22,480
Central New Jersey	439,852	473,397	*33,545
United Railroads of New Jersey.....	151,568	110 646	40,922
Pennsylvania Coal.	89,862	155,513	*65.651
Delaware & Hudson	517,414	416,920	100,494
Huntingdon and Broad Top Mt..	61,813	43,697	18,116
Pennsylvania and New York.....	277,655	267,228	10,427
Clearfield, Pa.....	320,776	214,413	106,363

*Decrease.

Virginia State Debt.

The Governor of Virginia has vetoed the bill recently passed by the Legislature of that State, known as the Riddlebarger bill. The Governor notices the title of the "act to re-establish the public credit" as a misnomer, its object being really to repudiate a large part of the State debt. He holds that the pretext set forth in the preamble of the act are empty, and never heretofore relied on. Indeed, the people, by repeated acts of the Assembly, and by the constitution adopted in 1869, have acknowledged as due the entire principal, more than $13,000,000 of which is now attempted to be repudiated by this bill.

☞ A steam canal boat is now in course of construction, to be put on the Lehigh and Delaware Canal. The craft is to be entirely of iron, except the crossbeams and deck. It will be 88 feet in length, 10 feet 8 inches in breadth, and will be propelled by a ton horse power steam engine with a screw wheel. It is said that, by a new invention to be applied to the screw, there will be little agitation of the waters, and the wearing out of the banks will be consequently avoided.

☞ The United States Supreme Court has decided the suit brought to enforce payment of the defaulted bonds of the town of Racine, Wisconsin. There were $50,000 of bonds which stopped paying interest about 1857. The Supreme Court ordered the payment of the bonds, with interest to date, thus once more enforcing municipal honesty and good faith.

☞ The Dacota and Minnesota Northern Railroad Company has been organized to build a branch from Barnesville, on the St. Paul and Manitoba Railroad, into Moorhead, Fargo and the Northwest.

☞ The Lookout Mountain Railroad Company have contracted for the construction of a railroad between Chattanooga, Tenn., and Rome, Ga., about 60 miles, the work to be completed within one year. The price to be paid is $23,000 per mile, of which $15,000 is to be taken in bonds, and $8,000 in paid up capital stock.

Transportation over Land Grant Railroads.

The Court of Claims at Washington, on the 8th inst., rendered a decision in the case of the Atchison, Topeka and Santa Fe Railroad Company against the United States, in which the claimant seeks to recover compensation for transportation services rendered by it to the United States in 1875 and 1876. These services, at the claimant's ordinary tariff rates charged the public, would be worth $170,843.35. The Court finds, however, that the claimant is entitled to recover for transportation done for the United States over its land grant road, from March 31, 1875, to Dec. 1, 1876, only 50 per cent of the ordinary tariff rates charged the public, that is, $85,421.76, which, less $79,748.44, already paid by the Government on account, leaves still due $5,673.32. The opinion of the court as to the percentage of its claim which the road is entitled to recover is decisive of 12 or 15 other pending cases brought by land grant railroads, involving between $500,000 and $1,000,000.

☞ Judge Woods, of the Circuit Court, New Orleans, on the 6th inst., ordered a decree declaring Edmund D. Morgan and James A. Raynor the lawful trustees of the New Orleans and Mobile Railroad, and ordering the sale of the road and the distribution of the proceeds among the bondholders.

☞ The Boston Journal says there is a prospect that the Midland Railroad may be granted the use of the tracks of the Boston and Lowell Railroad in entering Boston, and thus the necessity for a separate location in the city be obviated.

☞ The regular through passenger trains on the Cincinnati Southern Railroad passed over the entire length of the road, both North and South, on the 8th inst., the Northern bound train arriving promptly on time. This makes the opening of the road to all kinds of business.

☞ The Bradford, Bordell and Kinsua Narrow gauge Railroad Company was organized at Bradford, Penn., on the 6th inst., with a capital of $100,000, and it is proposed to have the road in operation within 90 days from the date of obtaining the right of way.

☞ A bill has been passed by the Legislature of Connecticut, adopting the boundary line between New York and Connecticut, agreed upon by the Joint Commissioners appointed by the two States. Fisher's Island, at the east end of Long Island is conceded by the settlement to New York.

☞ The New York, Woodhaven and Rockaway Beach Railroad is rapidly approaching completion between the beach and Woodhaven. It is expected that a construction train will be run across Jamaica Bay on the 13th inst.

☞ The Ontario Silver Mining Company gives notice that the regular monthly dividend of Fifty Cents Per Share has been declared for February, payable at the office of the transfer agents, Wells-Fargo & Co., No. 65 Broadway, on the 15th inst,

☞ The earnings of the Chicago, Burlington and Quincy Railroad for the year 1879 were $14,778,000, the operating expenses and taxes $7,557,000, and the net earnings $7,221,000. Net surplus for the year $234,444.

Richmond and Allegheny Railroad.

The following is the organization of the new Richmond and Allegheny Railroad Company, which recently purchased the property and franchises of the James River and Kanawha Canal Company; George W. Bartholomew, of Hartford, Conn., President; H. C. Parsons, of Richmond, Va., Vice President; Sheppard Homans, of New York, Secretary and Treasurer; and the following other directors: Francis O. French, Conrad N. Jordan, Samuel Shelton, and Hugh McCulloch, of New York; Cyrus H. McCormick, of Chicago, Ills.; Henry Miller, of Columbus, Ohio; James G. Blaine, of Maine, and Charles E. Wortham, of Richmond Va. Alexander and Green, of New York, are the counsel of the company, and Lawrence Meyers, New York, the financial agent. The depositories are the Farmers Loan and Trust Company and the Third National Bank, of New York. The trustees of the mortgage are Henry M. Alexander, of New York, and Henry K. Ellison, of Richmond. The construction of the road will be pushed forward vigorously, and the company expects to complete it before the expiration of the 20 months fixed by act of the Assembly.

☞ Messrs. Mason, Shanahan and Hoge have taken the contract for the construction of the Richmond and Allegheny Railroad between Buchanan and Clifton Forge. The road is to be completed by the 1st of July next. Peter B. Williams of Lynchburg, is General Superintendent. Mr. H. D. Whitcomb has been appointed consulting and Major R. H. Temple Chief Engineer of the road.

☞ The bill repealing the law requiring the Valley Railroad Company to complete its road within a given time, or forfeit its charter, has passed both branches of the Virginia Legislature.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending February 28, as reported by the several carrying companies, amounted to 312,404 tons, against 395,534 tons in the corresponding week last year, a decrease of 83,130 tons. The total amount of anthracite mined for the year is 2,993,267 tons, against 2,009,536 tons for the same period last year, a decrease of 16,269 tons. The quantity of bituminous coal sent to market for the week amounted to 45,338 tons, against 54,661 tons in corresponding week last year, a decrease of 9,323 tons. The total amount of bituminous mined for the year is 545,867 tons against 411,652 tons for the corresponding period last year, an increase of 134,225 tons. The total tonnage of all kinds of coal for the week is 357,742 tons, against 450,195 tons in corresponding week last year, a decrease of 92,453 tons, and the total tonnage for the coal year is 3,539,134 tons, against 3,421,171 tons to same date last year, an increase of 117,958 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of February was 141,786 tons, of which 118,271 tons were coal and 23,455 tons coke. The total tonnage for the year thus far has been 1,073,824 tons, of which 823,135 tons were coal and 250,689 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending February 28th were 31,442 tons, and for the year to that date 263,042 tons—126,802 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 25,445 tons, for the year 232,683 tons, an increase of 116,866 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 5,977 tons, and for the year 27,776 tons, an increase of 7,353 tons, as compared with 1879.—[Phil. Ledger, March 8.

☞ The work of narrowing the gauge of the Atlantic and Great Western Railroad will be commenced on the 22d of June. It will require an immense force of hands to do the work, probably from 2,000 to 3,000. Everything will be got in readiness, and even the inside spikes will be partly driven. Then, at a certain hour the work will be begun simultaneously at all parts along the line, and the line, which is over 300 miles long, will be narrowed down to the standard gauge in a wonderfully short space of time. The track will be narrowed from Leavittsburg west, and a third rail put down from Leavittsburg east.

☞ The Indianapolis, Cincinnati and Lafayette Railroad was reorganized at a meeting of the stockholders held at Indianapolis on the 6th inst., under the name of the "Cincinnati, Indianapolis, St. Louis and Chicago Railway." The capital stock was fixed at $4,000,000, and the following directors were elected: Thomas A. Morris, Charles W. Short, George Wilshire, George W. Hoadley, S. J. Broadwell, M. E. Ingalls, John King, Jr., Thomas D. Messler, Thomas H. Perkins, George Bliss, Thomas H. Sharpe and Charles G. Landon.

☞ The project of building the Chicago and South Atlantic Railroad has been revived. The route proposed is by way of Delphi and Frankfort, to Indianapolis; or, if that be impracticable, by way of Reynolds, Rossville, and Frankfort. Southerly, it is contemplated to finish the old Blue Ridge Railroad from Anderson, S. C., to Knoxville, Tenn., and to build as direct connections as possible, the objective point being Port Royal, where a new weekly line of steamers to Liverpool, and other lines to South and Central America, are soon to be in operation.

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☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.

Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.

Lazard Freres, Bankers, 65 Pine Street, New York.

Sutro Tunnel Company, San Francisco, California.

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GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874. says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, March 19, 1880.

Our Great Foreign Exchange and Commercial Credit Houses.

Comparatively few people outside of bankers, exporters, importers and shippers of money and merchandise are aware of the magnitude or extent of the interests represented by them, or of the manner in which they are generally conducted. Since the imports of gold have practically ceased, and the balance of trade has turned in favor of Europe, by reason of our increased importations, the past six months, and of the decrease in our exportations for the last four months in consequence of the huge speculations in our export staples, we have had occasion to look over the manifests of incoming vessels to learn what classes of goods were being imported so largely as to turn the balance of trade almost as largely against us as it had been in our favor. In doing this, we were surprised to find that two to every three, at least, of these consignments were in the name of some half dozen of our largest foreign exchange and commercial credit houses, and less than one-third in the names of the importers to whom the goods belonged. From this it might be supposed that these great banking houses were also importers of two-thirds of the merchandise that comes into port. This, however, is not so, as none of them are importers, but simply loaners of their credit to importers to bring goods from all parts of the world without having to advance the money to pay for them from four to six months before they arrive, or having to submit to a heavy discount on their own bills of exchange in countries where their credit, however good, is not so generally or well known as that of these great exchange houses, to whom the importers can pay a commission for their letters of credit, and still have a profit left in the discount on their own bills.

Hence the goods bought on these letters of credit are consigned to their makers, partly for convenience in London on which all these letters are drawn and there accepted by the London houses of these firms, and partly for the security of the issuers of these letters, who turn over the goods on their arrival to the owners who pay the acceptances of the London houses, assume charge of the goods and pay duties and freights without other trouble to the bankers, except in cases of default on the bills drawn under the letters of credit, which were originally issued on the credit of the importer or the deposit of a margin sufficient to cover any fluctuations in the market prices of the goods while being manufactured or in transit.

In this way is the great bulk of our import trade done, and through some half a dozen houses, as a rule. The names of some of these houses are as well known here and in Europe as household words, and a few of them the world over, wherever American or British commerce extends. As a matter of interest we have looked over the list of importations to ascertain to what houses the greater number of consignments come. We found that while some houses had a partial monopoly of certain trades and others of special localities where their bills are best known or their houses best connected, there were practically only two houses whose business was general and large the world over. These two were the Messrs. Brown, Brothers & Co. and the Messrs. Baring Brothers, whose business is about equally divided and distributed over the world, though there are localities and trades which favor one or the other. In this respect the Brown Brothers are no doubt the leading house in the United States as they are more closely identified with our merchants, being more distinctly an American house which has done more to develop our export trade and especially that in cotton than any other, and, for half a century, while as an English house Messrs. Brown, Shipley & Co. are as well known in Europe and the East and West Indies and South America as the Baring Brothers.

These two may be said therefore to rank as the first and universal issuers of letters of credit throughout the world, whose bills sell alike and equally well wherever there is commerce; while their Travelers' Circular Letters of Credit can be cashed in any place in the world. As Americans know the Brown Brothers better they also give their Travelers' Circular Letters the preference when going abroad.

Progress of the Southern Pacific.

The recent issue of bonds upon the completed portion of the Southern Pacific noted in our last issue, has drawn the attention of the investing public to this line and its prospects. We learn from the officers of the road, in addition to what we have already published, that the road will be completed to Tucson this month, whence a branch line to the Northern boundary of Mexico will be built after the completion of the main line to El Paso. This branch will extend 70 miles from Tucson to the Mexican boundary via Tabac. The main line, which is nearly completed to Tucson, will

be finished to the Rio Grande at Fort Thorn in about twenty months a distance of 300 miles; and from there to El Paso, a distance of 350 miles in two years more with the present force of 2,500 men, largely Chinese, whom the company find it most satisfactory to employ.

In two years, therefore, it will have an Eastern outlet via Colorado, and in four years via St. Louis over the Southwestern system from that city. Should the Texas Pacific be then completed it will also have an outlet through Texas and probably to New Orleans via Houston and San Antonio. With the sale of the bonds which was so successfully closed last week, and the capital already invested in the road by its projectors, the completion of this line is therefore an assured fact and not dependent upon the raising of the funds necessary, as in the case of most other Pacific Railroad projects whose securities are now offered to the public.

Is the Texas and Pacific to be Built?

There are rumors on Wall Street that the presenting of the bill in Congress asking to have the time for building the Texas and Pacific extended ten years, is in consequence of an inability to raise the necessary funds to build it now, as contemplated by the "Syndicate" recently formed for that purpose. If this be the case, then we are left to infer that the late "subscriptions" to the bonds of that road were not bona fide, though announced with such a flourish at the time, as having been taken in less than a week's time, and that subscribers were turned away by the Syndicate, so great was the demand. It is also said that Mr. Gould has sold out his interest both in the contract for construction and in the securities of the road. If this is the case then it is very doubtful if the road will be completed soon, for it would take away all the new support brought to the scheme by Mr. Gould's connection therewith and leave the burden of raising the money upon the shoulders of Col. Scott and his followers, where it was for seven years without their being able to raise the required amount.

More Mexican Railroad Charters.

One would suppose that the field for railroad building in the United States is becoming exhausted to judge from the number of Mexican charters and concessions lately obtained by American companies from the Government of the ancient Montezumas. There is, however, a certain mystery about all these grants and the proposed operations under them, that throws doubts over the whole business which are not calculated to inspire the investing public with sufficient confidence in their success to induce the placing of much capital at the disposal of the projectors and promoters of these enterprises. They may all be good and bona fide grants and undertakings, but the public will want a little more light on the subject, if the money is to be raised here for constructing them. We have already noted the Tehauntepec Railroad, of which a good deal of information has been given by the officials; but we do not remember having yet seen anything like a financial exhibit of the concern or its prospects for business based upon admitted facts. The Mexican Telegraph Company lately announced without previous warning of the existence of such a project, and the alleged subscriptions for its stock so suddenly taken, are still more mysterious affairs, of which none but the promoters seem to know anything. We now hear that the Legislature of Massachusetts has chartered three companies in the interest of the Atchison, Topeka and Santa Fe people or more properly of the Atlantic and Pacific's proposed new line to the Pacific.

These charters represent three separate grants for railroads, made under former administrations of the Mexican Government that require to be renewed before valid, which the Atlantic and Pacific people claim to hold. One is for a line from El Paso to the City of Mexico, one from there to the Pacific seaboard and one from Guaymas to the Arizona line. These grants include land, but since they were made so much of the valuable lands have been taken up by settlers that the remainder is said to be of little value. Where the money is coming from to build these roads we do not learn, nor where the traffic is coming from to support them if built, except from the mines which are but partially developed. If, however, the projectors propose to build the road with their own money as did the Southern Pacific, the public will have confidence enough to help them, no doubt by buying their bonds, which we hear are soon to be issued. If not then these latest projects under Mexican grants may be regarded as on paper only, for the present, for the public will scarcely invest in Atlantic and Pacific when they declined, as we are informed, to do so in the Texas and Pacific bonds lately issued.

Warwick Valley Railroad.

The Warwick Advertiser says that the stockholders of the Warwick Valley Railroad Company, of New York, and the Wawayanda Railroad Company of New Jersey, have voted—the former 3,700 to 18, and the latter unanimously—in favor of the consolidation of the two companies, and then adds:

The Articles of Agreement entered into by the two companies provide that the new organization shall be known as the "Warwick Valley Railroad Company," which new company assumes full control of all the franchises and privileges of the two old companies, agreeing to pay all the bonded and other liabilities of the two old companies. The combined bonded indebtedness of the two roads now amounts to $210,000. It is also provided that all the certificates of capital stock of the two companies shall be surrendered, and new certificates issued therefor by the new company. The total capital stock to be issued by the new company is not to exceed $340,000. All stockholders will then be entitled to equal benefits and privileges. The new organization will be represented in a new Board of Directors consisting of Grinnell Burt, John H. Brown, R. Wisner, James Burt, W. C. Sheldon, Homer Ramsdell, John L. Welling, D. S. Halstead, H. B. DeKay, Ezra Sanford, C. H. Demarest, J. C. Houston and S. C. Welling. The officers are: Grinnell Burt, President; James Burt, Vice President; C. H. Demarest, Secretary; Thomas Burt, Treasurer.

The consolidated line from Greycourt to McAfee will be 22 miles long, 14½ miles of which will be in the State of New York, and 7½ miles in the State of New Jersey. Eleven miles of the track of the extension is now laid between McAfee and Warwick, leaving a gap of one-half mile at the village of Warwick, to complete the connection between the old line and the new, which will be laid in a few days, thereby giving an all rail connection between the Hudson and the Delaware Rivers, a consummation of that which has been looked forward to, for the past thirty years. The road will be opened for business the 1st of April, at least so far as the milk traffic may require. Regular schedule trains will probably be placed on the road about the middle of April. The early completion of this line is stimulating an active interest in the iron ore trade, that will avail itself of the privileges of this new outlet to the furnaces of Northern New Jersey, and the Lehigh Valley. The Centennial Mine is now mining ore ready for shipment. The Thomas Iron Company is getting its machinery on the ground preparatory to extensive mining operations early in the spring. Mr. Isaac Taylor has been erecting steam pumps and hoisting works at his mine, and will commence raising ore in the course of a few days. Mr. M. F. Ten Eyck has opened ready for work one or two very fine veins of ore. The Layton Mine is sinking shafts, it is said, with excellent prospects of large deposits. Several other mines are being opened with flattering prospects. The company has contracted for its depots which are very neat and tasteful, (the plan being prepared by a New York architect.) The entire exterior to be covered with California red wood shingles.

Early in April active operations will be resumed, with a view of completing the branch line from Warwick to the Iron Mines. When all these varied iron industries are in full blast, it is safe to say that new life will be infused in every channel of business along the line of the Warwick Valley Railroad.

☞ New steel works are to be erected in Chicago at a cost, including 75 acres of land, of $2,000,000. The new establishment is to be completed within a year, and will consist of four blast furnaces, Bessemer converting works and steel rail mills. It will employ 2000 men, consume 250,000 tons of ore per year, and turn out 90,000 tons of rails.

☞ J. H. Sternbergh, Bolt Manufacturer, Reading, Pa., has recently got a siding into his works, and is having erected one of Riehle Bros., Standard Railroad Track Scales of 80,000 lbs., capacity.

☞ The scheme for uniting by canal the German Ocean and the Baltic Sea has so far matured that Herr Dalstrom, a Hamburg engineer, has been furnished with a concession to commence the preparatory operations.

☞ Gen. Adna Anderson, formerly Receiver of the Chicago, Danville and Vincennes Railroad Company, has been appointed Chief Engineer of the Northern Pacific Railroad Company.

☞ The Delaware Division Canal Company have declared a dividend of $7.50 per share, payable in scrip of the Lehigh Coal and Navigation Company, deliverable on the 20th of March.

☞ The officers of the St. Louis and San Francisco Railroad Company, elected on the 16th inst., are: E. F. Winslow, President; James D. Fish, Vice President; Calvin Littlefield, Secretary and

Treasurer, and C. W. Rogers, General Manager and Superintendent. The directors are: Jas. D. Fish, Jesse Seligman, Fred Butterfield, Calvin Littlefield, E. D. Adams, A. W. Nickerson, Wm. F. Buckley, E. F. Winslow, Alden Speare, Francis B. Hays, Walter L. Frost, James Baker, Ozias Bailey.

Western Union Telegraph Company.

In the report presented by the Executive Committee at the last Quarterly Meeting of the Board, held December 10, 1879, the net profits for the quarter ending December 31 (November being partially and December wholly estimated), were stated at $1,475,841 21.

The official returns for the quarter (ended December 31) showed the profits to be $1,529,169 91, or $53,328 70 more than the estimate.

The following revised statement based upon complete returns, will show the condition of the company at the close of the quarter ended December 31, 1879:

Surplus October 1, 1879, as per last quarterly report		$1,143 873 14
Net profits quarter ended December 31, 1879		1,529,169 91
		$2,673,043 05
From which deducting—		
Dividend of 1¾ per cent, paid January 15,1880.	$717,761 25	
Extra dividend of 1 per cent, paid same date.	410,035 00	
Interest on bonded debt	107,425 89	
Sinking Fund appropriations	20,000 00	
Construction account	256,468 72	
Purchase of Telegraph Stocks, Patents, etc.	53,624 68	
		1,565,115 54
Leaves a surplus, January 1, 1880 of		$1,107,927 51
The net profits for the quarter ending March 31, instant, based upon official returns for January, nearly complete returns for February, and estimating the business for March (reserving amount sufficient to meet the claims of the Atlantic and Pacific Telegraph Company, under existing agreements), will be about		$1,325,071 41
Add surplus, January 1, as above		1,107,927 51
		$2,432,998 92
From which appropriating—		
Interest on bonded debt	$107,200 00	
Construction	150,000 00	
Sinking Fund appropriations	20,000 00	
Patents	275,000 00	
Real estate	45,000 00	
Sundries	10,000 00	
		607,200 00
Leaves a balance of		$1,825,798 92
A dividend of 1¾ per cent requires		717,560 00
Deducting which, leaves surplus, after paying dividend of		$1,108,288 92

In view of the preceding statements, the Committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and three quarters per cent from the net earnings of the three months ending March 31, be, and is hereby declared payable on the 15th day of April next, to stockholders of record, at the close of business on the 20th day March, instant.

Resolved, That for the purpose of such dividend the stock books of the company be closed at three o'clock on the afternoon of the 20th of March, instant, and be reopened on the morning of the 16th of April next.

Respectfully submitted,
NORVIN GREEN, President.

New York, March 10, 1880.

Atlanta and Charlotte Air Line Railway.

At the recent annual meeting in this city of the Stockholders of the Atlanta and Charlotte Air Line Railway Company, the following were chosen directors; Eugene Kelly, Richard Irvin, jr., P. P. Dickinson, Belden R. McAlpine, Francis Smith, Abram S. Hewitt, William H. Fogg, William A. Hadden, Hiram W. Sibley and William B. Isham, New York; Hiram Sibley, Rochester, N. Y., and S. Wilmer, Baltimore, Md. The only important change in the board is that of W. A. Hadden in place of F. P. Clark, of Baltimore, who has disposed of his interest in the road. Richard Irvin, jr., another new member, takes the place of his brother, Alexander P. Irvin. From the report which was presented it appears that the gross earnings were $777,398.49, and the operating expenses, including fixed charges, &c., $525,677.64, leaving net $251,620.85, but of this there was paid for construction, $84,714.41; for equipment $12,900.11, and for interest on preferred bonds, $35,000, making the balance to income account $119,003.33. The balance on hand Jan. 1, 1879, was $34,842.60, which added to the other made a balance on Jan. 1, 1880, of $153,845.93. There will be due for interest on July 1, on $1,250 000 of bonds, $175,000, which the company expects to be able to pay. Next month $17,500 additional will fall due on preferred bonds, but this sum the company has already on hand outside of the amount previously noted.

☞ The Virginia Legislature has adopted a joint resolution providing that the Riddleberger debt bill (vetoed) and the bill known as the Ross Hamilton substitute (rejected by the House) shall be submitted to the people in November next for a vote thereon, in order to decide which of the two measures is most acceptable. The Hamilton substitute fixes the rate of interest at 3 per cent, and the principal at about $34,000,000.

☞ The directors of the Strawberry Hill and Nantasket Beach Railroad Company, recently elected, are: Eben D. Jordan, Charles Marsh, Wm. H. Long, W. Dexter Wiswall and Wm. F. Shedd. The officers are: Eben D. Jordan, President; George D. Clark, Treasurer; F. W. Strong, Clerk. The company expects to have the road in operation by June 15.

☞ Chicago dispatches say that the Chicago and Northwestern Railway Company has decided to build branches and extensions during the summer aggregating 265 miles, the greater portion in Dakota Territory. The company has also ordered 800 new cars to be used for transporting iron ore from the Lake Superior mines.

☞ The organization of the East Florida Railroad Company is announced, making the last link in the proposed short road between Jacksonville and Savannah, reducing the time from New York to Jacksonville to 40 hours, against 60 at present.

☞ Articles of incorporation have been filed with the Secretary of State of Ohio of the Dayton and Southwestern Railroad Company, termini Dayton and College Corner, in Preble county; capital, $100,000 by James Applegate and others.

Wharton Switch Co.

The Wharton Railroad Switch Company's works are on Washington avenue, between Twenty-third and Twenty-fourth streets, West Philadelphia. The company has been established twelve years. They manufacture patent railroad switches, frogs and crossings and other railroad supplies, also building of architectural and engineering iron work. The ful complement of 150 hands is now employed, they receiving an advance of ten per cent over the wages paid them a year ago. Upwards of 2,000 tons of iron and steel were used in the works last year, but in consequence of the great activity in their business they are using at the rate of 4,000 tons the present year.

At the south-east corner of twenty-fifth street and Washington avenue William Wharton, Jr., carries on the business of manufacturing patented passenger railroad switches and crossings, rolled Bessemer steel grooved rails for street railways, etc., where he has been established for ten years past. He is the patentee of the above mentioned street rails and curves, which are sent to all parts of the world, consignments having been made to Bombay, India, and goods are constantly being shipped to all parts of South America. Business is very good at present; 36 hands, the full number are employed at satisfactory wages.

☞ The Bodie Standard says that the New York parties who own and built the Battle Mountain and Austin road own valuable mining property at Silver Peak, and surveyed a route for the road to Columbus during the winter. These parties are Samuel J. Tilden & Co., but Tilden's name is kept in the background.

☞ Articles of association have been filed in the Secretary of State's office at Trenton, N. J., for a railroad from Sea Girt to Point Pleasant. The directors are Francis S. Lathrop, Anthony Reckless, Benjamin Williamson, Henry S. Little, William T. Tillinghast, Robert W. Forest and James Moore.

☞ The Little Chief Mining Company has declared its second monthly dividend of one per cent, or fifty cents per share, out of the second month's net earnings, amounting to one hundred thousand dollars on a capital stock of ten million dollars, payable on the 25th inst. at the Central Trust Company's.

☞ The Homestake Mining Company has declared its regular monthly dividend (No. 15) of 80 cents per share for February, payable on the 25th inst. at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway.

☞ The proposals for the building of the Cambria and Somerset Railroad published elsewhere, will close on Thursday next. A large number of bids from capitalists are said to be already in the hands of President Donnelly.

☞ The veto message of Gov. Holliday has been sustained in the Senate of Virginia, the attempt to pass the Riddleberger readjustment bil over the veto failing by a vote of 12 to 16. The matter can hardly come up again in any shape in the Legislature before December, 1881

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*.100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov.'79 4
" " pref.100	4,549,578	J. & J.	Jan. '80 3
Washington Br.....100	1,660,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 79 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,800	— & —	.....
" " pref.100	1,750,100	.....	Oct. '79 $2
Agricultural Br. guar....100	60,000	J. & D	June'78 3
Bost., Conc. & Mont.* pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence..100	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch..100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '79 5
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Jan. '77 2
" " pref. 50	888,311	quarterly	Nov.'79 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June'79 3
Catawissa*..... 50	1,169,500	Oct. ber	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref..... 50	1,900,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey..100	18,583,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" pref.... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	$4,275,500	.....	Feb. '80 3
Chemung*.....100	880,000	quarterly	Jan. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	30,928,300	M. & S.	Mar. '80 2
Chi., Clin., Dub & Minn....	6,156,000	A. & O.	Apl. '79 1½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	16,404,261	A. & O.	Oct. '79 2.
" " pref.....100	12,279,483	A. & O.	Oct. '79 3½
Chicago & N. Western.100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	Feb. '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '79 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'78 4
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,226,150	quarterly	Mar. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord..... 100	350,000	J. & D.	Dec. '79 3½
Concord and Porta.*.....100	2,175,700	F. & A	Feb '80 1½
Connecticut River..... 10.	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Jan. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '79 4
" 2d pref... 50	243,000	A. & O.	Oct. '79 4
Danbury and Norwalk*.. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Jan. '80 2
Delaware*..... 50	1,230,950	J. & J.	Jan. '80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	34,200,000	quarterly	July '78 3½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,508,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '80 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '80 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '79 3
Easton (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 1
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 3½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Dec. '79 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Han. June., Han. & Get. 50	110,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 2½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '80 2
Illinois Central.....100	20,000,000	M. & S	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co.100	7,620,000	quarterly	Feb. '80 1
Io. No. & Mo. Northern.100	5,000,000	quarterly	Feb. '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Dec. '79 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Central 1 0	4,500,000	J. & D.	June '78 1
" pref.100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So...100	19,460,800	F. & A	Feb. '80 4
" " (guar.).100	833,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Jan. '80 2
Lehigh Valley 50	27,332,550	quarterly	Apl '80 1
" " pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*..... 50	5,871,454	quarterly	Mar. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 80 4
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '79 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	Nov.'79 3
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3a
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 3
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery.. 100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800,000	M. & N	Nov.'79 3
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur..100	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Dec. '79 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	3,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Jan. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref.100	6,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S. C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,842,098	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	5,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '78 3½
Old Colony 100	6,733,300	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*.100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,200	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,288	quarterly	Jan. '80 1½
" Special Imp.100	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Port., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.100	2,998,900	J. & J.	July '78 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'78 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,484,400	F. & A	Feb. '78 2
St. L., I. Mt. & South'n..100	14,348,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,000,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,438 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottsv.* 50	899,450	F. & A	Feb. '80 3
Shore Line*..... 100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 2½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'78 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,809,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*....100	19,890,400	quarterly	Jan. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '79 3
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '78 3
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....100	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref...100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Oct. '79 4
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '77 10
Coney Island & Brookl.100	500,000	— & —	.....
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.).....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	J. & J.	Oct. '79 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 79 1½
Highland.....100	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '79 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.).....	206,054	.....	July '79 2
Philadelphia City 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 3
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Jan. '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 2
American Coal..... 25	1,500,000	M. & S.	Sept.'77 7½
American Express.....100	16,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'9 5
Calumet and Hecla Mining. 100,000 S.		F.M.A.N	Feb. '80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I....100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '78 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,668,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 3
Monongona Coal Co.....100	306,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000,000	quarterly	Jan. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 3
Quicksilver, common ...100	5,700 000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,780,000	J. & J.	Jan. '80 3
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 2
United States Express....100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129.554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,056,691	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	490,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,997	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,360	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880	502,285	428,543	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,753	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,603	723,367	812,080	867,603	940,978	928,885	934,688	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 593,653
1879	1,008,000	889,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	1,438,167	14,562,954
1880	1,200,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,119	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,722	909,212	716,519	8 451,768
1879	591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
1880	763,000	739,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	287,942	296,386	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	392,632	375,619	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,330	157,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,375,955	1,380,371	14,434,199
1876	1,097,273	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,943	980,970	1,192,163	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,329,503	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,566	1,069,215	949,797	1,027,127	1,329,673	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,773	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	352,580	314,210	303,228	231,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	103,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,320	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,305	105,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	780,447	762,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Mar. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	6	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,742 000	6	Jan. & July.	1880	103¾
.. ..coupon	3,507,000	6	" "	1880	103¾
Oregon War Bonds of March 2, 1861...coupon	787 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	127,821,200	6	Jan. & July	1881	105¾
.. ..coupon	48,017,750	6	" "	1881	105¾
Loan of March 3, 1863.....registered	53,554,850	6	Jan. & July.	1881	105¾
.. ..coupon	15,634,900	6	" "	1881	105¾
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,703,050	5	F. M. A. & N.	1881	103¾
.. ..coupon	210,715,850	5	" "	1881	103
.. ..registered	148,662 8 0	4½	M. J. S. & D.	1891	107¾
.. ..coupon	81,337,200	4½	" "	1891	107¾
.. ..registered	513,417,350	4	J. A. J. & O.	1907	106¾
.. ..coupon	225,544,650	4	" "	1907	106¾
Refunding certificates of Feb. 28, 1879.....	1,882,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	10,822,136	....	.....	.....	....
Debt bearing no interest.....	393,811,102	....	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	125
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	63
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	92
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	73¼
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,983,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	875,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,894,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,718,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	94¼
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,150,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	104¼
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	110¼
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18.9.....	369,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 21, 1874).....	11,777,100	7	Jan. & July.	1914	45
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	..	.....	.....	....
.. * Levee (Act, 1856 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	6	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	150,000	8	Various.	var.	....
.. * Misc. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,243,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105¾
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¾
.. Bounty Loan bonds, 1864.....	2,330 000	6	June & Dec.	1880	113¾
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1899	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,812,535	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	486,684	5	Various.	'80-'90	....
.. Loan (1879) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	105
.. Defense and bounty (1868) bonds.....	3,320,750	6	Jan. & July.	1883	105
.. State Loans (1870 to 1874).....	916,500	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1863	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110¼
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102¾
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'97-'97	106¾
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	109
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'98	106¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¼
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115¼
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'93	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29¼
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7 -'98	15¾
.. * Funding (new) bonds.....	3,388,600	6	" "	'98-'00	10
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½ gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	113
Rhode Island—($2,644,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	283,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1868) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7.	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	32
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	32
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (⅓rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (⅓rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered...	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,783	6	" "	1905	....
.. *Deferred Certificates. (W. Va.).....	18,239,370	....	Contingent.	.....	9
.. *Interest unpaid to Sept. 30, 1878.....	4,640,960	....	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	....	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1883	112
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	110
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	112
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	118
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	43
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	134
Land Income bonds	480,000	8	Jan. & July.	Boston.	....	108
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,763,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,600,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	110
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	940,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	121
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	370,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	57
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	95
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,530,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	122
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1870	....
Stock (common) Bonds	278,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370.000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	3,000,000	7*	Jan. & July.	New York.	1891	107
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1909	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,000,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1898	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	91
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,800	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	113
Chattel Mortgage	209,850	5	May and Nov.		85-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Canenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1900	..
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	104
1st Mort. (W. to Minn. Lake)	134,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	111½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 2d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	115
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	60
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	...
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm'nt Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	85½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	113
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(1nt.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88-'92	105
1st Mort. (S. Fr., Ohld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106½
Land bonds (Cen. Pac. Co.) gold	5,704,000	6*	" "	" "	1890	105½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold " B".....	15,000,000	6*	May & Nov.	New York.	1908	68½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (") coupon....	918,000	6	" "	"	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	"	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	630,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,378,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	664,000	7	April & Oct.	New York.	1894	113
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,554,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,870,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100½
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	121
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1880	....
1st Mort. (Ill. Gr. Trunk) guar..	939,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar.	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	6*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q.....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,200,000	3,200,000	7	Jan. & July.	N.Y. & Bost.	1901	75
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1893	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1906	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	118½
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1903	109½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	691,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	118½
2d Mort. (" ")	1,315,000	7-3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	...
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	109
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	109
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	109
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	...
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1892	....
1st Mort. (Menominee River) ..	400,000	8	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	...
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	217,000	7		" "	1885	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C.B.&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1893	....
Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" "	1896	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000....	2,500,000	7	Jan. and July.	New York.	1908	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	103
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	550,000	7	Jan. and July.	New York.	1885	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	103
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	586,256	7	Jan. and July.	" "	1903	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'76-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	110
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1938	....
2d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	980,000	7	" "	" "	1903	....
Income bonds.....	600,000	7	March & Sept.	" "	1938	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600.000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108¼
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	119¼
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	86¼
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L)	194.100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	809,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	756,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	109¼
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95.000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1 500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	105
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	103½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	275,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250.000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	115½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	108½
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1883	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1888	....
Company Bonds (E.T.& Ga.,old)	635.000	6	"	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	96½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	93
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	106½
3d Mortgage.....	4,852.000	7	" "	" "	1883	105½
4th Mortgage convertible.....	2,937.000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	117
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	NY&London.	1920	117
1st Consol. Mort. Coup. Bonds.	3,888,000	7*	" "	" "	1920	90½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210.000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1883	....
1st Mor..(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov	"	1902	86
Construction Loan.....	280,400	6	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. h. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnstn & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1898	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold,	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,765	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.& W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	...
1st Mort. (K. City & Cam. RR 55 m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	...
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg fd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F & PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1862	300 000	6	April & Oct.	Brot. & Bost.	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1888	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,300	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,805 000	7*	" "	" "	189	108
1st Mort. (Waco & N W. Div.)	940,000	"	" "	" "	1903	103
Income and Indemnity bonds	1,359,500		May & Nov.	"	...	95
Consolidated Mortgage	2,864,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1896	71
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	...
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	74
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	...
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	...
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	376,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	...
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (O., L. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1880	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar	1,277,000	8	Jan. & July.	New York.	1885	108½
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	...
2d Mort. (")	84,000	7	" "	" "	1889	...
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250 000	7*	Jan. & July.	New York.	1913	...
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	...
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage	70,000	8	" "	" "	1889	...
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept.	" "	1899	107
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	117
1st Mort. (2d Div. 253.94 m.)gold	4,083 000	6*	June & Dec.	" "	1896	117
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108¼
1st Mort. (1,000,000 acres).....	--	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	68
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100¼
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500.000	7*	Feb. & Aug.	New York.	1901	93¼
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	7,925,000	7	J. A. J. & O.	" "	1900	125
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	125
2d Consol. Mort. for $25,000 000.	9,206,000	7	June & Dec.	" "	1903	117
Bonds of 1882 (Reg. & Coupon)	3,244,000	7	April & Oct.	" "	1882	...
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev., Paln. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	390,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg... }		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112¼
General Mort., registered ... }		6*	" "	"	1922	112
Lewisb. Centre & Spruce C.(Pa & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wain Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1899	....
2d Mortgage	908,000	7	May & Nov.	" "	1903	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105¼
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	" "	1902	...
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $5,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	119
Louisville Loan.....	850,006	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	...
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	103¼
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93¼
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Far'gton).	633,000	6	Jan. & July	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	80
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	49
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1886	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400 000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	93
Tennessee State Loan.....	1,814,142	6	" "	" "	.....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,'00,000	6*	Jan. & July.	New York.	1908	102¾
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109¼
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	111
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	111
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111¼
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	460,000	6*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (B.,C.R.& N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	102
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	66½
Third Additional Consol. Mort..	600,000	7	" "	" "	1906	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent.R.R.ofGa.	300,000	8	" "	New York.	1889	...
Plain bonds.....	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	6	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000.....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 3 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	31
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	" "	1891	118½
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	115
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'81	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage.....	4,700,000	7	" "	"	1913	114
Nashville and Decatur(L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	110
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.)						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	860,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	98-'00	....
New H., Middlet'n & Willimun.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton.						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	710,000	7	" "		1891	....
New Jersey Wes tline						
1st Mort. gold for $3.00(000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage.....	400,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.& Gt.N. (N.O.St.L.& C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	100
Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,500	6	June & Dec.	" "	1887	108
2d Mort. (Hudson River) S. F..	1,794,000	7		" "	1885	110
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	125½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	125
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	127
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	112½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	...
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	...
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops,NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	115½
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush.,N.S. & Cent):						
1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	107½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,588,000	6*	Jan. & July.	Lond. & Balt.	1904	113½
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	6	"	Baltimore.	1925	78½
Second General Mort. coupon..	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling...	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	119½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	118
Cape Cod Railroad Bonds.....	266,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,980,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1886	...
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,368	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1890	...
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	640,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102
General Mortgage	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	117
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	112
State lien for $7,500,000, skg f'd	4,287,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9 m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	103
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	113
General Mort. for $20,000,000	7,852,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	101
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	118
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	90
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	79
Funding Income	390,000	7	"	"	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	110
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	53
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	114
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	129
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	...
2d Mortgage (Series G)	880,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	880,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	880,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	880,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	880,000	7	May & Nov.	" "	1912	...
2d Mortgage (Series M)	880,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	115
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N. H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1853	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	77
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	128
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	187,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,999	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1891	...
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	...
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	99
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	55
Equipment Mortgage	500,000	8	March & Sept.		1880	55
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
St Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	115
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	...
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	103
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	102
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1893	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	114½
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1895	166½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1898	....
1st Mort. (Evans., Hen.& Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,000,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	98½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	75
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,146,760	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	6	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS& MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,340,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	55
2d Mort. (Gov. Subsidy)	1,023,360	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,200,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,633,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	102
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va.(A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	100½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	65
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	116½
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1878 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	57½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	97
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	72
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108½
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	108½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	107½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	105
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	101
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	43½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Jd.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (o) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Troy & Bennington (T. & B.):						
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1873	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6o	Jan. & July.	N. Y. & Bost.	'96-'99	112¼
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	113¾
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115
Omaha Bridge Bonds Sterling..	2,225,000	8o	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6o	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6o	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5o	" "	London.	1894	....
Sterling Loan £380,000 (")	1,800,000	6o	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6o	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105¾
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	114
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	102¾
5th Mortgage.....	962,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7o	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9o	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85¼
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	80
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	47
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	211,912	....	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Mem	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,30[illegible]	256,000	7o	Apr. and Oct	" "	1901	35
Westchester and P[illegible]						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116¼
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)....	600,000	8	Apr. and Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7o	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	117
Sterling Bonds, Sinking Fund..	981,234	6o	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Western Maryland:						
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108¾
2d Mortgage preferred.....	600,000	6	" "	"	1895	87
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6o	Jan. and July.	New York.	1899	109¾
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105¾
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	103¾
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1888	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109¾
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7o	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7o	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6o	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7o	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7o	Jan. and July.	New York.	1898	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	119¾
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,313,000	7o	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,500	7o	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99¾
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	70
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5o	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	81
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	5,500,000	7	Jan. and July.	New York.	1884	105¾
	5,000,000	7	" "	" "	1891	109
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	112
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	112¾
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6o	March & Sept.	"	1894	103¼
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	111
Mortgage (equip.) Loan, gold...	4,658,500	6o	June & Dec	"	1897	105¾
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	103¾
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,806,000	6	Jan. and July.	Philadelphia.	1910	90
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	102¾
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	80
Improvement bonds.....	280,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	....
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	...
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	334,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	....
2d Mortgage.....	296,000	6			1905	85

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	96.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1878	290.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,618,000	1,750,000	691,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,180	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	107½
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	681,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,428,969	876,531	2,126,643	1,910,322	916,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	75
Dec. 31, 1878	470.4	—	41.6	—	80	41	19	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	137
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,238,462	*	11,982,758	1,986,380	34,675,804	67,220,893	6,925,537	—	512.0	4,386,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,092,955	2,061,625	7,121,900	14,965,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,719	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	—	.....	.....	5,000,000	3,484,000	268,359	.....	149.5	732,031	185,250	559,036	921,969	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va	38,042,577	12,116,958	57,305,282	3,031,492	18,277,303	37,670,350	5,319,729	37,111,919	557.3	8,303,055	.....	.....	8,563,367	4,039,612	8	100	157
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch † .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	...
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,538	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	8	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,634	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	142½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	...
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,672	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	25
Mar. 31, 1879	93.5	72.3	19.0	17.0	39	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.5	.....	.....	.....	599,550	201,618	6	100	12½
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,767	1,935,848	604,122	1,073,411	507,873	2	500	98
Sept. 30, 1878	115.5	11.0	107.5	—	77	183	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	128
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	2,522,798	*	9,164	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	195
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,328	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,334	2	100	99½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	599,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	660,311	—	100	63
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	140½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174.437	32,234	7,186	9,423	135,142	.....	62,824	25,007	33.9	23,276	8,592	....	15,150	4,345	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,965	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... .. Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,889	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	391,014	131,150	390,899	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,655	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	56.5	5.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... .....Canada.	22,589,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,691,914	219,544	959,041	1,400,270	233,045	—	100	67
Mar. 31, 1879	242.0	—	14.1	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	20
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	114½
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	609,458	7,800,000	3,617,000	396,718	—	712.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,517	274,721	725,658	326,024	—	100	34
Dec. 31, 1878	73.4	56.9	188.9	—	258	220	64	18763	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,689	—	334.6	4,324,938	4,501,718	3,226,822	5,889,526	2,302,770	—	100	85
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181,219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	187.3	1,281,787	297,472	646,572	829,253	266,468	6	50	77
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,928	7,956,113	9,097,651	6,369,421	54,275,500	94,249,650	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,842	17,530,858	8,744,740	—	100	79½
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	21	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,480	195.0	415,853	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,37	172,175	588,066	1,938,380	341,621	—	100	23½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53 6	577,059	124,321	419,309	527,588	123,835	1pf	100	5½
Dec. 31, 1878	248.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	107
Dec. 31, 1878	468.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,958,816	27,058,725	13,568,354	1,482,847	1,624.	6,764,874	2,187,020	3,975,910	14,119,665	6,586,589	8	100	140½
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,333	533,695	260,947	—	100	65½
Dec. 31, 1878	30.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,556	323,054	3,714,154	220,611	115,718	152.2	553,439	111,058	498,127	784,556	229,516	—	100	99
May 31	1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,900	—	.....	.....	3,910,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,587	10	100	141
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	82
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,378,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,145,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	94½
Mar. 31, 1879	500.2	222 0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,624,005	163,016	20,980,000	9,962,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,238,270	9,409,833	4,829,981	10	100	156
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O. Ky., T., M. & La.	25 911 501	.....	.....	.....	8,662,650	17,247,851	120,695	.....	671.6	1,818,819	227,184	436,168	2,819,019	818,723	—	100	38½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Liabilities. Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	$
Dec. 31, 1878	L. S. & Mich. S. N.Y., P., O., Mich., Ind. & Ill.	440.4	484.3	671.6	—	495	178	86	10282	68,866,354	14,378,709	5,510,852	3,429,057	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	108½
Dec. 31, 1878	Lehigh and Lackawanna (C. of N.J.)..Pa.	25.0	—	2.0	—	—	—	—	—	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,528	3,912	—	50	.....
Dec. 31, 1878	Lehigh and Susquehanna (C. of N. J.).Pa.	105.0	49.7	86.8	—	—	—	—	—	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,275	.....	.....	202.9	1,420,382	358,536	276,994	1,874,063	961,579	—	50	.....
Nov. 30, 1878	Lehigh Valley.....Pa.	161.0	192.2	346.6	—	235	72	36	494	14,647,081	2,282,317	22,784,411	2,380,672	27,228,865	24,891,000	2,924,178	646,452	302.8	3,647,393	807,482	7,676,955	5,532,738	3,075,811	4	50	104
Dec. 31, 1878	Little Miami .....Ohio.	120.4	—	55.2	—	45	39	13	679	6,561,375	*	.....	.....	4,636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	624,564	1,224,691	384,621	8	50	....
Dec. 31, 1878	*Little Rock and Ft. Smith* † .....Ark.	94.9	63.0	63.0	—	65	152	15	381	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	62
Dec. 31, 1878	Long Island † .....N. Y.	101.5	—	9.4	—	—	—	—	—	6,242,608	—	.....	.....	3,260,600	1,881,760	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,531,314	497,895	—	50	.....
Jan. 30, 1878	Louisiana and Mo. Riv. (C. & A.)....Mo.	174.7	—	28 2	—	31	24	15	443	3,248,000	*	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	157
Jun. 30, 1878	Louisville, Cincinnati and Lexington.Ky.	185.0	280.6	98.3	—	180	75	37	3,239	5,772,640	*	94,988	144,132	1,870,174	3,375,800	664,239	111,447	213.5	613,520	327,384	314,282	978,068	294,160	—	100	.....
Dec. 31, 1878	Louisville & Nashville .....Ky. & Tenn.	288.9	—	26.0	—	23	12	8	489	24,006,920	*	7,508,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	168
Dec. 31, 1878	Louisville, N. Albany & Chicago....Ind.	38.0	5.0	9.2	—	—	—	—	—	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	98
Jun. 30, 1878	Mahoning Coal (A. & Gt. W.).....Ohio.	187.3	87.9	163 5	—	65	33	11	1,378	2,760,430	*	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	Marietta and Cincinnati (B. & O.)....Ohio.	98.2	1.5	5.5	—	9	8	2	127	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	Marietta, Pittsburg and Cleveland...Ohio.	63.1	25.4	20.4	—	30	5	4	1,766	3,630,000	*	200,000	3 844	.....	3,530,000	20.113	.....	99.7	171,215	74,140	45,114	110,277	9,467	—	100	24½
Jun. 20, 1878	*Marquette Hough. & Ontonagon*.....Mich.	272.0	20.0	29.0	—	37	29	13	626	7,804,961	1,050,376	28,667	132,436	4,565,627	4,442 200	102.588	106,025	88.5	195,998	59,411	663,276	566,458	299,181	100	24	
Dec. 31, 1878	Memphis & Charleston.....T., M. & Ala.	133.0	—	3.0	—	15	6	4	212	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220.000	1,309,535	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	Memphis and Little Rock.....Arkansas.	115.0	—	4.7	—	9	6	2	71	4,419,584	*	.....	408,169	1,500,000	2.850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	Memphis, Paducah & North'n...T. & Ky.	284.0	—	87.9	—	219	114	35	5,049	(No report since reorganization.)								115.0	156,463	.....	.....	208,671	63,062	—	100	....
Sept. 30, 1878	Michigan Central.....Mich.	158.4	6.0	6.2	7.0	12	5	6	212	28,437,938	*	6,169,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,630	1,433,937	1,530,737	6,872,094	2,707,353	4	100	92
Jun. 30, 1878	Milwaukee L. Shore and Western...Wis.	108.5	15.0	7.5	—	4	3	2	56	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,918	132,068	245,025	49,745	—	100	....
Jun. 30, 1878	Minneapolis and St. Louis....Minnesota.	60.0	—	2.5	200.0	4	—	—	100	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	Minnesota Midland (3 ft.).... Minnesota.	24.4	—	1.7	—	—	—	—	—	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	Minnesota Valley (C. & N. W.)... Minn.	100.0	—	8.4	—	11	12	3	144	186,330	—	.....	28,669	15,000	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	Mississippi and Tennessee..Miss. & Tenn.	85.0	—	5.0	210.0	5	2	2	—	2,956,654	*	.....	163,917	825,400	1,982,900	324.445	.....	100.0	167,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	Missouri, Iowa and Nebraska..Mo. & Ia.	576.0	209.8	96.0	—	88	34	25	1,477	3,838,149	*	.....	308,672	1,467,225	1,800.000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	Missouri, Kansas and Texas..M.K.& Tex.	283.5	13.0	84.0	—	110	52	30	2,499	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,488	—	100	43½
May 31, 1879	Missouri Pacific.....Missouri.	84.0	—	4.2	—	4	5	3	99	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	751,907	.....	3,984,445	1,660,087	—	100	15
Dec. 31, 1878	Mobile and Girard.....Alabama.	178.8	—	11.7	—	28	17	10	394	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jan. 30, 1878	Mobile and Montgomery .....Alabama.	472.0	56.6	48.3	—	80	24	14	1,010	3,166,261	557,454	71,478	170,625	2,022,518	275.000	67 764	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	80.0	—	4.0	—	7	6	3	78	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,7?9	.....	528.6	1,166,773	233,067	186,638	2,098,500	279,351	—	100	24½
Dec. 31, 1878	Montgomery and Eufaula .....Alabama.	84.6	36.0	205.6	—	111	101	37	3,469	3,142,909	*	49,967	77,273	1,149,354	1.810.000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	Morris and Essex .....New Jersey.	14.5	—	23.5	—	21	28	9	275	17,710,791	12,144,240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1879	Nashua and Lowell.....N.H.& Mass.	49.8	—	4.0	—	—	—	—	—	948,146	201,638	.....	257,163	800,000	200,000	816,183	90,764	53 7	424,020	869,726	271,417	2,710,117	782,328	7	100	108
Jun. 30, 1878	Nashua & Rochester (W. & N.)....N. H.	321.0	132.5	45.1	—	47	28	16	1,030	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	497,456	158,403	2	100	113½
Jun. 30, 1878	Nashv., Chattanooga & St.L..T. Ala. & Ky.	122.3	—	13.3	—	—	—	—	—	14,097,296	*	.....	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	87
Sept. 30, 1878	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	56.5	—	10.1	—	13	13	7	293	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,756	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	Naugatuck .....Connecticut.	22.6	—	1.3	—	3	2	2	36	1,928,845	234,087	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	498,470	206,301	10	100	....
Sept. 30, 1878	Nevada County Narrow Gauge.....Cal.	44.0	—	4.0	—	12	2	7	164	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	Newark, Somerset & Straitsville ..Ohio.	162.0	26.0	5.0	—	10	5	5	115	1,781,000	*	31,504	73,998	937,400	800.000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	New Brunswick (3½).....New Br.	74.0	46.0	14.5	—	11	12	3	45	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	New Brunswick and Canada.....N. Br.	14.9	—	5.8	—	—	—	—	—	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	Newcastle& Beaver Val.(Penn. Co.)..Pa.	83.9	15.1	25.7	—	20	18	8	458	834,023	—	55.358	52,472	606,000	—	881	336.032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	New Haven and Northamp.Conn. & Mass.	100.0	—	16.5	—	22	15	9	266	4,005,281	796,516	82.628	61,270	2,460,000	2,181,000	236.993	67,702	109.3	364,773	268,243	273.437	548,200	225,320	—	100	....
Jan. 31, 1879	New London Northern (C.V.).....Conn.	141.0	—	10.0	—	34	—	—	—	2,052,708	1231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	New Orleans and Mobile..La., Miss. & Ala.	112.0	37.6	16.0	—	—	—	—	—	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	151,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	New York and Canada (D. & H.). N. Y.	431.7	298.4	1,389	—	595	470	213	15964	8,153,683	*	126,058	.....	4,000,000	4,000,000	.....	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	New York Central & Hudson River.N.Y.	24.5	—	1 2	26.8	—	—	—	—	82,163,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998 941	8,927,565	7,696,413	26,406,017	10,269,949	8	100	130
Sept. 30, 1878	New York City and Northern.....N.Y.	126.9	—	60.7	—	—	—	—	—	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	Included in Lessees returns.						8½	100	
Sept. 30, 1878	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	5.5	—	5.5	—	951	—	—	—	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	5.5				748,564	427,326	3	100	180
Sept. 30, 1878	N. Y., Lake Erie & Western. N. Y. & Pa.	460.0	96.5	2.179	—	475	311	96	—	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,739,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	44½
Sept. 30, 1878	N. Y. & Manhattan Beach (3 ft.)...N. Y.	14.8	—	10.5	—	11	76	2	22	558,111	169,107	704,118	.....	800,000	829,000	45,000	82,829	22.1	181,874	1,066,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	N. York & N. England..M., R. I. & Conn.	85.7	53.2	39.1	100.0	36	65	13	319	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,867	1,006,287	197,890	—	100	52½
Sept. 30, 1878	N. Y., N. H. & Hartford. N.Y. C. & Mass.	123.0	17.5	179.1	—	93	199	58	1,280	12,889,584	2,164,455	1,373,773	1,537,029	15,500,000	—	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	158
Sept. 30, 1878	N. Y., Providence & Boston..Conn. & R. I.	50.0	12.6	57.7	—	24	31	12	252	2.645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	Niagara Br. & Canan. (N.Y.C.&HR.).N.Y.	98.5	5.5	—	—	—	—	—	—	1,000,000	—	.....	.....	1,000,000	—	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	North Carolina (R. & D.) .....N.C.	223.5	—	14.5	—	—	—	—	—	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,765	494.022	159,659	6	100	....
Dec. 30, 1878	Northeastern † .....S. C.	92.0	—	8.1	—	13	13	5	142	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	Northern .....New Hampshire.	69.5	13.4	16.5	—	25	14	10	552	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	85	452,301	141,209	401,922	426,874	107,372	5	100	95
Dec. 31, 1878	Northern Central .....Md. & Pa.	137.0	13.0	192.9	—	152	69	42	5,296	12,184,505	4 196,107	5,156,440	560,455	6,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,908,371	3,723,456	1,118,960	—	50	65½
Aug. 31, 1878	Northern Pacific...Minn. Dak., Wash. &c.	449.0	136.5	26.0	130.0	48	22	24	1,196	19,588,650	1,115,373	130,694 587	120,347	100,000,000	—	50,348,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	38
Oct. 31, 1878	Northern Pennsylvania (P. & R.).....Pa.	55.6	32.6	79.5	—	58	63	32	1,148	5,834,418	1,748,208	4,619,607	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	100½
Sept. 30, 1878	Norwich & Worcester..... Ct. & Mass.	118.0	4.0	14.0	—	34	15	6	950	3,205,438	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	137½
Dec. 31, 1878	Ogdensburg & L. Champlain.....N.Y.	340.5	274.5	103.0	—	124	58	31	2,610	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	31
Sept. 30, 1878	Ohio and Mississippi.....O., Ind. & Ill.	249.4	52.4	76.3	—	72	168	27	1,311	33,981,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	29½
Dec. 31, 1878	Old Colony.....Mass. & R. I.	74.2	—	2.4	—	2	2	1	53	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.6	1,193,087	3,950,023	631,190	2,077,616	703,278	6	100	112
Sept. 30, 1878	Omaha and Republican Val.....Neb.	85.0	—	15.6	—	14	13	6	285	1,113,000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Jan. 31, 1878	Oswego and Syracuse.....N.Y.	155.6	—	9.3	—	17	6	4	492	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	201,874	279,562	74,552	9	100	....
Dec. 31, 1878	Paducah and Elizabethtown.....Ky.	47.6	—	12.2	—	15	24	4	415	4.277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	88,266	—	100	....
June 30, 1878	Panama.....New Grenada.	67.4	—	7	—	—	—	128	—	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	183
	Pekin Line and Decatur..... Ill									1,585,448	*	.....	.....	(574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329 0	100.9	623.6	—	648	335	128			Pennsylvania ¶	Pennsylvania.	58,787,696	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	104															
Nov. 30, 1878	105.1	22.5	87.4	—	50	—	—	1,554		Pennsylvania and N. York. (D.&H.).	Penn.	4,658,538	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	12	50	100	....													
Apl 30	1878	44.0	6.0	3.0	—	6	3	1	50	Pensacola	Florida.	550,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....															
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	174		Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....														
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	50		Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....														
Dec. 31	1878	51.7	—	5.2	—	8	40	5	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,000	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....														
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120		Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,220	463,556	1,500,000	72,038	437,568	57.0	165,261	211,115	181,308	257,870	66,849	—	50	....														
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030		Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	34														
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192		Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	...	2,246,500	.....	67,636	.....	29.3	.....	.....	.....	278,496	263,663	12	50	6831														
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59			Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	10,585,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,421	—	50	69														
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174		Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	142														
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472		Pittsburg, Cin. & St. L. (Pa.Co.)	Pa. & Ohio	12,942,295	*	1,249,166	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,870	1,186,763	—	50	....														
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	—	206		Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 015,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,807	1,829,486	1,542,754	578,312	—	50	....														
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655		Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,316	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,889,197	7	100	118														
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	605		Pittsburg and Lake Erie	Penn	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....														
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	268		Pittsb., Titusville and Buff	N. Y. & Pa	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	37														
Dec. 31, 1878	24.0	—	1.2	0.0	—	—	—	—		Pitts., Wheeling & Kentucky	W. Va.	599,398	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,663	49,315	10,304	—	100	....														
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160		Portland and Ogdensburg	Me. & N.H.	3,561,544	292,583	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....														
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137		Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	93,760	.....	52.5	155,659	118,583	92,0.2	148,151	29,334	—	100	....														
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203		Portland, Saco & Portsmouth	Me.	1,334,091	96,565	69,354	98,750	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	90,000	6	100	105														
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60		Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,036	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....														
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57		Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,497	41,812	—	100	....														
Sept. 30, 1878	43.4	8.0	58.6	—	30	33	8	1,282		Providence and Worcester	R. I. & Mass.	2,918,983	800,589	59,340	186,883	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....														
May 31, 1878	97.0	—	6.9	—	12	12	9	131		Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	.....	44,615	242,478	107,185	—	100	....														
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547		Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,689	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	713,320	1,126,484	602,540	1,823,359	754,346	8	100	119														
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793		Richmond and Danville	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,865,400	4,131,886	63,965	.....	209.9	608,646	87,824	235,962	942,386	310,948	—	100	....														
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127		Richmond, Fred'burg and Potomac	Va	2,835,269	*	112,163	74,957	1,632,629	878,241	.....	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....														
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103		Richmond and Petersburg	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,297	10,741	24.8	73,787	102,335	80,750	62,553	4,479	—	100	....														
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57		Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....														
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232		Rochester and State Line	N. Y.	2,081,346	229,082	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	98,177	134,771	214,444	82,402	—	100	....														
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85		Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....														
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182		Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	409.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	30														
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—		Rutland (C. V.)	Vermont.	8,943,238	467,800	1,066,402	.....	6,480,100	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	255,812	278,758	—	100	74														
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50		Saginaw Valley and St. Louis	Mich.	847,208	*	2,300	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....														
Sept. 30, 1878	22.0	—	3.3	—	4	4	5	190		St. Croix and Penobscot	Me.	811,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	88,566	15,425	—	100	....														
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154		St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....														
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632		St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	75.2	395,390	184,988	473,648	500,459	239,621	—	100	201														
Dec. 31, 1878	—	18.8	—	—	—	—	—	—		Belleville Branch	Illinois.									684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	591														
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2,561		*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....														
Dec. 31, 1878	160.6	—	13.2	—	—	—	—	—		St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	598.8	.....	.....	.....	.....	.....	—	100	....														
Dec. 31, 1878	265.6	113.3	67.2	—	100	42	20	2,000		St. L., Kansas City & Northern	Mo	24,434,244	*	1,096,881	368,907	24,000 000	10,181,500	1,237,500	538,000	327.3	872,626	63,132	254,38)	1,201,652	638,517	—	100	481														
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813		St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	208.2	668,208	183,359	.....	954,333	168,210	—	100	....														
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659		St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	158.3	966,978	204,058	659,768	1,059,443	158,685	—	100	....														
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748		St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	.....	3,526	3,928,015	4,499,000	237,808	.....	169.0	350,670	46,668	224,767	488,349	121,008	—	100	274														
May 31, 1878	166.0	—	19.5	—	11	10	4	313		*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	124.3	266,669	86,179	206,913	602,754	239,505	—	100	42														
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475		St. Paul and Sioux City	Minn. & Iowa.	4,556,137	*	325,678	43,019	4,421,697	113,278	285,270	183,584	110.3	841,442	191,069	731,146	657,632	234,227	—	50	....														
Sept. 30, 1878	116 3	—	24.0	—	35	13	14	684		Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	.....	.....	.....	303,883	20,046	—	100	....														
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80		Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	.....	.....	—	100	....														
Dec. 31, 1878	109.0	—	7.1	—	10	10	4	76		Scioto Valley	Ohio.	3,111,946	*	3,822	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	126,873	—	100	....														
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267		Seaboard and Roanoke.	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	85,051	242,890	457,797	160,376	7	100	....														
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143		Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	88,376	99,155	20,072	—	100	....														
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117		Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,291	—	50	....														
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—		Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	48,405	317,978	101,539	8	100	....														
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160		*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	158.5	165,745	59,316	136.055	414,477	100.090	—	100	....														
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52		South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,00 0	575,875	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....														
Dec. 31, 1878	187.0	106.0	31.0	—	43	49	—	462		South Carolina ¶	South Carolina.	9,561,780	*	1,382,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....														
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406		Southern Central	N. Y.	3,273,492	337,661	625,858	181,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462 906	142,860	—	100	....														
Dec. 31	1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....														
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914		Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	35,763,900	29,186,000	1,558,926	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....														
Aug. 31, 1878	144.0	166.6	21.5	—	36	28	—	392		Southwestern	Ga.	4,291,300	*	.....	.....	3,892,800	339,000	.....	.....	310.5	441,390	.....	.....	739,233	352,631	8	100	....														
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17		Springfield, Athol and Northeastern.	Mass.	1,576,126	53,399	49,800	26,278	816,480	600 000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....														
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51		Sussex	New Jersey.	1,875,100	*	.....	.....	1,658,600	236,500	.....	.....	84.0	104,230	.....	.....	98,538	38,118	—	100	....														
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380		Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,582	224,624	3	100	....														
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	16	1,000		Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,169	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	350,378	8	50	100														
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272		Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,0 0,000	1,142,000	542,854	125,095	108.0	.....	.....	86,398	230,137	74,284	—	100	....														
May 31, 1878	179.7	264.1	39.4	89.0	49	21	11	977		Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	478														
Dec. 31, 1878	221.4	19.6	36.8	—	44	18	10	726		Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	280,965	702,510	1,358,290	472 211	—	100	138														
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	452		Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,224	294,879	595,901	560,344	274,747	2	100	....														
Sept. 30, 1878	74.0	—	8.3	—	7	8	3	131		Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	67,682	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....														
Dec. 31, 1878	275.5	—	369.8	—	268	310	34	2,762		United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,966	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	160														
Dec. 31, 1878	1 088	—	113.0	—	172	121	41	3,279		*Union Pacific*	Nebr. Wy. & Utah.	115,814,588	*	13,046,224	.....	86,782,300	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	91														
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318		Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,124	62,069	—	100	....														
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210		Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....														
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36		Utica, Ithaca and Elmira	New York.	2,854,060	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,566	88,120	147,542	def. 3,911	—	100	....														
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—		Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	119														
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95		Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....														
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357		Virginia and Truckee	Nevada.	3,695,881	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	726,092	12	100	....														
Dec. 31, 1878	462.1	149.1	143.3	100.0	197	68	39	4,711		Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	534,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,872	1,854,123	—	100	49														
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	474		Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,147	926,044	225,554	—	100	....														
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66		Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387.300	142,300	.....	51.7	93,745	29,169	27,126	102,363	22,237	—	100	....														
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70		West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,953	312,487	146,127	8	50	70														
Dec. 31, 1878	59.5	—	18.4	—	20	52	11	222		West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,692	128.8	410,54)	616,330	119,632	541,678	202,955	—	50	70														
Aug 31, 1878	116.0	51.0	8.4	—	19	4	8	243		Western of Alabama ¶	Alabama.	3,297,380	*	28,388	187,000	722.011	2,553,000	207,757	.....	167.0	292,186	.....	.....	544,107	176,652	—	100	....														
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228		Western of Maryland	Maryland.	4,563,806	*	30,000	43,701	682,250	3,675 000	5,147	287,610	90.0	419,331	368,956	134,021	347,201	129,926	—	100	8														
Sept. 30, 1878	192.0	20.7	28.6	—	39	14	13	602		Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	219,114	808.864	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	289,094	462,241	1,067,654	304,401	—	100	....														
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296		Wilm., Colum. and Augusta.	N. C. & S. C.	4,992,540	*	30.221	204,236	300.000	1,248.000	1,008,944	.....	.....	.....	53,850	.....	312,171	176,277	3	100	....														
Sept. 30, 1878	163.5	17.0	13.1	—	29	19	13	350		Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63.078	1,456.200	1,619,100	52,132	315,434	1-0.5	406,277	.....	.....	.....	.....	—	100	66														
Sept. 30, 1878	45 7	—	38.1	—	20	22	7	438		Worcester and Nashua	N.H.& Mass.	2,136,480	390,080	534,980	76,045	1,789,800	1,000,000	117,024	229 767	. 94.8	342,755	325,977	313,962	473,240	168,351	—	100	66														

Oregon Railroads.

Articles of incorporation were filed at Portland, Oregon, on the 28th ult. of the Albany and London Railroad Company. Capital stock, $200,000. The incorporators are J. N. Dolph, J. Brandt, Jr., and Paul Schulge. Object, to construct and operate a railroad from Albany to Lebanon, in Linc county. Articles of incorporation were also filed by the same parties of the Salem and Silverton Railroad Company. Object, to construct and operate a railroad from Salem to Silverton. Capital stock, $200,000. The incorporators of these two companies are prominent railroad men and officers in the Oregon and California and Oregon Central Railroad Companies, and there is every reason to believe that the projects contemplated will be carried forward to an early completion.

Statement of the Public Debt of the United States, March 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,229,000 00	$182,290 00
6 per cent. bonds, 1881 (Oregon,) 1861	787,300 00	7,873 00
6 per cent. 1881 bonds, 1861..	175,841,950 00	1,758,419 50
6 per cent. 1881 bonds, 1863..	69,089,750 00	690,397 50
5 per cent. funded loan of 1881	501,4 8 900 00	2,089,245 42
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,962,000 00	4,926,413 33
Refunding Certificates.....	1,883,950 00	12,559 67
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest.....	$1,770,212,850 00	$12,550,193 42
Interest due and unpaid		3,662,288 46

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
per cent. 5-20 bonds, called 1862.....	398,650 00	59 28
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	121,550 00	58,853 25
5 per cent. 10-40 bonds, called, 1864.....	4,440,800 00	297,284 18
6 per cent. Consol. bonds, called, 1865.....	690,850 00	1,630 07
6 per cent. Consol. bonds, called, 1867.....	3,207,400 00	300,527 59
6 per cent. Consol. bonds, called, 1868	1,193,000 00	104,239 27
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,165 00	2,370 35
5 per cent. 2 year notes, 1863.	36,350 00	1,897 99
6 per cent. compound interest notes, 1863-64.....	247,240 00	50,232 21
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,950 00	5,526 66
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$10,823,135 26	$897,003 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,255 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency, 1862-3-4	15,631,311 08	
Coin certificates, 1863.....	10,082,800 00	
Silver certificates, 1878.....	9,369,920 00	
Unclaimed interest.....		7,297 03
Aggregate of debt bearing no interest.....	$393,311,102 08	$7,297 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$263,946,000 00	
Bonds at 5 per cent.....	5 1,418,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,962,000 00	
Refunding certificates.....	1,883,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,770,212,850 00	$16,212,486 88
Debt on which interest has ceased since maturity.....	10,823,135 26	897,003 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,271 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency.....	15,631,311 08	
Coin and Silver Certificates.	19,452,520 00	
	$393,311,102 08	
Unclaimed interest.....		7,297 03
	$2,174,347,087 34	$17,116,787 36
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,191,463,874 70

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,342,288 46
Debt on which interest has ceased.....	10,823,135 26
Interest thereon	897,003 45
Gold and silver certificates.....	19,452,520 00
U S Notes held for redemption of certificates of deposit.....	11,485,000 00
Cash balance available March 1, 1880.....	150,031,706 36
	$196,351,653 53
Debt, less amount in Treasury, Mar. 1, 1880.	$1,995,112,221 17
Debt, less amount in Treasury, on the 1st ult.	2,000,784,240 92
De rease of debt during the month.....	$5,672,019 75
Decrease of debt since June 30, 1879.....	$32,095,035 20

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,233 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $45,851,155 94; interest repaid by transportation of mails, &c., $13,656,910 27; balance of interest paid by United States, $31,994,245 67.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The stockholders of the Columbus, Jeffersonville and Cincinnati Railway Company have voted to incorporate a branch line from Mt. Sterling to Hillsboro, and to increase the capital stock from $400,000 to $1,500,000; also, to authorize a committee to close a contract with a construction company in Columbus for the completion of the proposed line.

☞ The Montreal, Portland and Boston Railroad will be extended from Strasbridge, Quebec, to East Franklin, Vt., to connect with the St. Johnsbury and Lake Champlain Railroad to be extended from Sheldon, Vt., to East Franklin as soon as spring opens. A large force of men will soon be put on, and the work will be pushed rapidly forward.

☞ Work on the Baltimore and Delta Narrow Gauge Railroad is rapidly progressing under the contract of Messrs. Thorn & Dunn, and other contractors. There remains not quite twelve miles to be graded from Delta to Baltimore.

☞ The disbursements at the Michigan State Treasury during February were $48,663.42, the receipts $560,749.45, and the balance on hand at close of the month $1,270,022.86.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 16.

	W. 10	Th. 11	F. 12	Sat. 13	M. 15.	Tu 16.
Allegheny Val. 7 3-10s..	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic....	....	....	....	....	....	....
Preferred	....	....	....	33¼	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred..... 31	....	51	....	....	....	....
New preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	1 6
Elmira & Williamsport	....	....	35	....	....	....
Preferred.....	....	....	....	....	....	....
6s.....	....	....	....	....	....	....
Hunt. & B. Top Mt ...	....	....	10	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 37¼	37¼	37	37	37¼	37	
6s, 1884.....	....	....	107	....	....	....
Gold Loan..... ..	....	....	105¼	105¼	....	
Railroad Loan.....	....	....	....	111	....	
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley 52	52	52	52¼	52	52¼	
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s... ..... 124¼	125	....	....	....	....	....
Consol. mort. 6s, reg.. 112	...	....	112	112	....	
Little Schuylkill... .. 53¼	....	....	....	....	....	....
Minehill & Sch. Haven 58¼	....	58¼	....	....	....	....
North Pennsylvania	....	....	----	50¼	....	
1st mortgage 6s.....	....	108	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	116	....	116	....	
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central.	....	33	32¼	....	32¼	
6s	....	....	....	....	....	....
Northern Pacific 33	33	33¼	33¼	33¼	22¾	
Preferred 56¼	55¾	56¼	56¼	56¾	56¼	
Pennsylvania R. R. .. 52¼	52	51¾	52¼	52	51¾	
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage..... 117	....	....	117	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	112
Penn. & N.Y. Canal 7s. 124	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	101¼	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new.....	....	....	....	....	....	....
Phila. and Reading..... 35	34¼	34¼	34¼	34¼	34¼	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s. 118	....	1 8	....	118	....	
Consol. mortgage reg.....	....	....	....	....	....	118
Philadelphia and Erie 17¾	17¼	....	....	....	....	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	113	....	....	....
Pittsb., Cin. & St L. 7s 113¾	114	114	114¼	....	....	
Pittsb., Titusv. & Buff.. 19¾	19¾	19¾	19¾	19¾	19	
7s..... 80	80	....	....	79¾	....	
Schuylkill Navigation.. ...	7¾	7¾	7¾	....	....	
Preferred..... ...	....	....	15	15¼	....	
6s, 1872..... ..	....	....	....	....	....	
6s, 1882.....	....	....	....	....	80	
United Co. of N. Jersey 160	....	160	160	....		
Hestonville, (Horse) 24	24	....	....	23¾	22¾	
Chestnut & Wal. (do.).....	....	....	....	....	....	
Green and Coates (do.).....	....	....	....	....	....	
2d and 3d streets (do.).....	....	105	....	....	....	
13th and 15th sts (do.).....	....	....	....	85	....	

Baltimore stock Exchange.

Closing Prices for the week ending Mar. 16.

	W. 10	Th 11	F. 12.	Sat. 13.	M. 15.	Tu. 16.
Baltimore and Ohio	....	156	157	157	157	
6s, 1880.....	....	....	....	....	....	101¼
6s, 1885.....	....	110¼	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	109	....	....	....	....	....
2d mortgage, 7s.....	81¼	81¼	81¼	80¾	80¼	
3d mortgage, 8s..... ...	49	49	....	....	....	....
Northern Central ($50)....	33	....	33	....	33	
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	....	....	103¼	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	46¼	47	....	....	....
O., Alex. & Manassas 7s....	85¼	85¼	85¼	....	85¼	
Pittsb. & Connellsv. 7s	114¼	....	....	....	....	....
Virginia 6s, Consol 55	55	54¾	54¾	54¾	53¾	
Consol. Coupons 83	83¼	84¼	84¾	85	84¾	
10-40 bonds..... 41¾	41¾	41¾	....	40¾	39¾	
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	....	8	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R... 38¼	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 17.

	Th.11.	F.12	Sat.13	M.15	Tu.16	W.17.
Adams Express	112¼	112	113½	113¼	113½	113½
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	57½	58	58¼	59¼	60¼	59
Atlantic & Pacific Tel.	46½	46	46	45¼	43¼	43¼
Burl., C.R. & Nor.	66	....	....	64	....	63
1st mortgage 5s	89½	89½	89½	89¼	89¼	89
Canada Southern	66½	67	....	67	66¼	66¼
1st mortgage guar.	91	91¼	91	91	91¼	....
Central of N. Jersey	86½	86¼	86½	86½	84¼	84¼
1st mortgage 1890	116½	....	....	....	116¼	116
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific	80	80¼	80¼	81¼	80¼	79
6s, gold	113	....	113	113	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	105½	....	....	....	....
Chesapeake and Ohio	23	23¼	23¼	23¼	23¼	23¼
Chicago and Alton	107½	....	107	106¼	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	....	....	143	142¾	....	....
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	81	81¼	81¼	81	81¼	81¼
Preferred	104	104¼	104	104¼	104¼	104¼
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	112	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	114½	....	115	....	115½	....
Consolidated S. F.	....	....	....	....	109	109
Chic. & Northwestern.	93¾	93¾	94¼	95¼	94	94¼
Preferred	107	106¾	107	107¼	106¾	106¾
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	122¼	122¼	....	109	....
Consol. Gold bonds	116½	11 8	....	116¼	115¾	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	152¼	152¼	....	155	155	154¾
6s, 1917	....	117¼	....	....	118	117¼
1st mortgage	....	....	....	....	....	....
Clev., Col., C. and Ind.	77¾	79¼	79¼	79	....	79
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	111¼	110½	....	110¾	....
7s, Consolidated	....	....	....	119¼	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	18	17¾	17¾	17¾	17¼	17
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	83¼	83	84¼	84¼	8 4	82¾
Reg. 7s, 1891	....	....	109	....	109	....
Reg 7s, 1884	105	....	....	....	....	105¾
7s, 1894	....	112¾	....	....	....	....
Del., Lack. & Western.	92¾	92¼	92¾	92¼	92¼	91¾
2d mortgage 7s	....	105	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	123	....	....	....	....	....
2d mortgage	....	....	....	....	....	105¼
3d mortgage	....	105¾	105¾	105¾	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	117¾	....	118	118	117¼	117
Great Western 1st mort.	....	....	....	....	....	107¾
2d mortgage	....	....	104¼	....	....	....
Hannibal & St. Joseph	38¾	38¾	38¾	38¾	36¼	36¼
Preferred	72¾	72¾	71¾	72¾	70¾	70¾
8s, Convertible	106¾	106¾	106¾	107	....	....
Houston & Tex. Cent.	87	87	87¼	86¾	81¾	81¾
1st Mortgage	....	....	....	....	....	110
Illinois Central	102¾	102¾	102¾	103¾	102	101¾
Kansas Pacific	....	....	....	....	....	....
Lake Shore & Mich So.	109	108¾	109¾	108¾	107¾	109¼
Consol. 7s	124¼	....	....	....	125	....
Consol. 7s, reg	123	....	....	....	....	123
2d Consolidated	....	....	117	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	117	117	....	....	....	....
Louisville & Nashville	155	155	155	157	155	154¾
7s, Consolidated	....	....	....	119	....	....
Manhattan	50	52	52¼	53¾	54	51¾
Metropolitan Elevated	116¼	116	117	117	116¾	116
1st Mortgage	102¾	102¾	102¾	103	102¾	102¾
Michigan Central	91¾	92¼	92	92	91¾	91¾
7s, 1902	120¼	....	....	120	....	120
8s 1882, S. F.	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	111¾	....
Morris and Essex	108	107	107¾	....	108	107¾
1st mortgage	....	....	131	....	....	....
2d mortgage	....	....	....	....	113¾	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	103
7s, Consolidated	110	110	....	....	....	....
N. Y. Cent. & Hud. Riv	131¾	131¾	131¾	131¾	129¾	129¾
6s, Sinking fund, 1883	106¾	106	....	....	106	....
6s, Sinking fund, 1887	....	108	....	....	....	....
1st mortgage	126	....	....	....	....	....
1st mortgage reg.	125¾	125¾	....	....	....	....
N. Y. Elevated	125	125	125	125	124	124
1st Mortgage	....	112¾	112¾	112¾	....	112¾
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	125
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 17.

	Th.11.	F.12	Sat.13	M.15	Tu.16.	W.17.
N. Y., Lake Erie & W.	44¼	45	46¼	45¾	44¾	44¼
Preferred	69¼	69	70¾	70¼	69	68¾
2d Consolidated	91¼	91	91¾	91¾	90¾	90¼
New 2d 5s fund	....	85	85	85¼	....	84¼
N. Y., N. Haven & Hart	157½	157	157	157	156¾	158
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	32¾	33¼	33½	33	32¾	32½
Preferred	56¼	55¼	56¾	56¾	55¼	55¾
Ohio and Mississippi	36¼	36	36¼	36¼	36¼	37¼
Preferred	75	74	75	75	75	72
2d mortgage	117	117	117	....	117	118
Consolidated 7s	....	....	....	114	115	....
Consol. Sinking fund	....	115	115	115	....	....
Pacific Mail S. S. Co.	42¾	51¾	51¾	48¾	48¾	46¾
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	105	105¾	....	....	105¾	105¾
2d mortgage	109¾	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	69½	69¾	69¾	69¾	68¾	68¾
Pitts., Ft. W. & Chi. gtd	118	118	....	....	....	118
1st mortgage	129	....	....	....	....	....
2d mortgage	....	126	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	20¼	20	....	19¾
Preferred	71	70	72	72	73¾	75
St. Louis & San Fran.	43¾	44	43¾	43¾	42¾	42
Preferred	57¾	57¾	57	58	57¾	....
1st Preferred	81¾	79¾	....	....	80¾	80
St. L., Alton and T. H.	23¾	22	22¾	22¾	....	....
Preferred	....	....	63	....	....	61
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	32	....	....	....	....	....
St. L., Iron Mt. & S. As.	60¾	60¾	60¾	60¾	59¾	58
1st mortgage	115¾	....	....	114	....	....
2d mortgage	....	103¾	103¾	103¾	103¾	103
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	91¾	92	91¾	91¾	90¾	90¾
1st mortgage	112¾	113¾	113	113¾	113¾	....
Land Grant 7s	113¾	....	....	....	....	....
Sinking Fund 8s	115¾	....	....	....	....	115
United States Express	....	....	....	....	49	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	108¾
2d mortgage	....	....	104¼	104¾	104¾	....
7s, Consolidated	100	100¼	....	....	....	100
St. Louis Division	106¼	....	....	105¾	....	....
Wabash, St. L. & Pac.	44¾	44¾	44¼	43¾	44	43¼
Preferred	69	69¾	69¾	68¾	68¾	68¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	107	107	108	....	....	108¾
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	112	111¾	111¾	111¾	108	107¾
7s, S. F. conv., 1900	....	115¾	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 17.

	Th.11.	F.12.	Sat.13	M.15.	Tu.16.	W.17.
Atch., Top. and San. Fe	136¾	129	137¾	137	....	....
1st mortgage	....	115¾	....	116	116	....
2d mortgage	....	....	....	....	....	134
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	143	143¾	143	....	142¾	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	98	....	....	....	....	....
Boston and Maine	129	128	128	128	128	128
Boston and Providence	139	138¾	....	135	....	....
Boston, Hart. & Erie 7s	58¾	58¾	57¾	57¾	58	57¾
Burl. & Mo. R. L. G. 7s	114¾	....	....	....	....	....
Burl. & Mo. R. in Neb.	142	141¾	141¾	141	140¾	....
6s, exempt	....	....	....	....	109¾	....
Chi., Burl. and Quincy	142	....	....	....	142¾	142
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	16	16	....	16	15¾	15
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	42	42¾	42¾	42¾	....	41¾
New 4½ Bonds	94	93¾	94	93	93	92
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	91¼	....
N. Y. & New England	54¼	53	53	53	52¾	52¾
7s	112¾	112	111	....	111¾	....
Northern, N. H.	96¼	....	....	96	....	95
Norwich & Worcester	....	....	....	....	....	137¾
Ogden. & Lake Champ	30¾	30¼	31	....	....	....
Preferred	77	76¾	....	....	76	....
Old Colony	112¾	111¾	112	112	....	....
7s	....	....	....	118	....	....
Ph., Wil. & Balt. ($50)	....	....	....	....	....	....
Portl'd, Saco & Ports.	....	106	71	....	....	71
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Union Pacific	92¼	92¼	....	92	92	91
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	115¾	....	....	115	....
Vermont and Canada	....	....	....	....	19	....
Vermont and Mass.	119	....	....	....	....	....
Worcester and Nashua	66	66¾	66¾	66	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	62	....	61¾	....	....	61¾
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	248	248	248	247¾	....	248
Quincy	37	38	37¾	38¾	38¾	....

New York Stock Exchange.

Closing Prices for the week ending Mar. 17.

	Th.11.	F.12.	Sat.13	M.15.	Tu.16.	W.17.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	105¾	105¾	105¾	105¾	105¾
U. S. 4s, 1907, coup.	106¾	106¾	....	106¾	....	106¾
U. S. 4½s, 1891, reg.	....	....	....	107¾	....	....
U. S. 4½s, 1891, coup.	107¾	107¾	107¾	....	....	107¾
U. S. 5s, 1881, reg.	103¾	....	....	....	—	....
U. S. 5s, 1881, coup.	103¾	105¾	103¾	....	....	....
U. S. 6s, 1881, reg.	....	....	....	105¾	105¾	105¾
U. S. 6s, 1881, coup.	....	....	105¾	....	....	105¾
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	94¾	....	....	94¾	....	....
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 18, 1880.

The close of our last issue was characterized by a very weak and unsettled feeling in the Stock and Merchandize Markets, all of which were getting tired and very weak under the continued strain upon the whole country to hold prices where they had been put last fall, chiefly by speculation. The stock market, since a panicky feeling was noted by us at the close of last week, precipitated by the break in Ohio and Mississippi, Pacific Mail, and Nashville, Chattanooga and St. Louis, which had been kited up high beyond all foundation for higher prices, to a point that would have been regarded as extremely dangerous, even in the highest of the bull fever last fall. Yet so accustomed has the public become to these prices that they bought on this advance and some brokers did the same who were in position to know the market, and one firm was finally carried down by the fall in the stocks, above named, and was obliged to suspend early in the week. What was true of the stocks that caused their failure was also true, though in less degree, of the balance of the list as repeated time and again by us, and again in our last review in which we advised our readers to let alone the whole market, and warned them especially against the Vanderbilt favorites, which had been laboriously hoisted beyond all reason for the purpose of unloading on the public. If any one now doubts our theory of the late rise that it was to sell on, he may now be convinced by the course of the market that since the great rise last fall the stock market has, with few exceptions, been a selling and not a buying market, and there are decided indications that the unloading process is not yet completed and it is a good market for the public to let alone, although there will no doubt be plenty of chances to make a "turn" both on the ups and downs of the market for some time to come, but it is exceedingly dangerous "turning" for outsiders, for so soon as the great operators do get unloaded and are relieved from preventing a panic in stocks, as now compelled to do for their own protection, their interests will be on the other side of the market, to break down prices and buy back their lines of stocks at cheaper and safer prices.

The special features of the market, in addition to those noted above, have been as follows: Pacific Mail broke again to 44, omitting the fractions, Ohio and Mississippi to 35, Nashville and Chattanooga to 83, followed by Erie to 42, Iron Mountain to 56, the lowest point in months, while Central of New Jersey led down the coal.

shares; Western Union and Lake Shore depressed the whole Vanderbilt list on a severe break in both as indicated in our last. Houston and Texas broke also, with the other fancies that have advanced out of proportion to the balance of the list. The express and bank stocks and Government bonds are about all that stood up against the general downward tendency, all speculative bonds and state securities of doubtful character sympathizing with the stock market.

On the other hand Manhattan Elevated advanced, on the defeat of the five cent fare bill at Albany, and the consequent covering of a large short interest made in anticipation of its passage in that body as in the House. Yet this was followed by a break equal to the advance of this week. Kansas and Texas also fell with Wabash late in this week, and the Pacific roads also yielded, though the Gould stocks were the most steady as a rule.

That there has been a short interest created on the drop there is no doubt, as the public have been sellers as well as the street, but the market has not been raided by large operators who have tried to hold prices while selling their long stocks which has caused the decline. Hannibal and St. Joseph was also lower. Money has ruled quite active at full rates, and occasionally a commission has been paid, as the flow of currency to the interior is not returning as expected, where it will no doubt permanently remain for the increased wants of trade.

Foreign Exchange has been irregular, as, early in the week speculators sold their bills borrowed on stocks, to get time money at 1 cent decline from quoted rates. The supply of bankers bills will also increase soon on the sale abroad of some $6,000,000 to $7,000,000 of the Southern Pacific bonds made a week ago.

The supply of commercial bills has also been fair and will probably increase on the freer movement in breadstuffs and cotton into export on declining prices, as there have been free shipments the past week and large freight engagements for grain for the balance of this month's loading. The purchase of $2,000,000 bonds by the Treasury helped the money market but slightly, as it had been anticipated. Foreign Exchange grew very firm at the close of the week. The bank statement was more favorable than expected also, and this helped to rally stocks from the extreme depression of Saturday. The surplus reserve is now about $2,000,000.

Imports for the week have been under the late average, or $10,000,000, against $14,000,000 the week before, and $8,000,000 same time last year. The following are the total imports and exports from January 1 to the dates named:

	1878.	1879.	1880.
Imports to March 13.	$56,523,249	$57,814,289	$93,409,768
Exports to March 9..	60,594,691	53,749,206	55,521,068
Exports over imports ..	4,062,442	.....	.....
Imports over exports...	.....	4,065,083	37,888,695

Assuming that the imports and exports at New York this year bear the same ratio to the total foreign commerce of the whole country as they did in 1879, the totals for the United States thus far this year will be about as follows: Imports, $140,115,000; exports, $120,700,000. The exports of domestic produce from this port for the week are about $7,000,000, a slight increase, against $5,900,575 corresponding week last year and $8,154,874 in 1878.

Mining stocks have been fairly active but depressed, except on some of the lighter fancies, as the market has not recovered from the shock given by the Little Pittsburg and Moose crookedness, in which both Directions are believed to have unloaded on their friends. The closing prices were better, however, as a rule.

The anti-discrimination bill before the Assembly, is meeting with general protest from both merchants, manufacturers and commercial exchanges, and it is doubtful if this part of the new railroad bills will become law.

The merchandise markets are getting heavier and weaker daily and there has been a gradual shrinkage in values throughout with few exceptions. Iron and all its manufactures are getting very shaky here and abroad and realizing sales both by dealers and speculators as well as railroad companies themselves have lowered the prices of nearly all, and some classes very materially. Other metals are following if indeed the decline in them has not preceded that in iron, especially tin and copper, the position of both of which we explained about a month ago in this review and indicated the decline that has since followed.

The closing quotations on Thursday were, Adams Express, 113½@114; American Express, 59½@60; Atlantic and Pacific Telegraph, 43½@44; Canada Southern, 66@68; Central of New Jersey, 85@85¼; Central Pacific, 79½@80; Chesapeake and Ohio, 23¾@24; do. 1st pref., 31@31½; do. 2d pref., 25¼@26; Chicago, and Alton, 106½@107½; do. pref., 119@—; Chicago and Northwestern, 94¾@94⅞; do. pref., 106½@106¾; Chicago, St. Paul and Minneapolis, 55¾@56; Chicago, Milwaukee and St. Paul, 81¾@82; do. pref., 104½@105; Chicago, Rock Island and Pacific, 156@157; Chicago, St. Louis and New Orleans, 38@39; Cleveland, Columbus, Cincinnati and Indianapolis, 78¾@79¼; Col., Chicago and Indiana Central, 17½@18; Delaware and Hudson Canal, 84@84⅛; Delaware, Lackawanna and Western, 92⅛@92⅝; Hannibal and St. Joseph, 36¾@36⅞; do. pref., 70@70¼; Illinois Central, 101¾@102¼; Lake Shore and Michigan Southern, 108¼@108⅜; Louisville and Nashville, 157@157; Michigan Central, 91⅛@91¾; Morris and Essex, 107½@108; Manhattan Railway, 47⅞@47¼; Metropolitan Elevated, 113@115; New York Elevated, 120@122½; New York, Lake Erie and Western, 44⅝@44¾; do. pref., 69@69½; Northern Pacific, 32¾@33⅛; do. pref., 55¾@55⅝; Ohio and Miss. 39⅜@39½; do. pref., 77½@79; Pacific Mail, 47⅝@47¾; Philadelphia and Reading, 69@69⅛; Quicksilver, 17⅜@18; do. pref., 76@77; St. Louis, Alton and Terre Haute, 20¾@21; do. pref., —@63; St. Louis and San Francisco, 43@43¼; do. pref., 56½@56¾; do. 1st pref., 79½@80; St. Louis and Iron Mountain, 59⅝@59¾; Union Pacific, 91@91¼; United States Express, 49¼@50; Wells Fargo Express, 107@108; Western Union Telegraph, 108⅛@108⅜; Wabash, St. Louis and Pacific, 43⅝@44; do. pref., 68⅞@69⅛.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Southern Pacific R. R. of Cal. 1st, 100⅛; Rome, Watertown and Ogdensburg R. R., 30; do. 1st consol., 69; St. Paul and Sioux City R. R., 41½; do. pref., 76¼; do. 1st, 104; Oregon Railway and Nav. Co. 106; do. 1st, 93; Chicago, Milwaukee and St. Paul S. W. div. 1st, 100¼; do. I. & D. div., 109⅛; Ohio Central R. R., 24⅞; do. 1st, 91¼; do. inc., 56; Detroit, Monroe and Toledo 1st, 1909, 115½; New York, Ontario and Western R. R., 26¾; Peoria, Decatur and Evansville R. R., 25¾; do. 1st, 95½; Nashville, Chattanooga and St. Louis R. R., 84½; do. 1st, 114; Lehigh and Wilkesbarre consol. ass., 96⅞; Lake Erie and Western R. R., 35¾; do. inc. 64; do. 1st, 99; Buffalo, New York and Erie 1st, 1916, 122½; Missouri, Kansas and Texas R. R., 43¼; do. 1st consol. ass., 101½; do. 2d, 66½; Ind., Bloom. and Western R. R., 33; do. 1st, 74; Toledo, Peoria and Warsaw E. D., pur. com. rec., 131; do. W. D., 130; Chicago, St. Louis and New Orleans R. R., 38; do. inc., 75; St. Louis, Kansas City and Northern, Omaha div. 1st, 113; do. St. Charles Br., 1st, 107⅞; Chesapeake and Ohio 1st pref., 32½; do. 2d pref., 24¾; do. 6s, Series B, 68¼; do. cur. int., 43; Chicago, St. Paul and Minn. R. R., 54⅞; do. 1st, 104; Chicago, Burlington and Quincy 8s, 109¼; Mobile and Ohio R. R. ass., 24¼; do. 1st deben., 75; do. 3d deben., 38; do. new mort., 101; Marietta and Cincinnati 1st pref., 11½; do. 2d, 8; Col., Chi. and Ind. Cent. inc., 40; Dubuque and Sioux City R. R, 68; Laf., Bloom. and Muncie inc., 70; do. 1st, 100; Boston and New York Air Line pref., 50½1; Ohio and Mississippi, Springfield div. 1st, 80; Keokuk and Des Moines R. R., 15; Cin. and Spring. 1st, guar. by C., C., C. and Ind. R. R., 108¾; Cedar Falls and Minn. R. R., 20; do. 1st, 104; Louisville, New Albany and Chicago R. R., 98; Denver and Rio Grande 1st, 103⅜; New Jersey R. R., 160; Kansas Pacific 1st consol., 96; do. 6s, Denver Div. ass., with coup. certif., 108¾; do. ex-coup., 100½; do. inc. No. 16, 80; Toledo and Wabash Equip., 43½; St. Paul and Duluth R. R., 37½; Hudson River 2d, S. F., 110; St. Louis and San Francisco 2d, class B, 76; do. C, 74¼; Clev., Col., Cin. and Ind. consol., 110; Ind., Dec. and Spring. 1st, 103; Houston and Gt. Northern 2d pur. com. rec., 43¼; Cincinnati, Laf. and Chicago 1st, 97¾; Cairo and Fulton 1st, 107¼; Texas and Pacific Income, L. G., 72; Delaware and Hudson 1st, Penn. div., 112; Central of New Jersey Adjm't, 105; do. 1st consol. ass., 106; Philadelphia and Reading inc., 7s, 90; Houston and Texas Central 2d, M. L., 115; Boston, Hartford and and Erie 1st, 57; St. Louis and Iron Mountain 1st pref. inc., 91; do. 2d do., 81⅜; do. Cairo, Arkansas and Texas 1st, 102; Louisville and Nashville, Cecelian Br, 110; do. 2d, 105⅛; Am. Dist. Tel., 73; Sutro Tunnel, 2⅞; Central Arizona Mining Co., 8; Little Pittsburg, 8⅛; Standard, 30⅞; Climax, 2⅜; Excelsior, 20; Caribon, 2⅛; Homestake, 89; New Central Coal, 29¾; Montauk Gas Coal, 50; Pennsylvania Coal, 205; Louisiana 7s, consol., 50½; Missouri 6s, 1889, 109; do. 1888, 108¾; North Carolina 6s, old, A. & O., 29½; do. 6s, S. F., 4; Ohio 6s, 1881, 103; Arkansas 7s, L. R. & Ft. S. R. R., 8.

Boston.—New Mexico and Southern Pacific R. R., 122 ; do. 7s, 108¾ ; Little Rock and Ft. Smith R. R., 62 ; do. 7s, 101 ; Burlington and Missouri River R. R. in Nebraska, 6s, non-exempt, 102 ; Oregon River and Nav. Co. 6s, 92 ; Kansas City, St. Joseph and Council Bluffs R. R., 65 ; do. 7s, 107 ; do. inc., 6s, 79 ; Republican Valley 6s, W. D., 101 ; do. E. D., 101½ ; Kansas City, Lawrence and Southern 4s, 87 ; Kansas City, Fort Scott and Gulf 7s, 106½ ; Atchison, Topeka and Santa Fe guar. 7s, 109¾ ; Essex R. R. 4½s, 93 ; Cedar Rapids and Missouri 7s, 1891, 111⅝ ; Pleasant Hill and De Soto R. R., 45 ; Connotton Valley R. R., 38 ; do. 7s, 1909, 100 ; Maine Central R. R., 42 ; do. cons l. 7s, 1912, 103⅛ ; Summit Branch, 18½ ; Granite Railway, 30 ; Eastern (N H.) R. R., 81 ; Wisconsin Central pref., 25 ; do. 2d, 42 ; Nashua and Lowell R. R., 113½ ; Denver and Rio Grande R. R., 74 ; Oswego Midland R. R., 10½ ; Louisiana and Missouri River R. R., 15¾ ; do. pref., 27¾ ; Chicago, Iowa and Nebraska R. R., 141 ; Atchison and Nebraska R. R., 77 ; Boston, Revere Beach and Lynn R. R., 99¾ ; Connecticut and Passumpsic Rivers R. R., 62 ; Portsmouth, Gt. Falls and Conway R. R., 30 ; do. 4½s. 1937, 78¼ ; Rutland R. R., 7¼ ; do. pref., 33¼ ; do. 6s, 98½ ; Flint and Pere Marquette R. R., 24¼ ; do. 8s, 86 ; Chicago and West Michigan R. R., 62 ; Chicago, Clinton, Dubuque and Minnesota R. R., 65¾ ; do. 7s, 1910, 106⅞ ; Detroit, Lansing and Northern pref., 108 ; do. 7s, 113 ; Marquette, Houghton and Ontonagon pref., 46 ; do. 6s, 89 ; Wisconsin Valley pref., 77 ; Boston Water Power Co., 16¼ ; Boston Land, 10½ ; St. Louis City 6s, 1896, gold, 107¾ ; Maine State 6s, 1883, 105½ ; do. 1889, 113¾ ; Shenandoah Coal, 20½ ; Aztec Silver Mining Co., 1⅞ ; Allouez, 22½ ; Atlantic, 25 ; Blue Hill, 9⅞ ; Brunswick Antimony, 16⅞ ; Copper Falls, 12½ ; Catalpa, 2⅜ ; Central, 46 ; Dana, 87½c. ; Duncan Silver, 3½ ; Franklin, 22 ; Huron, 10¼ ; Harshaw, 22¼ ; Humboldt, 1½ ; Hanover, 50c. ; Madison, 2⅞ ; Mesnard, 3¾ ; National, 5½ ; Osceola, 44½ ; Pontiac, 1¼ ; Pewabic, 61½ ; Ridge, 7½ ; Sullivan, 13⅜ ; Star, 2⅝ ; Silver Islet, 16 ; Washington, 75c. ; Waukeag Silver, 8 ; Winthrop, 1.

Philadelphia.—Pennsylvania Co. 6s, 106 ; Lehigh Nav. consol. mort. 7s, 103½ ; Philadelphia and Reading R. R. scrip, 88½ ; do. Gen'l mort. 6s, 85⅞ ; Pennsylvania Canal 6s, 80 ; Belvidere Delaware 3d mort., 103 ; Western Pennsylvania 6s, 105½ ; Am. S. S. Co., 80¾ ; do. 6s, 106 ; Huntingdon and Broad Top Mt. consol., 7s, 71 ; Shamokin Valley and Pottsville 7s, 111 ; Oil Creek 1st mort., 100 ; Philadelphia, Germantown and Norristown R. R., 101⅞ ; Philadelphia and Trenton R. R., 158 ; St. Paul and Duluth R. R., 37½. The latest quotations are : City 6s, 106@108 ; do. free of tax, 121@122 ; do. 4s, new, 105@105½ ; Pennsylvania State 6s, 2d series, 101¼@101¾ ; do. 3d series, 105½@107 ; do. 5s, new loan, 113@113½ ; do. 4s, new, 104@105 ; Philadelphia and Reading, 84⅜@84½ ; do. consol. mort. 7s, coup., 117¾@118¼ ; do. reg. 118@— ; do. mort., 6s, 101@102 ; do. 7s, 1893, 115½@— ; United New Jersey R. R. and Canal, 160@160¼ ; Pittsburg, Titusville and Buffalo R. R., 18⅞@19 ; do. 7s, 79¾@80 ; Camden and Amboy mort. 6s, 1889, 114¼@— ; Pennsylvania R. R., 52@52½ ; do. 1st mort., 102¼@102½ ; do. gen'l mort., coupon, 117@117½ ; do. reg., 118@120 ; do. consol, mort. 6s, reg., 112@114½ ; Little Schuylkill R. R. 53¼@55½ ; Morris Canal, pref., 150@150¼ ; Susq. Canal 6s, 75@82 ; Schuylkill Nav., 7¼@8 ; do. pref., 10@@16 ; do. 6s, 1882, —@80 ; do. 1872, 102⅞@103⅛ ; Elmira and Williamsport pref., 51@51¼ ; do. 6s, 109@— ; do. 5s, 85@86 ; Lehigh Coal and Navigation, 36¾@37 ; do. 6s, 1884, 107@108¼ ; do. R. R. loan, 110⅛@111½ ; do. Gold Loan, 105⅛@107 ; do. consol. 7s, 103⅜@103½ ; Northern Pacific, 33@33⅛ ; do. pref., 55⅞@56 ; North Pennsylvania, 50⅛@50⅜ ; do. 6s, 108@108½ ; do. 7s, 116@117 ; do. Gen'l mort. 7s, reg., 111⅞@115⅛ ; Philadelphia and Erie, 17@17¼ ; do. 6s, 104¼@— ; do. 7s, 113½@113¾ ; Minehill, 58⅛@58⅜ ; Catawissa, 15@16¼ ; do. pref., 51@— ; do. new pref., 49¼@49⅝ ; do. 7s, 1900, 113@118 ; Lehigh Valley 51⅞@52 ; do. 6s, coupon, 118@— ; do. reg., 118@— ; do. 2d mort. 7s, 124@125 ; do. consol., mort., 112@112¼ ; Fifth and Sixth streets (horse), 115½@116¾ ; Second and Third, 104¾@110 ; Thirteenth and Fifteenth, 84@86 ; Spruce and Pine, 56½@57⅛ ; Green and Coates, 98@100¼ ; Chestnut and Walnut, 76@— ; Hestonville, 22½@23 ; Germantown, 69@69 ; Union, 109@110 ; Lombard and South, 14@20 ; West Philadelphia 82⅜@82⅝ ; People's, 15@16 ; Ridge Av., 75@80 ; Continental, 93@94.

Baltimore.—Wilmington, Columbia and Augusta 7s, 55 ; Virginia and Tennessee 6s, 102¾ ; Chesapeake and Ohio Canal 6s, 81 ; Marietta and Cincinnati 1st sterling, 106 ; Canton 6s, 108¼ ; Atlanta and Charlotte Air Line, 86½ ; Baltimore and Ohio 2d pref., 108 ; Central Ohio pref., 50 ; Virginia Peelers 24½ ; City 5s, 1894, 110½ ; do. 5s, 1900, 110½ ; Atlantic Coal, 1.50. The latest quotations are : Baltimore and Ohio, 156@156½ ; do. 6s, 1885, 109½@112 ; Northern Central, 82⅝@— ; do. 6s, 1900, 110½@— ; do. 1900. gold, 108¼@109¾ ; do. 6s, 1904, gold, 103¾@— ; Marietta and Cincinnati 1st mort., 1892, 108⅞@109⅛ ; do. 2d mort. 7s, 79⅞@— ; do. 3d mort. 8s, 46@48 ; do. 1st mort. sterling, 106@106 ; Pittsburg and Connellsville 7s, 114½@115 ; Orange and Alexandria 4th, 46½@47½ ; Orange, Alex. and Manassas 7s, 85⅝@86 ; Virginia consol. 6s, 54⅛@54¼ ; do. 2d series, 23@24 ; Virginia Consol. coupons, —@84¾ ; Virginia 10-40 bonds, 38¾@39¼ ; Virginia 10-40 coupons, 88@— ; City 6s, 1883, 111@— ; do. 1890, 113@— ; do. 1902, —@120 ; do. 5s, 1894, 110½@111 ; do. 1916, 112@—.

Lake Erie and Shenango Valley Railroad.

The survey for a line for the Lake Erie and Shenango Valley Railroad from Conneaut Harbor, Ohio, to Vernon Centre, in Trumbull county, Ohio, was completed on March 3d. The Lake Erie and Shenango Valley line connects at Vernon Centre with the line of the Sharpsville and Lake Shore Railroad, and the two roads will form a continuous line from Sharpsville to Conneaut Harbor. The length of the entire line is 56¾ miles. The heaviest gradient going toward the lake is 30 feet per mile, and coming from the lake 40 feet per mile. Of the line from Conneaut Harbor to Vernon (45 miles) 90 per cent is straight ; while the curves are very light. Of the line from Vernon to Sharpsville (11¾ miles,) over 70 per cent is straight line. While there will be some quite heavy work in the vicinity of the crossing of Ashtabula creek, in Sheffield township, the average amount of grading per mile for the whole line will be small. The engineers are now busy in preparing maps and estimates in preparation for putting the road under contract. The U. S. Engineer in charge has recommended an appropriation of $26,000 for repairs at Conneaut Harbor, and advises an expenditure of $12,000 of that amount during the coming summer.

Selma, Rome and Dalton Railroad.

A circular has been prepared for transmission to the stock and bondholders of the Selma, Rome and Dalton Railroad, submitting for their approval a plan of reorganization, of which the following is the substance :

First mortgage bonds to be exchanged for new first mortgage bonds, at 50 per cent of principal and unpaid coupons ; second mortgage bonds to be exchanged for new second mortgage bonds on similar terms ; holders of income bonds to receive 25 per cent each of new common and preferred stock, without interest ; common stock to be relinquished for 75 per cent of new common stock ; all liens judicially decided as prior to the first mortgage bonds, and not payable in cash, to be on an equality with first mortgage bonds ; all obligations to be assessed pro rata for necessary expenses. The road runs from Selma, Ala., to Dalton, Ga., 237 miles. It is the successor of the Alabama and Tennessee River Railroad Company, chartered in 1848. It has been in the hands of Receivers for over seven years. Its authorized capital is $5,000,000, of which $3,750,000 was paid in at the last report. The first mortgage bonds then amounted to $5 000,000, the second mortgage bonds to $4,000,000, and the income bonds to $230,000.

☞ It is announced from Atchison, Kansas, that the Central Branch Railroad has been consolidated with the Union Pacific, and after the 1st of April will cease to be a division of the Missouri Pacific Railroad. It will resume its old name of "Central Branch Union Pacific," and its main line will be extended to connect with the Union Pacific road.

☞ The citizens of Augusta Ga., have voted to subscribe $50,000 to the Augusta and Knoxville Railroad to build a bridge across the Savannah River. The road is graded from Augusta to Greenwood, S. C., and will soon be ready for the iron.

☞ The Berks Run and Pittsburgh and Lake Erie Railroad Companies have been consolidated by an unanimous vote of both companies. The capital of the Berks Run (the right of way of which was leased to the Pittsburgh and Lake Erie) was $200,000.

☞ Twenty per cent of the capital stock of the Strawberry Hill and Nantasket Beach Railroad has been paid in and deposited in the International Trust Company of Boston. The work of building is to be commenced at once and it is expected the road will be running early in June.

☞ A contract has been let for the construction of the Wisconsin and Minnesota Railway from Colby to Chippewa Falls, a distance of 64 miles. The road is to be in running order by October 1st.

☞ The Indiana Southern Railroad was sold at Vernon, Ind., on the 11th inst. under a decree of foreclosure granted Samuel J. Tilden and W. H. Swift for $50,000, John S. Stolsenberg, an attorney of New Albany, being the purchaser.

☞ The Southern Pacific Railroad was completed to Tucson, Arizona, on the 17th inst., and the track was laid through the town.

Union Pacific Railroad.

To the Stockholders of the Union Pacific Railway Co.

The following is respectfully submitted as the Report of the operations of the Railroad Company for the year ending December 31, 1879:

The number of miles of road in operation during the year was as follows:

Council Bluffs to Ogden (including Omaha Bridge and approaches)	1,037.4 miles.
Ogden to Junction of Central Pacific Railroad	5 "
Total	1,042.4 miles.

This is the same as it was one year ago.

The earnings and expenses for the year 1879 are as follows:

Gross earnings, including Omaha Bridge	$13,201,077 66
Deduct operating expenses (including taxes)	5,475,503 44
Surplus earnings	$7,725,574 22
The operating expenses were 41.47 per cent of the gross earnings.	
Add interest collected on Investment securities	423,014 50
	$8,148,588 72

The Disbursements for Interest on Bonds, Dividends, and bonds purchased for Sinking Funds, were as follows:

Interest on bonds	$3,390,595 36
Dividends, 6 per cent	2,204,700 00
Sinking funds	207,444 00
Government earnings retained on account of Subsidy bonds	1,149,688 01
Total deductions from earnings	$6,952,427 37
Surplus for future use	1,196,161 35

The funded debt of the company has been changed during the past year as follows:

Collateral trust bonds issued*	$1,000,000 00
Sinking fund bonds sold	94,000 00
Redeemed and cancelled, viz:	
Land grant bonds	$585,000 00
Income bonds	1,000 00
Sinking fund bonds	138 000 00
Omaha Bridge bonds	63,000 00
Amount decrease	$787 000 00
Net increase	$307,000 00

The funded debt of the company, December 31, 1879, as per table hereto appended, was $50,495,000.

The bonds and stocks of other companies owned by this company are as follows:

Bonds, par value	$7,900,500
Stocks, par value	8,669,400
Total	$16,569,900

For details, reference may be had to the statement hereto appended.

The earnings and expenses for the years 1878 and 1879, including Omaha Bridge, compare as follows:

	1878.	1879.
Gross earnings	$13,121,272 58	$13,201,077 66
Operating exp	5,376,586 19	5,475,503 44
Surplus earnings	$7,744,686 39	$7,725,574 22
Percentage of expenses to earnings	40.98	41.48.

* These bonds are the first of a series issued, and to be issued to a moderate amount, the proceeds to be applied to aiding the construction of branch roads. They are secured by a deposit of bonds of such branch roads, at eighty per cent of their par value, with the Union Trust Company of New York, Trustee, the interest from which is sufficient to pay the interest on the Collateral Trust Bonds and provide a Sinking Fund for the gradual redemption of the latter.

The differences are as follows:

Gross earnings, increase	$79,805 08
Operating expenses, increase	98,917 25
Surplus earnings, decrease	$19,112 17
Percentage of expenses, increase	0.50

The passenger earnings for 1878 and 1879 compare as follows:

1878	$3,190,369 72
1879	3,207,909 92
Increase	$17 540 20

The freight earnings for 1878 and 1879 compare as follows:

1878	$7,405,634 39
1879	7,424,516 52
Increase	$18,882 13

The shipments of live stock for 1878 and 1879 compare as follows:

	Cattle and horses.	Hogs and Sheep.
1878	4,780 cars	883 cars
1879	6,179 "	1 356 "
Increase	1,399 "	473 "

This favorable showing will undoubtedly be very much increased the present year.

The erection of transfer stock yards has greatly facilitated the handling of live stock.

The government earnings for 1878 and 1879 (included in the gross earnings,) compare as follows:

1878	$1,115,054 20
1879	1,149,488 01
Increase	$34,433 81

The express earnings for 1878 and 1879 were as follows:

1878 (12 months)	$488 645 92
1879 (10 months)	360,840 90
Difference	$127,895 02

This business, formerly managed by the company, is now under the control of the Pacific Express Company, this company holding stock in the Express Company equal to its proportion of miles of road represented in the Express Company. The earnings of the express business will now come to this company in the form of dividends upon the stock it holds.

The car service for 1878 and 1879 compares as follows:

1878	$20,624 52
1879	20 74
Decrease	$20,603 78

This decrease is caused by large increase of local freight, requiring the use of more cars, and the use of stock cars of other companies, for the increased cattle business.

The mileage of freight cars for 1878 and 1879 was as follows:

1878	59,920,896 miles.
1879	68,441,149 "
Increase	8,520,253 "

The following renewals of track have been made during the year:

17,652 tons Steel rails; 1,152 tons Iron rails re-rolled; 72,870 Oak ties; 252,429 Pine ties; 50,021 Cedar ties.

The present length of road laid with steel rails is 485 miles.

The Western division (185 miles), which is largely made up of heavy grades and curves, is now all laid with steel rails, as well as all the grades and curves on the Laramie and Mountain divisions.

On the Eastern division the track has been raised and the banks widened at many points where ground was flat and subject to overflow of water.

The track on all the divisions is in excellent condition, very much improved from that of a year ago.

Quite an increase of side track has been made at Grand Island to accommodate the business of the St. Joseph and Western Railroad, now opened to that place.

On the Mountain division twenty-four trestle bridges, aggregating 948 feet in length, have been filled with earth after having iron culvert pipe placed through some of them, and channels made alongside of track between others, giving in all cases ample water way.

A few bridges on the Western division need renewing, which has been arranged to be done the coming season. Aside from this, all the bridges are in good condition, and will need only ordinary repairs.

For a more detailed statement of the operating expenses, and a comparison thereof with the year 1878, attention is called to the table hereto appended.

The construction expenditures for 1879 were as follows:

Depot at Council Bluffs		$651 32
Tenements at Council Bluffs		35 00
Rail mill at Grand Island		12,532 03
Tools and machinery		1,535 00
Water works		23,056 82
Ten locomotives	$83,244 41	
Less four sold	24,000 00	
		59,244 41
Four box cars	2,600 00	
Royalty on plough and scraper	3,000 00	
		5,600 00
Right of way and land		1,733 80
		$104,388 38
Less land at Omaha sold		2,931 46
		$101,456 92

A new passenger and freight depot has been erected at Kearney, and a new freight depot at Grand Island, to accommodate the increased freight business at these points. Small station buildings were also erected at Richland and Alda.

A mill for cutting off the worn ends of rails and punching and slotting the same has been erected at Grand Island. This will enable the company to use old iron rails taken out of track (when steel rails are laid) to much better advantage and more economy than heretofore.

A set of rolls and other necessary machinery is being placed in the Laramie Rolling mill, for the manufacture of merchant bar iron, fish plates, bolts and nuts. This will be a great saving in the material thus manufactured, as it will enable the company to work up scrap iron which heretofore has been sold at low prices.

The motive power of the company has been increased by the purchase of ten new engines, and decreased by the sale of four to connecting roads.

Four box cars were added to the rolling stock during the past year.

The equipment of the road is now as follows:

171 locomotives; 165 passenger, baggage and sleeping cars; 3,220 freight cars.

The production and cost of coal mined during 1878 and 1879 compares as follows:

	Tons.	Cost.	Average cost per ton.
1878	275,795	$287 216 85	$1 04⅛
1879	340,152	363 249 16	1 06¾
Increase	64,357	$76,032 31	2⅝

The sales of coal for private use during 1878 and 1879 was as follows:

	Tons.	Amount.	Average per ton.
1878	102,240¾	$627,247 76	6 13½
1879	125,662¼	710,013 00	5 65
Increase	23,422½	$82,765 24	.....
Decrease	.....	.....	48½

This decrease in average is caused by a reduc-

tion in price at points on the east end of the road for the benefit and encouragement of settlers, as fuel is scarce.

The demand for coal has been very large, and the company have been unable to furnish all that was wanted. It will be necessary to open other mines in order to meet this increased demand. This will be done this season.

Oil has been discovered the last year about ninety miles from the road, due north from Point of Rocks Station. Thorough tests have been made of it and it is found to be as good as any that can be bought in the market, and it is being used largely on the road. There is said to be an inexhaustible supply of it. It is already being offered for transportation, and it will probably soon become quite a prominent article of transportation, and add another to the local resources of the road.

The sales of land for 1878 and 1879 compare as follows:

	Acres.	Amount.	Average price per acre.
1878	318,903 47	$1,557,082 32	$4 88.25
1879	213,337 31	1,007,855 63	4 14.10
Dec	75,566 16	$549,226 69	74.15

This decrease of sales was caused by the decision of Secretary Schurz, regarding the right of pre-emption to settlers at $1 25 per acre, which very much retarded the sales of the company's lands.

This question was decided in favor of the company in 1878, and last year was affirmed by the Supreme Court, thus fully establishing the company's title.

The total sales of land to December 31, 1879, was 1,568,438.62 acres.

Average price per acre, $4 41, amounting to	$6,923,706 89
Sales of town lots	288,177 85
Interest received on contracts, &c.	741,311 85
Payments forfeited on canceled contracts	199 185 62
From other sources	21,464 62
Total proceeds	$8,173,846 83

DEDUCT EXPENSES.

Exp. land department	$835.050 01	
Taxes on land	835,023 75	
Expenses and taxes on town lots	36,737 47	
Discount, commissions, and railroad fares	183,066 45	
Total expenses		$1,889,877 68
Net proceeds		$6,283,969 15

LAND GRANT FUND.

Whole issue of Land Grant bonds		$10,400,000 00
Canceled to December 31, 1879		4,101,009 00
Outstanding December 31, 1879		$6,299,000 00
Land contracts outstanding	$3,698,742 93	
Town lot contracts outstanding	63,070 32	
Cash on hand	214,707 83	
Amount applicable to payment of bonds		3,976,520 78
Leaving amount of bonds to be provided for by future sales		$2,322,479 22

The Omaha and Republican Valley Railroad has been extended to Stromsburg, in Polk County, making the length of this road, from Valley Station, on the Union Pacific, ninety miles. It is also being extended to Lincoln, the capital of the State, and is progressing very rapidly to completion. The business of the road is very satisfactory. It earns more than the interest on its bonded debt, besides contributing a large business to this road.

The business of Colorado is very prosperous, particularly that of mining. The Leadville mines are highly productive and widely known, and the product of these mines comes to our line over the Colorado Central road. This road is also doing a large business.

The Utah and Northern road was extended ninety-four miles last year, and its entire length is now 274 miles, extending from Ogden, Utah, to Beaver Canon, Idaho. It will be extended thirty miles further north in the early spring, and in all about one hundred miles during this year. The road is doing a large and paying business, which continues to increase as it is extended.

The Summit County Railroad is a short narrow gauge road, running south from Echo to Coalville, where there are large coal mines owned by the company. It is the intention to extend this road to Park City this year, where there are large mining interests which will pay for its construction.

The Utah Southern road has been extended south 130 miles, and will be completed to Frisco early in April, which is 235 miles from Salt Lake. There are extensive mines in this vicintiy, and the road has a good business, which will be increased by the extension.

All these branch roads give to the Union Pacific a large and growing business. They are all self supporting.

A branch road has been built northerly from the Union Pacific from Jackson to Norfolk, 48 miles.

Several lines have been surveyed for a road to Oregon, but as yet the route has not been decided upon. The Oregon R. R. & Navigation Company are extending their road eastwardly, and will connect with a road from the east at the eastern boundary of that State.

On the 24th of January, agreeably to Acts of Congress, the Union Pacific Railroad Company was consolidated with the Kansas Pacific Railway Company and the Denver Pacific Railway and Telegraph Company, under the name of the Union Pacific Railway Company.

The roads consolidated are as follows:

	Miles.
Union Pacific Railroad—	
Council Bluffs to Ogden	1,042.4
Kansas Pacific Railway—	Miles.
Kansas City to Denver	639
Wyandotte Branch	2
Leavenworth Branch	34
Enterprise Branch	2
	677.0
Denver Pacific Railway—	
Denver to Cheyenne	106.0
Total	1,825.4

This consolidation has been made upon a basis of the existing volume of stock in each of the companies, as follows:

Union Pacific Railroad Company	$36,762,300 00
Kansas Pacific Railway Company	10,000,000 00
Denver Pacific Railway and Telegraph Company	4,000,000 00
Total	$50,762,300 00

This course was decided upon after mature consideration, as being for the best interests of the Union Pacific and Kansas Pacific Roads, not only promising a diminished ratio of operating expenditure, but disposing of many questions of a vexatious and disturbing nature between the companies.

Not only this, however, but the improved condition of business in Kansas and Colorado, as shown in their increased production of Metals and Cereals, as well as largely increased immigration, warrants the belief that the Kansas Pacific road will hereafer maintain itself as a sound dividend paying property, and thus not only be no burden to its new partner, but an effectual aid to the resumption of a higher rate of dividends at no distant day.

The stock of the Denver Pacific Railway and Telegraph Co., under the laws of Kansas, was an asset of the Kansas Pacific Railway Co., and had been applied by that Company to the purchase of branch lines, to the ownership of which the consolidated company has succeeded.

Branch roads are owned in part, or controlled by the new corporation as follows:

Through the Union Pacific R. R.—	Miles.
Omaha & Republican Valley R. R.	90
Colorado Central R. R.	176½
Summit County R. R.	7½
Utah Southern R. R.	235
Utah and Northern Railway Co	274
Through the Kansas Pacific Railway—	
Branch to Carbondale	82
Junction City & Fort Kearney R. R.	70
Solomon R. R.	57
Salina and Southwestern R. R.	86
St. Joseph & Western R. R., including St. Joseph R. R. Bridge	252
Central Branch U. P. R. R. Co. and leased roads	334
Through the Denver Pacific Railway—	
Denver and Boulder Valley R. R.	27
Golden, Boulder, and Caribou R. R.	6
Total miles	1,597

There has been no change in our relations with the Government since our last report.

The Company have not yet paid any money to the Government under the Sinking Fund Act. The amount due the Company from the Government on half transportation account in the past years has been sufficient to meet any such requirement.

By the provisions of the Sinking Fund the Secretary of the Treasury is required to invest the Sinking Fund in the bonds of the Government. It is proposed to have the First Mortgage Bonds of the Company also included in that provision.

The management of the road during the past year was in the same hands as heretofore. I regret to say that our General Manager, Mr. S. H. H. Clark, is now out of health, and for the present not attending to his duties. During his absence the Road is managed as follows: Union Division and Branches, Mr. J. T. Clark, General Superintendent; Kansas Division and Branches, Mr. S. T. Smith, General Superintendent.

By order of the Board,

SIDNEY DILLON,
President.

☞ The grading of the Quebec Central Railway has been completed from Sherbrooke to Sacre Cœur, County of Beauce. Rails have been laid to within twenty miles of St. Joseph, and it is anticipated that the line will be completed in three months.

THE FOLLOWING PROTEST has been handed in to the English Committee of the Atlantic, Mississippi and Ohio Railroad Company:

STOCK EXCHANGE, LONDON, March 1st, 1880.

Gentlemen:—We, the undersigned, holders of and representing holders of above $1,500,000 consolidated bonds of the Atlantic, Mississippi and Ohio R. R. Co., at present represented by certificates of your Committee appointed in 1876 by the then bondholders, and presided over by Sir H. W. Tyler, desire to point out that in holding these certificates we do not wish to be understood to acquiesce either in the scheme proposed by your Committee, or to your subsequent proceedings, but that on the contrary we shall hold ourselves at liberty to represent our views before the proper Court, whenever necessary.

Signed, FOSTER & BRAITHWAITE,
HESELTINE, POWELL & CO.,
VIVIAN GRAY & CO.,
B. G. GOLDSMID,
JOHN TAYLOR & CO.,
WALKER, RUSSELL & CO,
HELBERT, WAGG & CAMPBELL,
TOM NICKALLS & CO.,
BORTHWICK, WARK & CO.,
CREWS & LICHTENSTADT,
F. L. SLOUS,
HAES & SONS,
L. MESSEL & CO.,
GOWAN & MARX,
T. E. TWYCROSS.

It is understood that these dissentients give a general support to the Dutch Committee.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool	$2,227,015	$2,921,682
" cotton	2,283,335	3,172,620
" silk	3,387 675	3,839 708
" flax	1,400,318	2,084 602
Miscellaneous dry goods	766,805	1,298,340
Total	$10,065,148	$13,316,952

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool	$718,133	$811,423
" cotton	415,214	446,815
" silk	480 867	585 583
" flax	471,269	487,089
Miscellaneous dry goods	276,859	272,727
Total	$2,363,342	$2,603,637
Add entered for consump.	10,065,148	13,316,952
Thrown upon market	$12,428,490	$15,920,589

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool	$906,708	$687,320
" cotton	389,135	309,659
" silk	658,426	453,643
" flax	884.598	664,735
Miscellaneous dry goods.	185,348	259,266
Total	$2,524,215	$2,374,623
Add entered for consump.	10,065,148	13,316,952
Total entered at the port.	$12,589,363	$15,691,575

The imports of dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool	$3,124,435	$4,438,094
" cotton	3,611,663	5,519,235
" silk	4,799,451	6,214,266
" flax	2,132,527	3,795,048
Miscellaneous dry goods	1,159,067	1,958,378
Total	$14,827,143	$21,925,021

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool	$1,086,546	$1,310,406
" cotton	707,169	908,561
" silk	789,903	992,727
" flax	751,598	997,758
Miscellaneous dry goods.	372 317	426,791
Total withdrawn from warehouse	$3,707,533	$4,616,238
Add entered for consump.	14,827,143	21,925,021
Total thrown on the market	$18,534,676	$26,541,259

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool	$1,147,188	$1,188,968
" cotton	682,492	726,498
" silk	958,843	780,874
" flax	643,443	1,322,760
Miscellaneous dry goods	222,973	462,845
Total entered warehouse.	$3,749,939	$4,481,435
Add entered for consump.	14,827,143	21,925,021
Total entered at port	$18,577,082	$26,406,456

☞ The Richmond and Danville Railroad Company give notice that they will pay on presentation at par and accrued interest the Consolidated mortgage bonds of the company maturing May 1, 1880, or which may have matured prior thereto, together with other mortgage bonds that are now past due, and that all interest thereon will cease on that date. The offer heretofore published to exchange the Consolidated mortgage bonds for the company's General mortgage bonds is hereby withdrawn.

Commerce of New York.

The foreign imports at New York for the month of February, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$12,961,683	$20,585,964
Do. for warehousing	5,275,533	7,622 450
Free goods	7 348,090	10,984,896
Specie and bullion	1,883,681	972 574
Total entered at port.	$26,968,987	$40,165 384
Withdrawn fr. wareh'use	4,491,656	6,808,808

The foreign imports at New York for two months from January 1, were:

	1879.	1880.
Entered for consump'n	$24,287 496	$40,680,829
Do. for warehousing	10,143,704	14,905,826
Free goods	15,836,145	23,628,271
Specie and bullion	2,359,188	1,847,612
Total entered at port	$52,626,533	$81,062,538
Withdrawn fr. wareh'se	9,703,463	13,896,134

The foreign imports at New York for eight months of the fiscal year, were:

	1879.	1880.
Six months ending January 1	$148,784,274	$266,228,601
January	25,657,546	40,897,154
February	26,968,987	40,165,384
Total 8 months	$201,410,807	$347,291,139

The duties received at New York for eight months ending with February, were:

	1879.	1880.
July	$8,103,513 74	$9,329,895 17
August	10,149,191 69	10,562,138 82
September	9,080,936 88	11,790,902 26
October	8,349,904 94	10,952 554 48
November	6,713,339 94	8,460,050 08
December	6,175,359 43	8,175,540 13
January	7,655,552 67	11,960,677 78
February	8,229,362 06	12,254,602 24
Total	$64,457,161 35	$83,486,360 96

The exports from New York to foreign ports in the month of February, were:

	1879.	1880.
Domestic produce	$26,421,198	$23,849,543
Foreign free goods	299,433	235,877
Do. dutiable	411,712	305,728
Specie and bullion	1,909,750	605,022
Total exports	$29,042,093	$24,496,170
Do. exclusive of specie	27,132,343	28,891,148

The exports from New York to foreign ports for two months from January 1, were:

	1879.	1880.
Domestic produce	$48,503,322	$48,018,234
Foreign free goods	565,919	606,234
Do. dutiable	622,658	683,246
Specie and bullion	3,043,617	1,424,941
Total exports	$52,735,516	$50,732,655
Do. exclusive of specie	49,691,899	49,307,714

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1879.	1880.
Six months ending January 1	$177,556,058	$197,760,586
January	22,559,556	25,416,566
February	27,132,343	23,891,148
Total produce	$227,247,957	$247,068,300
Add specie	6,854,212	4,758,007
Total exports	$734,102,169	$251,826,807

The imports and exports at New York for two months from January 1, were:

	Exports.	Imports.
1877	$47,804,636	$54,265,605
1878	58,667,736	50,353,403
1879	52,735,516	52,626,533
1880	50,732,655	81,062,538

A Steel Corvette.

The Berlin correspondent of the London Standard says that the German Admiralty are now building a corvette at Dantzic, the body of which is to be exclusively of steel, and then adds:

Vessels so constructed will be of much greater speed than those plated with iron, which, moreover, has been proved useless against the newest heavy projectiles. The keel-tiers were a day or two ago completed and connected. The frames and steel plates for the ship's bottom are also ready, the material having been supplied by the "Gute Hoffnungs" foundry in Oberhausen, in a condition ready for working. The steel plates were bent while cold, rolled under the hydraulic press, and, as a test, exposed to the blow of a heavy ball dropped from a height of 15 metres. The metal is of the finest quality. Each plate is made larger than requisite, that the surplus portions may be well proved before delivery. Lightness being the chief desideratum, no heavy wood will be used. The stem and stern, each in a single piece, are of wrought iron, from the establishment of Messrs. Krupp. The dimensions are restricted to a length of 71 metres, a breadth of 12.50 metres; the displacement in the front, 5.33; metres, behind 60.70 metres, and in the middle, 6.01 metres. These figures may be thought to promise no great speed, particularly considering the relation of the length to breadth. A glance, however, at the lines of the submerged portion as shown on the model justify the expectation of unusual mobility. There will be a double bottom, and the vessel will be divided into nine water-tight compartments. She will be mounted with ten guns, namely, six on board, two in the bow, and two in the stern. The rigging will be that of a full ship, the lower masts of iron, and the topmasts of Hungarian pine wood. Should the new corvette answer expectations it may be anticipated that the future ships will be constructed of the same material, iron plating being abolished.

☞ The Little Rock, Mississippi River and Texas Railway Company has contracted for 4,000 tons of rails, from Wales, which are now being shipped. Six hundred tons of fastenings have been ordered from the Tredegar Works of Richmond, Va.; 90 flat cars and a large number of box-cars have been ordered from Litchfield, Ill.; and two locomotives have been purchased, and are now on the way from the Mason Locomotive Works, Taunton, Mass. The company is receiving bids for six other locomotives and for 10 passenger coaches. President Redfield hopes to have the road in operation by the 1st of July.

☞ Articles of incorporation were filed with the Secretary of State at Springfield, Ills., on the 20th ult. of the Venice and Carondelet Railway Co., with a capital of $50,000. The proposition is to construct a railway from Venice, in Madison county, to East Carondelet, in St. Clair county, and to connect with all railroad lines that terminate at or pass through East St. Louis; also, with the bridge of the St. Louis Bridge Company.

☞ The Mobile and Alabama Grand Trunk Railroad Co. was reorganized on the 24th ult. by the election of the following Board of Directors: Gen. Levi W. Lawler and Major W. H. Gardner, of Mobile; Col. John C. Burch, Uniontown; James P. Wallace, President of the Security Loan and

Indemnity company, and Mr, Dreyer, of the firm of Naylor & Co., of New York. It is probable that two other directors will be chosen from Birmingham. Gen. Lawler has been elected president, and F. B. Clark, vice president.

Iron Furnaces and Rolling Mills in Alabama.

The announcement that a number of new iron furnaces and rolling mills are about being started in Alabama has attracted considerable attention in the iron trade here, and it is predicted that if the enterprise is successful it will have important results. The development of this new iron industry is principally along the line of the North Alabama Railroad, which is a branch of the Louisville and Nashville. It is stated that a new rolling mill at Birmingham, Ala., is now nearly ready for operations and will be opened about July 1st There are two other furnaces at the same place rapidly approaching completion. It is also intended to open several coal mines in Alabama in connection with the iron works. It is claimed that the iron can be produced much cheaper there than in other places, on account of the facilities, and it is said that the cost for manufacturing No 1 iron will not exceed from $9 to $11 per ton, which would leave a large margin for profit at present figures.—[Phila. Ledger.

☞ During the month of February the traffic on the lines operated by the Illinois Central Railroad was: In Illinois, $462,673; in Iowa, (leased lines), $120,138; total, $582,811. The traffic for the same month in 1879 on the same mileage was: In Illinois, $368,567 57; in Iowa (leased lines), $98,353 57; total, $466,921 14. During February, 1880, the land sales were 3,824. 96 acres for $22,192 59, and the cash collected on land contracts was $14,717 26.

☞ A French engineer claims that he has invented a means of transporting large vessels over isthmuses, however steep, and experiments are soon to be made with it. The experiments will include the lifting of a ship of 2,000 tons from the river Seine and taking it on rails to another portion of the river.

☞ At a recent meeting of the directors of the Baltimore and Ohio Railroad Company, President Garrett said that the Valley Railroad was no longer embarrassed by the Legislative antagonism which had so much injured its prospects and progress, that plans were under consideration looking to an early completion of the road.

☞ The Johnstown (Penn.) Tribune of Saturday last says that the employes of the Cambria Works on the previous Monday, day and night turn, in what is known as the "new mill" turned out sixteen hundred and thirteen steel rails, being at the rate of one rail for every fifty-three and a half seconds.

☞ Letters from Newfoundland state that it is proposed to build a railway from St. Johns to Harbor Grace, at a cost of £300,000. Newfoundland's portion of the fishery award will probably be spent on this work.

☞ Ex-Gov. James D. Porter, of Tennessee, has been tendered and accepted the Presidency of the Nashville, Chattanooga and St. Louis Railway, vice Col. Cole resigned.

☞ The Virginia Legislature has passed a bill incorporating the Baltimore, Cincinnati and Western Railroad Company.

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ROOMS NOS. 51 TO 57 BOREEL BUILDING, No. 115 BROADWAY, NEW YORK, March 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 2) of one Per Cent. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the second month's net earnings, payable at the Central Trust Company's on the 25th inst.

Transfer-books will close March 21, and re-open March 26.

DRAKE DE KAY,
Secretary.

OFFICE OF THE HOMESTAKE MINING COMPANY, No. 31 BROAD-ST., NEW YORK, March 12, 1880.

DIVIDEND NO. 15.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for February, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending March 6, as reported by the several carrying companies, amounted to 360,869 tons, against 429,084 tons in the corresponding week last year, a decrease of 68,215 tons. The total amount of anthracite mined for the year is 3,354,136 tons, against 3,448,620 tons for the same period last year, a decrease of 94,484 tons. The quantity of bituminous coal sent to market for the week amounted to 38,598 tons, against 59,214 tons in corresponding week last year, a decrease of 20,616 tons. The total amount of bituminous mined for the year is 689,561 tons against 452,064 tons for the corresponding period last year, an increase of 237,497 tons. The total tonnage of all kinds of coal for the week is 399,467 tons, against 488,298 tons in corresponding week last year, a decrease of 88,831 tons, and the total tonnage for the coal year is 4,043,697 tons, against 3,900,684 tons to same date last year, an increase of 143,013 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of February was 141,736 tons, of which 118,271 tons were coal and 23,455 tons coke. The total tonnage for the year thus far has been 1,073,821 tons, of which 823,135 tons were coal and 250,689 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending March 6th were 41,764 tons, and for the year to that date 304,806 tons—145,700 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 37,737 tons, for the year 270,420 tons, an increase of 136,431 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 4,027 tons, and for the year 31,803 tons, an increase of 6,686 tons, as compared with 1879.—[Phil. Ledger, March 15.

☞ The formal reorganization of the Atlantic and Great Western Railroad took place at Cleveland, Ohio, on the 15th inst. The incorporators were H. B. Payne, J. H. Wade, R. P. Ranney, J. H. Devereaux, and J. M. Adams. The name of the new company is the "New York, Pennsylvania and Ohio Railroad Company." It is stated that no incorporation will be necessary in New York, but an auxiliary company will be incorporated in Philadelphia, and the certificate of incorporation filed with the Secretary of State at Harrisburg.

☞ J. J. R. Crees, civil engineer, has a corps of surveyors engaged in making a survey of a route for a rapid transit railway to run from the village of Mt. Vernon, Westchester County, N. Y., to a point in Fordham, a short distance below St. John's College grounds, to connect there with the Second Avenue line from this city. The road will be 3½ miles in length,

☞ The surveys for the new railroad to Long Branch will be completed this week. The route has been changed so that the road will not cross the inlet, but run directly from Pearsall's through East Rockaway to the beach.

☞ A large quantity of iron for the Brooklyn Elevated Railroad is being delivered in Park-ave. It is stated that all the iron work will be placed in position from Fulton Ferry to Grand and Park-aves. by May 1.

☞ The Vulcan Steel Works at South St. Louis have resumed operations, after a suspension of several years, and are now in full blast throughout, with a force of between 800 and 1000 men.

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☞ Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
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American Railroad Journal.

HARLAN A. PIERCE, Editor.

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The Anti-Discrimination Bill at the Produce Exchange.

The action of the Produce Exchange upon the Anti-Discrimination Bill now before the Legislative Railroad Committee, was taken so late as to preclude notice thereof in our last issue, excepting a brief mention in our money article. This action was such a surprise to everyone that it needs explanation of the influences which control that body and its members, together with the methods used, by which a small minority are able to silence or outflank the opposition to their measures, of a very large majority of the members as was the case in its action on the bill in question. Let us state the facts first and then show how they were perverted for the purpose of defeating the bill, in the interest of an inconsiderable minority of the members of the Exchange, while it was opposed by the great majority in whose interest the bill was drawn to remedy abuses of which the latter complained most bitterly, because they enabled said small minority to monopolize the breadstuffs and proaisions, business to the loss of the great majority, by reason of the special rate system to the former.

There are probably not over half a dozen firms in each of the trades named—grain and provisions—which get the benefit of the lowest rates. There are a few more, perhaps half a dozen in each trade, which get occasional cuts and reductions or rebates from the schedule rates which the great mass of receivers have to pay. The shipping transportation and elevating interests of the Exchange are not directly affected by these discriminations, but their interests are to favor the few great houses who get the cut rates, as their business is largely dependent upon favors in the gift of these few houses, and hence the latter command the support of these interests in a contest of the kind in question. There are also another class of members who in one way or another depend on these large houses for accommodations, and are obliged to support such measures against their own interests in order to retain those accommodations. These therefore support the minority. Then come the clerks and retainers of all these houses and interests, who are brought out as voters are on election days when occasion requires. Beyond and greater than all these influences, however, is one not understood off the Exchange—the money influence.

It may surprise the public to know that a half dozen members or less practically control the banking accommodations of all the other members of the Produce Exchange. These few are directors or stockholders in nearly all the banks which do business there, and when a member of that body applies to a bank for an accommodation it is naturally referred to the Produce Exchange director who fixes the line of discount for each member, while these self-same directors will take whatever they can use of these same bank's balances at call loan rates and reloan them to these same members at higher rates than charged by the banks. Hence all members who are obliged to borrow money are under the influence and control to a greater or less extent of these few houses. It will be seen therefore that in an open meeting upon a viva voce vote these men will not dare to vote against these houses even if they refuse to vote for their measures, while on a vote by ballot these firms are nearly always defeated and cannot even elect one of their members to an office in the Exchange, as repeatedly shown, although they do manage to capture nearly every Board of Management after they have been elected on an opposition ticket, either through the methods above explained, or by turning business and brokerages into their hands which is a very common custom while opposition members hold office.

Thus much for the methods used by the "special raters" of the Produce Exchange to control that body and pervert it for their own ends against the majority as was done in the vote on the Anti-Discrimination Bill last week, and hence the Railroad Committee and the Legislature should not be deceived into accepting this action as the sentiment of that body as its very largely signed protest to the Board of Managers has since shown, and as this Board of Managers admit, by their unusual and unwarrantable refusal to call a meeting to vote upon this bill by ballot.

There is, however, another side to this action of the Produce Exchange in which the railroad companies played a part similar to that of the "special raters" with the members of the Produce Exchange, by threats of withdrawal of partial rebates now enjoyed by some, and of the usual terminal accommodations extended to all by custom or courtesy, which the railroads are not compelled by law to grant, as well as by seductive promises of

special rates in the *future* if they will help kill the anti-discrimination bill *now*. That these arguments and inducements were used with all their power on the day of the vote, and that preceding it, may be inferred from the fact that the railroads' freight officials were at the Produce Exchange buttonholing its members. By this we do not mean their regular freight agents on 'Change who are able men in the service of the roads and are intimately acquainted with the business of all the members, but, we mean that officials visited the Exchange on those days who are not seen there except when the railroads have measures to pass. In this connection an official of the New York Central was on the floors of the Exchange, and was so unusually active in his interviewing of members that strangers were heard to inquire his business. In this connection also we hear that receivers were inquired of on that day if their arrangements with the New York Central were not satisfactory, and if so, what they wanted to make them so.

With these facts in view, we leave the public and the railroad committee to judge of the action of the Produce Exchange, and also as to the necessity of checking the power of railroad companies who can thus subordinate, by threats of the abuse of their power against, or promises of i s abuse in their favor, a whole mercantile community to their wishes that they may kill out all competition in trade and the majority of dealers in order to build up a monopoly of the few. It may truly be said that if the manhood of the members of the Produce Exchange were once asserted the roads could not and dare not do these things. Yet they have done them, and do do them, and the members do not assert their rights and will not, except as a last resort when they have no trade to protect by this temporizing policy. Human nature is such that it will save the dollar of to-day and sacrifice the two of to-morrow, in the hope of Micawber that something will turn up; or in the childlike belief of the emancipated negroes of the South, that if they vote the railroad ticket the railroads "will give them 40 acres of land and a Government mule." in the shape of rebates and special rates. What is true of the Produce Exchange is true of all the other commercial bodies of the country as well as private individuals whose business is at the mercy of the railroads.

Chaffee, the Little Pittsburg Philanthropist.

According to an interview afforded President Chaffee, of the Little Pittsburg mine, to exonerate himself from the alleged crookedness of its management, the responsibility for the crash in its stock rests wholly with his directors, who sold out on his information to them that the bonanza was exhausted; meanwhile he was buying their stock as high as 25 "to sustain the market that the public might not suffer," although he "could have made $2,000,000" by taking advantage of his official knowedge and selling out. It will therefore be seen that President and Senator Chaffee is a philanthropist of the first water, and that he owns and manages mines as he does politics for the good of the public instead of to make money for himself. This is Mr. Chaffee's story; and the paper which published it showed its great sagacity and knowledge of human nature in going to the man accused, for the evidence of his guilt, instead of to interests that are hostile to him. This is the way evidence of crookedness is always obtained. Hence this published exoneration, for such it must be regarded, settles it that "Senator Chaffee" is a philanthropist; though it will be news at which the people of Colorado who have known him for years as the shrewd, sharp banker and speculator, will smile. Chaffee on Chaffee is good if the Little Pittsburg is not, and after his solemn asservations of innocence of deception, practiced on the public to induce it to buy his stock, although he admits he stood by in silence and consented, knowing the true condition of the mine, while his directors sold out *their* stock, it is really refreshing to learn that *he* never sold his *own* stock, though by taking advantage of his knowledge he "could have made $2,000,000."

Great and good man, thy name, like that of the Martyr Saint, is Jerome; and verily thou hast been made a martyr to thy principles by thy faithless brethern of the Little Pittsburg directory—a lamb among wolves who have borrowed thy sheep's clothing, with which to prey upon the unsuspecting sheep—the investing public.

We are therefore now thoroughly informed whom to hold responsible for the Little Pittsburg disaster, namely, Mr. Chaffee's derelict and selfseeking directors, and not the President of the company in whom neither Senator Chaffee nor the *Tribune* found guile. Yet, in order to answer and silence the cynical, we may be permitted to ask some apparently skeptical question, suggested, not by the facts in the case, of course, but by what may appear to be contradictory statements in Mr. Chaffee's interview. How, for instance, does he reconcile his solicitude for the public who held his stock at high prices, which it was "his sole desire to maintain" in order that the public should not "lose any money through his action," with "I don't care what the public say about it?" Again, why did he say he had not sold his stock, but that all the directors except himself and one or two others had sold out their stock and in the next sentence say, "I telegraphed Moffat to sell out mine and let it go?" Shortly after, why did he again say, "I don't know how much (of his stock) has been sold and I care very little?" The reader will here discover the "true vein" ("pocket") of the Philanthropist, as well as of the Little Pittsburg mine and management. These are a few specimens of what abound throughout a column and half interview which the public should read to appreciate; for it shows how careless great and good men often are of little details of business as well as of facts which in other people might be regarded as indications of crookedness which he was unable to conceal. It was very kind of the reporter, however, to remind Mr. Chaffee that his arch of apparent (?) inconsistencies was incomplete, by suggesting to him that he "seemed hardly up to the tricks of the 'Street' in New York," to which the Great Philanthropist replied, "I could easily have sold out my stock for $25 per share and made at least $2,000,000 by the operation, but as I have said before I don't want to have anyone lose any money through any action of mine." From this it will be evident that "any" who lost did so in spite of all Mr. Chaffee's warnings to let Little Pittsburg alone as the bonanza was about exhausted.

In view of the foregoing we feel safe in advising "any" new companies coming to New York "to place their stock," to make Mr. Chaffee President. We feel equally confident in advising "any" one to buy only Chaffee stocks, since he has assured them that he does not want to make any money out of them, but that his "sole desire is to sustain the market price of his stocks and keep people who buy them from losing their money." We need not tell the public how he succeeded; they already know.

Keely's New Engine.

It is now given out by those interested in the Keely motor that the experiments and discoveries of Mr. Keely have reached such a point that he will be ready in a short time to ask the Government for a patent to cover his invention, and will be able to state in his petition the exact grounds upon which he claims his invention. For the past two years Mr. Keely has had but little to say, but has been hard at work with his experimental engine. The claim now is that he has succeeded in perfecting a vibratory engine which is entirely distinct in appearance and method of working from any other engine in the world.

When Mr. Keely first began his experiments his design was to furnish power to drive the ordinary piston and cylinder engines, but he found that this could not be done very handily, so he set to work and devised an engine after his own ideas, where the vibratory power could be controlled. He has experimented with this day and night, and at last has arrived at such a degree of perfection in his experiments that he is satisfied the great motor is an assured thing, and before many days roll around the fact will be demonstrated to the public.

The great difficulty to be overcome was found to be speed. An eighteen-inch pulley was attached to the engine, and at first it made but one revolution in five minutes. The power confined here though was so great that it snapped a wire of 1,500 pounds tensile strength in twain. Having the power, the next thing was to secure speed. Further experiments resulted in securing about twenty-five revolutions per minute. This was deemed satisfactory, and on the 20th inst. two large delegations of stockholders from New York city and Boston visited the city and witnessed the latest experiments. The most of the gentlemen were stockholders who had never seen the engine and were curious to know how the thing was getting along. One of the experiments was to fill a tube about the thickness of

a gas burner and eighteen feet in length with the vapor, then cut it off from the generator and run the engine for an hour at a speed of twenty-five revolutions per minute from the small amount of vapor contained in this tube.

Mr. Keely is having another engine constructed, containing all the latest improvements, and this will be completed in about one month from date. He expects it in two weeks, but thirty days may be required. With this he proposes to show the power and speed he has obtained, and will cause a three-foot circular saw to revolve 2,500 times in a minute, and cut hard woods, such as ash, cherry and oak. How this is to be done with the pulley from the engine revolving only twenty-five times per minute Mr. Keely does not undertake to explain. He holds that, having ascertained how to increase the speed from one revolution in five minutes, he now has the secret of causing as many revolutions per minute as the machinery can stand, and sufficient to do all the work required. The new engine will have about the same power as an ordinary ten-horse piston engine.

In addition to this drafts of plans have been made for another engine, which is to be a monster Keely motor, and is to be equal in power to a 1,200-horse engine. One portion of this has already been completed, and was received from the Eureka Iron Works, at Chester, on the 20th inst. The bed of this will occupy a space of seven feet square. Negotiations are pending for a plot of ground adjoining the present workshop, on Twentieth street, near Master, where the new engine will be set up. This is constructed upon the same plan as the smaller engine.

There has recently been a small boom in the stock of the Keely Motor Company, caused by the examinations of a New York engineer into the affair. He has let out just enough of what he thinks about it to create a yearning among moneyed men to be in the thing. Recently the old stock has been called in and the number of shares doubled, two being issued in the place of one held heretofore. The officers of the company say that they will soon be in a position to laugh at those wiseacres who have poked fun at them for so many years.—[Philadelphia Record.

Maine Central Railroad.

The annual reports of the officers of the Maine Central Railroad Co. to the meeting of the stockholders held at Augusta, Me., on the 24th inst., show that the total transportation earnings for the year 1879 were $1,508,377 02, of which $660,424 79 was received from passengers and $793,699 38 from freight. The total earnings were $1,518,586 62. The operating expenses for the year were $869,979 39, leaving $648,557 23 as the net earnings. Of these net earnings, $626,905 23 was paid out for interest on bonds, debt and for rentals, leaving a net surplus for the year of $21,652. The gross traffic earnings during the year 1879 were $73,689 29 in excess of those of 1878, and the net traffic earnings $44,414 62 more than during 1878.

The total bonded debt of the road is $8,704,218 96, against $8,708,942 04 at the close of the preceding year. The other liabilities of the company, including $3,620,100 of capital stock, make the total liabilities of the corporation at the close of the year 1879 $12,336,810 96—a decrease during the year of $24,004 58.

The expenditures for the permanent improvement of the road were unusually large during the year, as the following figures will show: steel rails laid, 2,112 tons, equal to 23 miles of track; iron rails repaired and relaid, 4,050 tons, equal to 14½ miles of track; new sleepers laid, 28,511; 43,000 cubic yards of gravel laid under 30 miles of road; ballast 20 miles; 1503 feet of bridges were built, of which 474 feet were of iron; masonry, 2,954 cubic yards. The buildings at several stations have been rebuilt and new ones constructed. The rolling stock of the company is as follows: locomotives, 58; snow plows, 21; passenger cars, 58; mail and baggage cars, 22; freight cars, 645; platform freight cars, 474; with a full complement of workmen's and like cars. Two first class engines were built during the year.

The Railroad Commissioners in their late report say of the Maine Central:

The road has been operated this year very satisfactorily to the public and successfully by the management. Trains have been run with great regularity and promptness, and thus far no accident has occurred to mar or interfere with the general prosperity of the road. The business of the road is constantly increasing and must continue to do so if the improvement in the industries of the country is maintained and enlarged, and the same liberal and enlighted policy now characterizing and controlling the interests of this road is adopted and perpetuated in the future.

Geo. E. B. Jackson of Portland is the President, and Payson Tucker of Portland is the Superintendent of the Company.

Pittsburg, Cincinnati and St. Louis Railway.

The annual meeting of the Pittsburg, Cincinnati and St. Louis Railway Company was held in Columbus, Ohio, on the 16th inst., at which the annual report of the directors was read, showing gross earnings, $3,603,123.76; expenses, $2,003,561.01; net earnings, $1,599,562.75, out of which was paid interest on bonds, including second-mortgage, $333,625; other items of interest and rents, $160,457.20, leaving a profit of $605,480 55. The net revenue from leased lines was $1,467,765.71, and the rentals $1,661,245.75; a loss of $193,480.04; which, deducted from the profit on the Pittsburg, Cincinnati and St. Louis line proper, gives a profit on all the lines of $412,000.51, being a net gain over 1878 of $551,757.72.

The lease of a portion of the Cincinnati and Muskingum Valley Railroad to the Columbus and Sunday Creek Valley, now the Ohio Central Railroad Company, was ratified.

The old Board of Directors was re-elected, consisting of the following gentlemen: Thos. A. Scott, George B. Roberts, Wistar Morris, Strickland Kneass, H. H. Houston, J. N. Du Barry, John Price Wetherill, all of Philadelphia; William Shaw, J .N. McCullough, Thos. D. Messler, W. H. Barnes, Pittsburg; Robert Sherrard, Jr., Steubenville, and D. S. Gray, Columbus.

The wages of employes will be advanced after April 1 to the old standard before reduction. Plans and specifications for a new depot at Cincinnati were reported, and the building will be erected when full authority is obtained.

☞ The Washington City, Virginia Midland and Great Southern Railroad will be sold at auction in Alexandria, Va., under a decree of the Circuit Court, on the 13th May next. After the sale the company will be reorganized upon the plan lately adopted by committees of the bondholders.

Quicksilver Mining Co.

The referee appointed to determine the claim of the preferred stockholders of the Quicksilver Mining Company to a guaranteed dividend, according to the conditions under which, it is alleged, the stock was issued, filed his report on the 20th inst. He awards to each share of the preferred stock $62 52.8, as its proportion of the earnings from May 1, 1870, to May 1, 1879. The referee decides the gross earnings to be all the yield of the property, and the net receipts to be the remainder after the actual expenses necessary to produce the gross earnings have been taken from them. The obligation to pay interest on its mortgage debt did not relieve the company from its obligations to the preferred stock, according to the agreement under which it was issued. The referee accordingly finds that for the nine years the net earnings of the company were nearly $3,000,000, of which the preferred stock was entitled to $1,988,263.74. The added interest makes the total amount due the preferred stock $2,688,284.81, or to each share $62 52.8.

Pennsylvania Railroad.

The following statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for February, 1880, as compared with the same month in 1879, shows:

An increase in gross earnings of.....	$406,537
An increase in expenses of.....	347,341
An increase in net earnings of.....	$59,196

The two months of 1880, as compared with the same period in 1879, shows:

An increase in gross earnings of.....	$946,664
An increase in expenses of.....	540,702
An increase in net earnings of.....	$405,962

All lines west of Pittsburg and Erie for the two months of 1880 show a surplus over liabilities of $422,014, being a gain over the same period in 1879 of $296,117.

☞ The Chicago, Milwaukee and St. Paul Railway Company has declared a dividend of $3 50 per share on both the common and preferred shares of the company, out of the net earnings of the year 1879, payable at the office of the company, 68 William St., on the 15th of April. The transfer books will close on the 29th inst., and open on the 19th of April.

☞ The Chrysolite Silver Mining Company has declared its regular monthly dividend (No. 5) of Two per cent on its $10,000,000 capital stock, amounting to $200,000, or $1 per share, out of its fifth month's net earnings, payable at the Central Trust Company, No. 15 Nassau street, on the 27th inst.

☞ The Metropolitan Railway Company has declared its second quarterly dividend of 2½ per cent, payable to the stockholders of record on and after April 1, at the Central Trust Company, No. 15 Nassau street.

☞ The La Plata Mining and Smelting Company will pay their usual dividend of seven and a half cents a share, aggregating $15,000, on the 2d of April—when the sum total paid to the stockholders in seven months will be $115,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,282,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov.'79 4
" " pref.100	4,549,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 79 1½
Boston and Albany.....100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence..100	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	849,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '79 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Jan. '77 2
" " pref. 50	838,311	quarterly	Nov.'79 3½
Camden & Burl. Co.....100	381,925	J & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June'79 3
Catawissa*.....50	1,159,600	October.	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,360,400	F.M.A.N	Feb. '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb. '80 3
Chemung*.....100	380,000	quarterly	Apl. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	30,928,900	M. & S.	Mar. 80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,488	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton....100	3,600,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'73 4
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord.....50	1,500,000	M. & N.	Nov. 79 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump. Riv..10	2,175,700	F. & A	Feb '80 1½
Connecticut River..... 20	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk..5	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '79 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 1
Elmira, Jef. & Canand*..60	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	600,000	M. & N.	Nov.'79 2½
" " pref. 50	600,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 2
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Gen. Junc., Han. & Get. 50	116,850	M. & N.	Nov.'77 4
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '80 2
Illinois Central.....100	29,000,000	M. & S	Mar. '80 3
Iowa Falls, Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co.100	7,640,000	quarterly	Feb. 80 1
Io. So. & Mo. Northern. 25	5,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Dec '79 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Central 100	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Feb. '80 4
" " (guar.)..100	533,500	F. & A.	Feb. '80 5
Lawrence*.....50	420,000	quarterly	Apl. '80 2
Lehigh Valley.....50	27,232,575	quarterly	Apl. '80 1
" " pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*.....50	5,871,450	quarterly	Mar. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 80 4
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A	Feb. '80 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,788,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'79 3
Nashua and Rochester..100	1,305,800	A. & O.	Oct. '79 1½
Nashville and Decatur..100	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis. 25	6,675,266	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 4
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,500,000	quarterly	Oct. '79 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Dec. '79 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	98,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	.....	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Jan. '80 1½
" Special Imp..100	5,504,300	quarterly	Jan. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	& —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	Jan. '79 2
Roch. & Genesse Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '75 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '79 3½
South Branch (N. J.)*....100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,800,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,000,000	A. & O.	Oct. '79 3
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	375,000	J.A. J.O.	Oct. '79 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brooklyn.100	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 00o	J. & J.	Oct. '79 4
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	100,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	Nov.'79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	Mar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania..... 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 2
American Coal..... 25	1,500,000	M. & S.	Sept.'77 2½
American Express.....100	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co.....	... .	Annual.	Feb '80 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I..100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '78 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Montgomery Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works..100	1.000 000	quarterly	Jan. 80 3
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common ...100	5,700,000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 3
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,056,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204.447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679.106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129.554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	158,897	141,619	129,494	124.676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,360	344,375	339,118	410,446	442,793	529,414	573,863	643,455	654,286	597.143	534,873	5,745,880
1880	502,285	488,543	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14.528,653
1879	1,008,000	889,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,348	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	1,438,167	14,562,954
1880	1,200,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
1880	763,000	739,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	287,942	296,386	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	392,632	375,619	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,320	157,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616.292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207.514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,036	380,028	3,343,373
1880	367,327	326,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127,079	1.172.961	1,258.990	1,157,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,621
1880	1,296,181	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,336,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356.831	810.891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	1,016,278	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421.605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	103,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,345	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	780,447	762,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Mar. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,742,000	6	Jan. & July.	1880	103¼
.. ..coupon	3,507,000	6	" "	1880	103¼
Oregon War Bonds of March 2, 1861...coupon	787 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	127,321,200	6	Jan. & July	1881	105¼
.. ..coupon	48,017,750	6	" "	1881	105¼
Loan of March 3, 1863.....registered	53,554,850	6	Jan. & July.	1881	105¼
.. ..coupon	15,584,960	6	" "	1881	105¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,703,050	5	F. M. A. & N.	1881	103¼
.. ..coupon	210,715,850	5	" "	1881	103¼
.. ..registered	168,662,890	4½	M. J. S. & D.	1891	107¼
.. ..coupon	81,337,200	4½	" "	1891	107¼
.. ..registered	513,417,350	4	J. A. J. & O.	1907	105¼
.. ..coupon	225,514,650	4	" "	1907	106¼
Refunding certificates of Feb. 28, 1879.....	1,883,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	10,522,135	...	.....	.....	....
Debt bearing no interest.....	393,311,102	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	122
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	63¼
.. Substitution B) bonds; R. R. do.....	594,000	5	" "	1906	95½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	40½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871....	1,983,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,395,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,180,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877..	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18.9.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	51¼
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	..	.....	.....	....
.. * Levee (Act, 1855 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105¼
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¼
.. Bounty Loan bonds, 1864.....	2,330 000	6	June & Dec.	1889	115¼
.. Municipal War Equalization bonds, '67	2,826,900	6	April & Oct	1889	....
Maryland—($11,525 675):					
.. Loans to Railroads & Canals, stg.....	4,512,556	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186.634	5	Various.	'80 '90	....
.. Loan (1839) to Bal. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1865) bonds.....	3,320.750	6	Jan. & July.	1883	108
.. State Loans (1870 to 1874).....	916,.00	6	" "	'87-'93	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	110¼
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1880, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862..	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)..... ...	4.350,000	6	" "	'9.-'97	106½
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	105½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¼
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115¼
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29½
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	10
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1866) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	7,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	283,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7.	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	15,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	30½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	30½
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,9.9,974):					
.. Funded (1872) State Debt bonds.....	95,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000.000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,870	...	Contingent.	.....	8½
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	110½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	113
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	118
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	35
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	134
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101½
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	110½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	367,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	87½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	87½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	116
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	124
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	...
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	.....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	100
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	91
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,200,000	7	" "	"	1900	113
Chattel Mortgage	209,850	5	May and Nov.	"	86-'96	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	103½
1st Mort. (W to Minn. Line)	24,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	111½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	115
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	60
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107⅞
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	87
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	109
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	103½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	105
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	69½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "		1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80–'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100½
Consol. Mortgage for $30,000,000.	14,530,500	7	" "	"	1903	120½
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	939,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1898	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	5	June & Dec.	Boston.	1898	....
Chicago and Iowa:						
1st Mortgage for $2,500,000....	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	115½
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	109½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	112½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	115½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	...
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	110
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	109
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	109
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	109
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	109
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	...
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	117
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C., H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	98
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I., C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	101
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	150,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	420,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,539,000	7	June and Dec.	N.Y. or Lond.	1911	110
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108½
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	119½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	82½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,347 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	104½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95.000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	105
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	118
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	103½
Des Moines and Ft. Dodge:						
1st Mortgage(ecupon).....	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170.000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150.000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	113½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	6	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	155,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1898	96½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	122
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105½
3d Mortgage convertible.....	4,852,000	7	" "	" "	1883	105½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,500	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	117
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	117½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	91
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	802,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,400	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R. R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1867	300 000	6	April & Oct.	Brpt. & Bost	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,305 000	7*	" "	" "	189	108
1st Mort. (Waco & N W. Div.)	940,000	7*	" "	" "	1908	109½
Income and Indemnity bonds	1,389,500		May & Nov.	"	....	95
Consolidated Mortgage	2,894,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	71
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	74
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (" ")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	492,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	"	1881	....
Ionia and Lak. Sh. (D., L. & L. M.):						
1st Mortgage, guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	"	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept	" "	1899	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	107
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	117
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108½
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	125
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	117
Bonds of 1892 (Reg. & Coupon)	3,234,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev.,Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1890	....
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg...		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered ...		6*	" "	"	1922	112
Lewisb., Centre & Spruce C.(Pa.E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100½
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1877	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al.)						
1st Mortgage.....	1,554,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1883	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	276,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'88	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	116½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,900	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 900	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
3d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	80½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	49
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,300	7	May & Nov.	"	1858	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'0	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	102½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	111
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (B.,C.R.& N.)	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent.(N.O.St.L.&Chn.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.		1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.		1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	102½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	69
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent.R.R.ofGa.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 9 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds	384,000	7	Jan. & July.	" "	1900	104½
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	115
Special Mortgage..	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	114
Nashville and Decatur(L.&Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	110
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. &Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	301,000	6	April & Oct.	New York.	1885	104
2d Mortgage	692,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.& Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000, guar....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	100
Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd } for $30,000,000		7	" "	" "	1903	125½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	127
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	112
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops,NC.	1883	....
North Eastern (S. Car.):						
1st Mortgage.....	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush.,N.S. &Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,938,000	6*	Jan. & July.	Lond. & Balt.	1904	104
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	" "	Baltimore.	1926	77½
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	119
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	82
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,460,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	118
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	118
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	117
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	112½
State lien for $7,500,000, skg f'd	4,287,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	66
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	113
General Mort. for $20,000,000	7,662,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-43 & 49.	1,510,500	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.		1893	115½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	184,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	118
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1906	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	90
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	79
Funding income	320,000	7	"	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	53
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	115
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	115
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77½
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	108
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	128
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	99
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1915	....
Rome, Watertown & Ogdens'b.:						
1st Mortgage, (W. & R.) Skg Fund	799,900	7	March & Sept.	New York	1880	95
2d Mortgage	460,000	7	Jan. & July	" "	1892	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	68½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	85
Equipment Mortgage	500,000	8	March & Sept.		1880	85
General Mort.	1,500,000	8	May and Nov.		1902	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110½
St Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	115
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	92
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	103
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	74½
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,061,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,064,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,191,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	100½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'88-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1890	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	110
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	106
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	97
Income and Land Grant	7,706,228	7	July.	N. Y. & Phil.	1915	68
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort.sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	107½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	105
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	105½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100½
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
'Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
'Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1873	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112¼
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	"	1887	113¾
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115¼
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105¾
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	114¾
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.&Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	102¾
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. &Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " ")	600,000	8	May and Nov.	"	1873	90
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	47
Funded Coupons (do.)	722,684	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	210,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,[illegible]	256,500	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible], tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116¾
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	[illegible]	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	117
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108¾
2d Mortgage preferred.....	600,000	6	" "	"	1895	96¾
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109¾
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105¾
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	108¾
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	54
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	119¾
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,500	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99¾
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	81¾
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. and July.	Baltimore.	1885	80
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. (3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	105¾
Coupon bonds of 1874.....	5,000,000	7	" "	" "	1891	108
Registered bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	112
Lehigh Coal and Navigation:	2,000,000	7	" "	" "	1894	112¾
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106¾
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	111
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	105¾
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	103¾
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	79¾
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'07	102¾
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	80
Improvement bonds.....	280,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	76
Boat and Car Loan	621,600	7	" "	"	1915	81
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	..
3d Mortgage (Susquch. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susquen. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1911	....
2d Mortgage.....	298,000	6	" "	"	1911	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A star (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	166.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	380,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1878	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	—	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,62	485,356	1,006,211	456,579	7	100	108
Dec. 31, 1878	242.0	17.5	68.0	—	76	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,168,500	23,970,000	2,849,322	.....	269.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	43,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	84,174	433,529	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,786	*	95,296	44,478	3,343,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	77½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,998	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	185½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point.....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	...
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,587	—	512.0	4,356,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,086	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,466	1,781,710	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,359	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	55.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,509	37,670,350	5,319,729	37,111,919	597.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	156½
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,460	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	281,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	—	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	18	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,718	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,556	6,633,533	2,219,636	8	100	145
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,087,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	25
Mar. 31, 1879	93.5	72.3	19.0	17.0	39	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	307,373	2	500	92
Sept. 30, 1878	115.5	11.0	107.5	—	77	135	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,084	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,511,581	4,564,171	582,851	2,100,741	741,378	7	100	129
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	93,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	135
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,338	.....	181,265	37,324	2	100	99½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	—	.....	.....	943,800	1,099,707	.....	197,695	67.2	162.729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	242.6	183.1	30.0	22.0	37	24	5	1,081	Buri., Cedar Rapids and Northern..Iowa.	11,783,770	344,010	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287 634	721,754	1,614,762	660,311	—	100	71
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141½
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174.437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,889	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,362	8,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,160	390,899	12,000,000	6,850,000	1,496,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... .....Canada.	22,589,453	*	4,915,026	164,534	15,000,000	11,511,845	1,012,285	294,965	326.6	1,681,914	219,544	958,044	1,470,270	233,045	—	100	66
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,589	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	216,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	—	75.6	.....	.....	.....	.....	113,370	—	100	22½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.).Ia.	11,234,000	—	.....	.....	7,650 000	3,614,000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	111½
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,800,000	3,617,000	396,718	—	712 6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,517	274,721	725,658	326,024	—	100	34
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18768	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,659	.....	384.6	4,324,938	4,501,718	3,223,822	5,589,526	2,302,770	—	100	85½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,209	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.5	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	77
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,209,255	12,339,278	1,941.0	3,528,444	6,978,188	1,787,842	17,530,858	8,744,740	—	100	76½
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,182,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	103,692	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	23½
Sept. 30, 1878	58.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,286	145,719	2,153,300	836,500	26,312	24,427	53 6	577,059	124,321	419,309	527,588	123,885	1pf	100	50
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,251	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,971	1,967,306	4,691,519	2,156,385	7	100	112½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,658	3,327,945	27,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,666	6,586,580	8	100	148½
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,384	.....	221.6	313,592	87,572	235,933	539,695	260,947	—	100	70
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,485	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	—	352,407	71,556	823,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,510	—	100	99
May 31	1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N.W.). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	645,587	10	100	141
Dec. 31, 1878	881.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	85
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,583,000	3,241,088	4,342,772	1,616.5	11,115,559	3,328,427	4,265,937	18,420,600	6,816,812	7pf	100	96
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,563,530	*	2,524,005	163,016	20,980,000	9,992,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	195
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25 911 501		.....	.....	3,663,650	17,247,851	120,695	.....	571.6	1,318,819	227,184	436,158	2,919,019	818,723	—	100	41½

Sept.30, 187	177.7	—	8.5	—	18	14	7	157.	Chicago St. Paul & Minneapolis	Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749		739,836	787,943	—	50	50	
Dec. 31, 1878	179.0	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944			246.6	387, 56	205,294	197,637	488,784	80,908	—	100	70	
Mar. 31, 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,527,078	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794		59.9	567,951	950,529	759,569	907,211	141,193	—	100	....	
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C., H. & D.) O. & Ind.		2,436,088	229,072	60,080			2,500,000	1,180,356			98.4	388,764	152,052	210,283	341,676	78,167	—	—	....	
June 30, 1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*			1,929,200	1,898,000	300,000			75.3	328,970			408,188	127,569	—	100	....	
Mar. 31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C. H. & D.)	Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	83,175	146,371	188,448	33,458	—	50	....	
June 30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189			190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	31	
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C., C., C. & L.)	O	3,751,000	—			1,100,000	2,651,000	1,342,982			86.2	627,142	354,672	524,687	691,751	194,224	—	50	....	
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*			1,450,000	2,000,000	26,000			109.5	230,022			195,710	52,263	—	100	....	
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,225		391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	70	
Jun. 30, 1878	67.0	66.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.)	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335		123.4	188,619	53,002	524,032	403,400	309,459	7	100	....	
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)	O.	4,628,871	*	208,148	37,678	1,768,798	2,969,000	669,275			156.5	410,716	228,093	259,123	382,698	64,971	—	100	....	
Dec. 31, 1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa. Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	881,817	733,214		225.8	1,885,556	584,237	1,434,207	2,474,654	1,165,580	7	50	10	
Dec. 31, 1878	118.0	74.2	13.0	—	19	19	5	188	Colorado Central	Col. & Wy.	4,430,300	*			3,971,300	2,459,000				192.2		[11 m	onths.	669,448	280,558	—	100	....	
Dec. 31, 1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C. (Pa. Co.)	O. Ind & I	28,851,097	*	58,000		13,969,823	24,859,724	79,555			580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	17	
Dec. 31, 1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley	Ohio.	3,701,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631		105.4	725,074	138,372	913,907	871,553	391,127	8	50	....	
Jun. 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C., S. & C.)	Ohio.	2,000,000	—				1,000,000	23,250							230,797	65,942	—	50	....	
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo	Ohio.	2,816,106	*	640,590	114,223	897,108	2,416,000	229,316	28,496		117.7	416,530	145,283	348,606	517,871	222,259	—	50	....	
Mar. 31, 1879	35.0	7.0	78.0	—	38	41	16	946	Concord	New Hampshire	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226		141.7	617,254	509,503	673,471	738,004	318,847	10	50	162	
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	268,883	435,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	62	
Sept. 30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,638	241,859	175,675	228,486	2,100,000	1,900,000	500,000			64.0	181,905	58,582	507,185	404,665	118,334	6	50	....	
Dec. 31, 1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.	N.Y. & P.	2,400,000	*								13.8	97,380	222,212	51,81g	157,953	41,279	—	100	....	
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878		135.0	321,495	326,551	816,696	512,121	199,560	10	50	....	
Sept. 30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973,940	164,740	15,254	26,711	600,000	500,000		80,645		33.8	97,380	222,212	51,81g	157,953	41,279	—	100	....	
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*			3,520,000	1,710,000	196,827			169.6	187,487	81,582	67,043	222,627	17,738	—	100	....	
Mar. 31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.)	Ohio.	6,100,655	791,209		12,903	8,612,778	2,728,800	531,733	164,921		142.7	683,849	309,674	422,303	545,288	271,432	3pf	50	....	
July 31, 1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,308	*			457,817	413,500	152,701			69.7				94,016	29,108	—	50	....	
Dec. 31, 1878	33.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P.W. & B.)	Delaware.	2,367,508	—		73,198	1,450,323	760,000	160,400	69,983		94.8	268,998			365,580	109,674	6	25	....	
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,584	*			1,514,000	1,500,000	279,621			30.8				270,570	119,022	—	100	100	
Dec. 31, 1878	115.0	92.5	223.7	—	150	82	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125		207.5	2,458,754	474,16.	3,193,531	3,699,601	2,320,481	—	50	94	
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*			4,000,000	2,271,000		224,350		106.0				147,022	38,098	—	100	....	
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,938	47,552	182,828	773,322	342,676	—	100	74	
June 30, 1878	87.2	—	8.7	—	7	6	2	158	Des Moines and Fort Dodge	Ia.	2,400,000	*			4,000,000	2,178,000				87.2	111,664	46,646	66,945	182,812	52,477	—	100	....	
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw	Mich.										191.6			[9¾ mos.	828,657	265,893	—	100	....	
Dec. 31, 1878	166.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	155,540		197.3	785,106	372,722	364,737	970,034	372,199	—	100	90	
—	—	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)	Iowa.	5,882,000	—	31,453		5,000,000	882,000		31,463		30.8				925,228	323,830	5¼	100	68	
June 30, 1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga. ¶	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721		272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....	
Sept. 30, 1878	41.4	76 6	105.2	—	75	136	35	1,281	Eastern	Massachusetts.	7,000,000	905.000	1,691,481	249,878	4,997,600	13,589,022	1,488,349			—	1,557,775	4,197,991	697,987	2,422,394	841,268	—	100	42	
Dec. 31, 1878	98.8	—	10.0	—	11	5	1	266	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	73,562		93.8	197,596	64,795	208,595	206,558	67,842	2	100	50¼	
Dec. 31, 1878	81.0	3.5	56.3	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,222,800	57,987			84.4	537,602	136,782	748,142	541,516	159,603	7	50	100	
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶	Maine.								74,934		133.0	250,406	154,015	141,538	356,858	126,507	—	100	....	
Aug. 31, 1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,303		109.0	335,938	143,603	332,700	564,809	160,538	4½	50	80	
Apr. 30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,649,600	*	17,068	5,815	455,661	1,100,000	113,822			69.3				242,896	94,236	—	100	....	
Sept. 30, 1878	50.0	45.3	45.4	—	70	77	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,042	4,500,000	1,000,000	632,499	494,436		189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	122¾	
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich	6,876,163	1,467,595	2,564,945	144,885	8,298,300	7,157,905	1,920,826			280.0	1,095,422	540,556	408,053	1,056,017	438,203	—	100	25	
Dec. 31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich. & Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564			100.0	247,733	96,982	136,029	245,051	95,071	—	100	....	
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.	Ind.	3,745,000	*			1,000,000	2,745,000				104.2				257,108	81,096	—	100	....	
Dec. 31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	485,000	*	315,000		600,000	200,000				26.0				38,397	19,196	—	100	25¼	
Dec. 31, 1878	51.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C. & P.)	Neb.	1,350,000	—			690,000	690,000				51.1	55,218	19,772	45,352	138,159	46,053	—	100	....	
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶	Tex.	9,474,077	809,723	2,239,241	491,660	6,450,000	5,686,927	494,500	373,574		215.0	488,151	60,193	157,938	1,325,846	792,014	—	100	....	
Dec. 31, 1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶	Tex.	3,495,335	*	15,805	81,488	1,000,000	1,500,000	275,596	817,082		50.0	122,350	55,055	174,300	495,440	184,595	—	100	....	
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)	N. Y.	1,481,297	*			850,000	600,000	192,249			75.6	388,086	95,811	501,852	284,996	df. 16,138	—	100	....	
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,363	366,057	4,200,000	1,484,282	1,617,961	511,323		275.0	858,787			997,719	338,393	6	100	....	
Dec. 31, 1878	332.0	—	80.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa. Co.)	Mich. & Ind	11,095,085	*	65,504	246,737	2,800,000	8,000,000	2,164,707			423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....	
Dec. 31, 1878	856.0	158.2	213.5	—	434	274	84	8,173	Grand Trunk ¶	Canada.	152,044,870	—	2,311,530		118,498,280	35,812,710	45,510			1,390.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....	
Dec. 31, 1878	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶	Canada.	33,424,430	7,877,010	2,851,045		33,106,835	18,221,095				1,089.3	3,616,829	1,206,332	1,854,663	4,216,385	1,297,055	—	100	....	
Jan. 31, 1879	274.8	135.7	270.2	—	216	165	38	4,639	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135		8,000,000	3,979,000	1,777,941			213.9	338,341	56,682	124,478	384,701	106,792	—	100	....	
Sept. 30, 1878	213.9	—	12.0	—	16	11	3	500	Greenville and Columbia (S. C.)	S Car.	3,623,905	*	374,200	193,395	1,615,166	2,178,768	989,222			164.8	287,791	48,662	103,077	383,909	181,660	—	100	....	
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Gulf, Western Texas and Pacific ¶	Tex.	1,919,727	*			500,000					66.8	242,692	4,340	202,584	112,358	29,706	—	100	....	
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶	Tex.										146.7	103,153	146,651	70,456	127,084	40,991	—	100	....	
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern	Canada					12,251,724	8,700,000				292.3	1,354,767	257,916	548,472	2,045,450	780,355	—	100	37	
Dec. 31, 1878	208.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶	Missouri.	13,492,427	—								58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....	
Sept 30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.										126.2	468,562	223,214	190,167	569,199	208,253	—	100	....	
Sept. 30, 1878	74.0	—	3.0	—	19	21	10	486	Housatonic	Connecticut.	2,581,006	*	225,856	78,762	2,000,000	550,500	161,348	154,256		521.7	1,499,283	242,559	457,840	3,031,361	1,326,905	—	100	81	
Apl. 30, 1879	345.0	196.7	35.6	—	66	38	20	1,270	Houston and Texas Central ¶	Texas.	21,370,021	1,831,342	6,864,922	353,302	7,722,900	14,901,995	2,773,600	5,521,092		61.3	172,915	43,618	394,788	238,889	114,145	—	50	21	
Dec. 31, 1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929		1,255.5	4,247,628	1,725,286	2,067,832	7,111,184	3,631,559	6	100	108¾	
Dec. 31, 1878	394.4	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000		2,013,892		175.7	278,504	79,952	128,132	236,895	20,661	—	100	....	
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland	Illinois.	6,175,000	—			2,000,000	4,175,000	1,154,299			333.9	1,415,561	284,843	450,028	1,342,323	266,078	—	100	80¾	
Nov. 30, 1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	1,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119			194.5	896,503	549,587	457,135	1,309,087	494,388	—	50	3	
Jan. 30 1878	168.5	8.0	61.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.	O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,968,300	1,728,200			266.6	1,585,274	243,093	538,619	1,347,246	313,903	—	100	....	
Dec. 31, 1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.)	Ind.	4,233,911	*	50,301	346,200	600,000	3,500,000	2,245,340			116.6	300,467	101,892	186,628	282,558	5,449	—	100	....	
Dec. 31 187	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)	Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602			519.3	822,430	117,055	224,113	1,636,585	571,983	—	100	47	
Dec. 31, 1878	178.0	102.3	35.0	—	40	35	8	750	International & Great Northern ¶	Tex.	16,943,628	1,479,394	1,274,746	133.207	5,500,000	12,307,000	3,825,806			—				1,636,585	571,983	—	100	47	
Dec 31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.)	Ia	7,577,500	—			4,625,000	2,952,500				183.7				476,265	166,693	—	100	69	
Mar. 31, 1879	270 5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n.	Ia. & Mo.	6,200,000	—			3,200,000	5,000,000				—				—	769,600	5	100	....	
Dec. 31, 1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw.* (M. C.)	Mich.	6,312,933	—			1,966,800	3,648,000	698,133			236.8	420,577	296,455	397,841	711,174	276,875	7	100	....	
Dec 31, 1878	111.0	118.8	34.3	—	44	33	12	748	Jeffersonv., Madison & Ind. (Pa. Co.)	Ind.	6,508,713	*	182,610	86,155	2,000,000	5,000,000	82,738			224.8	1,046,156	667,981	1,135,380	1,150,015	422,988	7	100	....	
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,008,000	—			504,000	504,800				84.0						—	100	....	
Dec. 31, 1878	638.6	34.0	68.8	—	91	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,359,541	*	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484			672.6	1,505,813	198,173	667,736	3,610,224	1,198,662	—	50	96¾	
Dec. 31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*			36,000	345,000				43.0		72,704	39,315	84,578	33,867	—	100	....	
Dec. 31, 1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*			6,750,000	4,000,000				155.9	777,592	142,236	455,265	833,825	115,567	—	100	52¼	
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n.	Kan.	1,000,000	*			5,000,000	5,000,000				208.5	320,322			343,343	92,939	—	100	85	
Dec. 31, 1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl	Mo. & Ia.	9,250,128	1,231,878	116,232	458,279	2,789,414	7,485,197	698,466	83,461		258.5	1,168,361	2:9,622	674,194	1,533,651	448,059	—	100	65	
Dec. 31, 1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A., T. & S. Fe.)	Kas.	3,199,800	—	174,200	190,729	2,250,000	1,054,000	87,205	226,524		—				768,515	206,387	—	100	112¾	
Apl. 30, 1879	99 0	49.5	16.6	—	19	17	7	351	Kentucky Central	Ky.	6,045,000	*		188,956	5,000,000	1,040,000	23,523	115,782		198.5	379,111			553,389	208,750	4	100	....	
June 30, 1878	162 2	— —	19.2	—	18	15	5	439	Keokuk and Des Moines (C., R. I. & P.)	Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	469,130			162.2	402,461	157,078	202,985	566,763	148,433	—	100	15	
June 30, 1878	80.2	—	4.9	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,726	—	1,456	49,894	1,000,000	1,520,000	6,386			80 3	155,603	67,012	91,563	177,545	55,485	—	100	....	
Apr. 30, 1879	118.2	—	11.2	—	10	6	2	213	Lafayette, Muncie & Bloomington	Ind.										118.2	246,868	78,087	237,084	245,864	67,019	—	100	....	
Dec. 31 1878	100.0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville	Ohio.	1,699,997	*	4,732	7 289	1,500,000	—	202,018	—		110.0	195,699	107,743	77,588	153,161	30,424	—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Figures classify.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	40.4	484	3,671	6	495	178	86	10,282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,420,037	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	108½
Dec. 31, 1878	26.0	—	2.0	—					Lehigh and Lackawanna (C. of N. J.)..Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Nov. 30, 1878	161.0	192.:	346.6	—	235	72	36	49	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,233	1,178,783	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	358,586	276,994	1,874,053	961,579	—	50	....
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Lehigh Valley.....Pa.	14,647,081	2,282,517	22,784,411	2,360,670	27,528,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,956	5,532,738	3,075,811	4	50	102
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	234	*Little Miami* .....Ohio.	6,561,875	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,224,691	384,621	8	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* † ..... Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165.2	169,845	47,805	47,284	228,648	116,857	—	50	....
Dec. 31, 1878	161.5	—	9.4	—					Long Island † .....N. Y.	6,242,608	—	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	60½
Jun. 30, 1878	174.7	—	28.2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231,390	138,370	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,259	Louisville & Nashville .....Ky. & Tenn.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	15½
Dec. 31, 1878	288.:	—	26.0	—	23	12	8	459	Louisville, N. Albany & Chicago....Ind.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	103
Dec. 31, 1878	38.0	5.0	9.2	—					Mahoning Coal (A. & Gt. W.) .....Ohio.	3,500,000	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	92½
Jan. 30, 1878	187.2	87.9	183.5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	2,760,430	—	.....	.....	1,375,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	—	312.0	2,277,100	701,122	716,627	1,545,733	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,705	*Marquette Hough. & Ontonagon*.....Mich.	3,530,000	*	200,000	3,844	3,530,000	20,113	.....	.....	99.7	171,215	74,140	45,114	110,477	9,467	—	100	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	629	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	2,309,525	106,025	88.5	195,998	59,411	665,276	566,453	299,181	—	100	24½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	2	2	71	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								133.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.									115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	28,437,938	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,383	4	100	92½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,068	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,236	263,356	389,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—					Minnesota Valley (C. & N. W.)....Minn.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	....	Missouri, Iowa and Nebraska..Mo. & Ia.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M. K. & Tex.	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	86.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	44½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	751,907	.....	3,984,443	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67,754	600,526	178.8	480,138	62,493	.....	680,188	258,391	5	100	....
Dec. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	18,126,865	*	2,437,577	859,751	5,220,000	15,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	2,098,500	379,321	—	100	24½
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex .....New Jersey.	3,142,999	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.:	—	21	28	9	275	Nashua and Lowell.....N. H. & Mass.	17,710,791	12,144,240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	108
Mar. 31, 1879	49.8	—	4.0	—					Nashua & Rochester (W. & N.)....N. H.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	168,403	2	100	113½
Jan. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanoogn & St. L..T. Ala. & Ky.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	45,275	5	100	58½
Jun. 30, 1878	122.3	—	13.3	—					Nashv. & Decatur (L. & N.)....Tenn. & Ala.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	91
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	295	Naugatuck .....Connecticut.	3,747,557	—	.....	781,582	1,642,557	2,105,000	389,024	39 ,308	122.8	356,841	77,756	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	1,928,845	234,087	108,797	57,969	2,030,000	—	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	102.0	28.0	5.0	—	10	5	5	115	New Brunswick (3½).....New Br.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—					Newcastle & Beaver Val. (Penn. Co.)..Pa.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	834,093	—	55,358	52,472	605,000	—	881	336,032	14.9	193,381	130,508	982,560	268,148	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	286	New London Northern (C.V.)..... Conn.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	2,052,708	1,231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—					New York and Canada (D. & H.). N. Y.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	5964	New York Central & Hudson River. N. Y.	8,163,683	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N. Y.	82,163,689	17,730,406	29,967,488	.....	89,428,200	89,801,233	552,050	.....	1,018.3	5,998,041	8,927,565	7,695,413	26,406,017	10,869,040	8	100	130½
Sept. 30, 1878	126.9	—	60.7	—					N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	1,775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—										Included in Lessees returns.						8		
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	:	N. Y., Lake Erie & Western. N. Y. & Pa.	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	5.5				743,964	427,326	3	100	180
Sept. 30, 1878	14.6	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	118,049,931	*	44,651,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,780,231	4,896,327	6,150,468	15,644,978	5,009,114	—	100	45
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	568,111	169,107	704,118	.....	500,000	329,000	45,000	82,829	22.1	181,874	1,056,871	16,740	298,147	138,147	—	100	....
Sept. 30, 1878	123.0	17.5	179.1	—	93	189	58	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,078	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	58½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn. & R. I.	12,889,584	2,154,455	1,373,778	1,537,029	15,500,000	—	475,465	1,940,276	152.2	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	158
Sept. 30, 1878	98.5	5.5	—	—					Niagara Br. & Canan. (N. Y. C. & H. R.). N. Y.	2,645,027	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138½
Sept. 30, 1878	228.5	—	14.5	—					North Carolina (R. & D.) .....N. C.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	92.0	—	8.1	—	13	13	5	142	Northeastern † .....S. C.	4,933,778	—	466,223	59,020	4,000,000	297,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494,022	169,659	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Dec. 31, 1878	187.0	13.0	192.9	—	152	64	42	5,296	Northern Central .....Md. & Pa.	3,068,400	*	387,960	493,637	3,068,400	100	396,617	484,880	8.9	452,301	141,209	401,922	426,874	107,372	5	100	94½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn. Dak., Wash. &c.	12,184,505	4,196,107	5,166,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	65½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	19,588,650	1,115,373	130,694,587	120,347	100,000,000	—	50,349,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	31½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	8,334,418	1,748,208	4,619,667	251,639	4,261,250	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	100
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N. Y.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	137½
Dec. 31, 1878	840.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	31½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	38½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	58	Omaha and Republican Val.....Neb.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,028	681,190	2,077,616	703,278	6	100	111½
Oct. 30, 1878	35.0	—	15.6	—	14	15	6	286	Oswego and Syracuse.....N. Y.	1,113,000	*	.....	.....	871,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Dec. 31, 1878	47.6	—	122	—	16	24	4	415	Panama.....New Grenada.	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	88,266	—	100	....
June 30, 1878	67.4	—	7	—	—	—	126	—	Pekin Linc. and Decatur..... ....Ill.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	183
										1,586,445	*	.....	.....	674,000	1,076,000	.....	.....	76.5	147,388	76,899	141,042	217,369	76,385	—	100	....

| | | |

Distinctive Paper for Bonds, Etc.

Secretary Sherman has issued, under date of March 17, the following circular relative to distinctive paper:

Notice is hereby given, that the distinctive paper adopted June 10, 1879, by the Secretary of the Treasury for all obligations of the United States will be used from date for printing United States notes, bonds, national bank currency, silver certificates and all checks and drafts, until otherwise ordered. The reserve supply of bonds and other obligations printed on the distinctive paper heretofore used will be issued until exhausted. The distinctive feature of the new paper is the introduction of colored silk threads into the body of the paper while in the process of manufacture, in combination with a distributed silk fibre of different colors, and the law makes it a penal offense for any person to have or retain in his custody any paper thus adopted for the purposes above specified.

Statement of the Public Debt of the United States, March 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,229,000 00	$182,290 00
6 per cent. bonds, 1881 (Oregon,) 1861	737,200 00	7,373 00
6 per cent. 1881 bonds, 1861..	175,841,950 00	1,758,419 50
6 per cent. 1881 bonds, 1863..	69,989,750 00	699,897 50
5 per cent. funded loan of 1881	501,418 900 00	2,089,245 42
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,962,000 00	4,926,413 33
Refunding Certificates.....	1,883,950 00	12,559 67
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest	$1,770,212,850 00	$12,550,193 42
Interest due and unpaid		3,662,288 46

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
per cent. 5-20 bonds, called 1862.....	398,650 00	59 23
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	121,550 00	58,853 25
5 per cent. 10-40 bonds, called, 1864.....	4,440,800 00	297,234 18
6 per cent. Consol. bonds, called, 1865.....	690,850 00	1,630 07
6 per cent. Consol. bonds, called, 1867.....	3,207,400 00	300,527 59
6 per cent. Consol. bonds, called, 1868	1,193,000 00	104,939 27
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,165 00	2,376 35
5 per cent. 2 year notes, 1863.	36,350 00	1,897 99
6 per cent. compound interest notes, 1863-64.....	247,240 00	50,232 31
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,950 00	5,526 66
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
2 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$10,823,135 26	$897,003 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,255 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency, 1862-3-4	15,631,311 08	
Coin certificates, 1863.....	10,082,600 00	
Silver certificates, 1878.....	9,389,920 00	
Unclaimed interest.....		7,297 03
Aggregate of debt bearing no interest.....	$393,311,102 08	$7,297 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$263,945,000 00	
Bonds at 5 per cent.....	541,418,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,962,000 00	
Refunding certificates.....	1,883,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,770,212,850 00	$16,212,456 88
Debt on which interest has ceased since maturity.....	10,823,135 26	897,003 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,271 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency.....	15,631,311 08	
Coin and Silver Certificates.	19,452,520 00	
	$393,311,102 08	
Unclaimed interest.....		7,297 03
	$2,174,347,087 34	$17,116,787 36
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,191,463,874 70

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,362,288 46
Debt on which interest has ceased.....	10,823,135 26
Interest thereon	897,003 45
Gold and silver certificates.....	19,452,520 00
U S Notes held for redemption of certificates of deposit.	11,485,000 00
Cash balance available March 1, 1880.....	150,031,706 36
	$196,351,653 53
Debt, less amount in Treasury, Mar. 1, 1880.	$1,995,112,221 17
Debt, less amount in Treasury, on the 1st ult.	2,000,784,240 92
Decrease of debt during the month.....	$5,672,019 75
Decrease of debt since June 30, 1879.....	$32,095,035 20

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,283 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,656,910 27; balance of interest paid by United States, $31,994,245 67.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The following gentlemen were elected directors of the Pennsylvania Railroad Company on the 23d inst. by a vote ranging from 404,275 to 382,652 shares: Thomas A. Scott, Josiah Bacon, Wistar Morris, Samuel M. Felton, Alexander Biddle, Henry M. Phillips, N. Parker Shortridge, D. B. Cummins, Henry D. Welsh, John Price Wetherill, Alexander M. Fox, William L. Elkins, and James McManus.

☞ The Greenville and Columbia Railroad, of South Carolina, is to be sold at auction in Columbia, S. C., on the 15th April next, under a decree of foreclosure, issued by the Court of Common Pleas for Richland county. The sale will include all the corporate right, title and interest of the Greenville and Columbia Company in the Blue Ridge Railroad, together with all claims and demands against the Blue Ridge Railroad Company.

☞ The first passenger train on the Chicago and Strawn, the Chicago connection of the Wabash railroad, ran over the road to Chicago on the 22d inst.

☞ Proposals for the redemption of $300,000 Southern Pacific Railroad bonds will be received up to the 12th of April.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 23.

	W. 17	Th. 18	F. 19	Sat. 20	M. 22	Tu 23
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	35	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	114¼
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
New preferred	....	50	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	100	....	....	....	....	....
7s	....	116¼	....	....	....	115¼
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	10	10¼	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37	37¼	37¼	....	37¼	37
6s, 1884	....	....	107	....	....	....
Gold Loan	....	105¼	105¼	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Lehigh Valley	52	51¾	52¼	51¾	51¾x	51¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	125	....	....	....	125	125
Consol. mort. 6s, reg.	112	112	....	....	....	....
Little Schuylkill	....	....	....	....	....	54
Minehill & Sch. Haven	....	58¼	....	....	....	....
North Pennsylvania	50	....	....	....	....	50¼
1st mortgage 6s	108¼	....	....	....	....	108
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	116	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	32¼	32¼	32¼	....	....	33¼
6s	78¼	78¼	....	....	....	....
Northern Pacific	33	33	31¾	32¼	32¾	31¾
Preferred	56	55¼	54	54	55	54¼
Pennsylvania R. R.	52	52	51¼	51¼	51½	51¼
1st mortgage	....	....	....	....	....	102¼
Gen'l mortgage	....	....	117	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s, reg	....	112¼	....	....	....	....
Penn. & N.Y. Canal 7s	....	....	....	....	....	124
Penn. State 6s. 2d series	....	....	101¼	....	....	....
do. 3d series	107	....	....	....	....	....
do. 5s, new	....	....	....	....	....	115
Phila. and Reading	34¼	34¼	35¼	35¾	35¼	....
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	118	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Philadelphia and Erie	17	17¼	17¼	17	....	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	115	115	....	....
Pittsb., Titusv. & Buff.	18¾	19	19	19¼	19¾	20
7s	79¼	....	....	....	78	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	15¼	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	80	....	80	....	80	80
United Co. of N. Jersey	160	160	160	....	157¼x	157¼
Hestonville, (Horse)	22¼	....	....	....	....	22¾
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	100	....	....	....	100
2d and 3d streets (do.)	....	....	....	....	....	....
9th and 15th sts (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 22.

	W. 17	Th 18	F. 19.	Sat. 20.	M. 22.	Tu. 23.
Baltimore and Ohio	157	157	....	157¼	157¼	
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	109	....	109	109¼	109	
2d mortgage, 7s	80	80	80	....	80¼	
3d mortgage, 8s	....	....	....	....	....	
Northern Central ($50)	32¾	32¾	....	33	33¼	33¼
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	109¼	....	
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	85¼	85¼	....	85¼	....	85¼
Pittsb. & Connellsv. 7s	115	....	....	115	115	....
Virginia 6s, Consol	54¼	54¾	54	54¼	54¼	
Consol. Coupons	84¼	84¼	84¼	84¼	....	
10-40 bonds	39	39	....	39	39	....
Deferred Certificates	....	....	....	....	....	8
Western Maryland	8	....	....	8	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	96¼	96¾
City Passenger R. R.	....	....	....	....	....	40

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 24.

	Th.18.	F.19	Sat.20.	M.22.	Tu.23.	W.24.
Adams Express	113½	113½	114	113	113¼	....
Albany and Susq.	....	....	....	....	108	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	60	59½	59½	59½	59	....
Atlantic & Pacific Tel.	44	44¼	44	44½	43¾	42
Burl., C.R. & Nor.	....	61	62	65½	66	67½
1st mortgage 5s	....	89½	89½	89½	90	89½
Canada Southern	67	67	67½	67¾	68¾	68½
1st mortgage guar.	91¼	....	91	....	90¾	91
Central of N. Jersey	85¾	85½	85½	85½	84¾	85¼
1st mortgage 1890	....	....	116¼	....	....	....
7s, consolidated	....	....	....	....	....	....
7s, convertible	....	....	....	....	....	....
Central Pacific	80¼	....	....	80	78	76¾
6s, gold	....	....	....	112½	112¼	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23¾	24¼	24¾	24¼	24¼	24
Chicago and Alton	107	....	107	107¾	107¼	110
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	140¼	....	142	142	142¾	149¾
7s Consol, 1903	....	....	....	....	....	120¾
Chic., Mil. and St. Paul	81¾	82¼	84¼	84¼	84¾	84¼
Preferred	104¾	105	105¾	106	106	106
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	113¼	....
1st M. (La Crosse div.	112	112	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	112¼	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	109	....	110	110	110	110
Chic. & Northwestern.	94¾	95	95¾	96	96¼	95¾
Preferred	106¾	107¼	109¾	109	109	108¾
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	122	....	....	....	....	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	113¾	116¼	116¼	116¼	116¼	116¾
Chic., Rock Isl. & Pac.	167	163	172¾	177¼	180	183¾
6s, 1917	....	117	....	....	116¾	....
Clev., Col., C. and Ind.	79	78¾	79	79¾	79	78¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	110	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	17¼	18	17¼	17¼	17¼	17
1st mortgage	....	....	84¼	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal.	84	84¼	84¼	85¼	84¾	85
Reg. 7s, 1891	....	....	109	....	....	....
Reg 7s, 1884	....	....	....	105¼	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western.	92¾	94	94	94¼	93¾	93¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	118	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	122	....	....
2d mortgage	....	....	....	105¼	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	111¼	....	....
7s, Consol. gold	....	....	118¼	118¼	118¼	117¾
Great Western 1st mort.	....	107	107¼	....	....	....
2d mortgage	104	....	....	....	....	....
Hannibal & St. Joseph	37	37¼	37¾	37¼	35¾	35¾
Preferred	....	70¾	71¼	71¼	70¾	69¾
8s, Convertible	....	106¾	....	....	....	....
Houston & Tex. Cent.	84¼	82	83	83¼	80¾	81¼
1st Mortgage	....	....	....	....	....	110
Illinois Central	102	102¼	103	105	105	105¼
Kansas Pacific	....	....	....	....	....	....
Lake Shore & Mich So.	108¾	108¾	108¾	108¾	108	108
Consol. 7s	....	....	....	....	123	....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville.	157¾	155	157	156	155	157
7s, Consolidated	....	....	....	....	....	116¼
Manhattan	47¼	46¼	45¾	43¾	36¼	34¼
Metropolitan Elevated.	115	115¾	113¾	116¼	113	108
1st Mortgage	....	102¾	....	....	103	102¼
Michigan Central	92	91¼	92¼	93	92¾	92¼
7s, 1902	120¼	....	....	....	....	....
8s 1882, S.F.	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	111	....	....	....
Morris and Essex	108	108	108	108	....	107
1st mortgage	....	....	130	131	....	131
2d mortgage	....	....	....	....	....	115
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	104¼	....	....
7s, Consolidated	....	....	....	....	110¼	....
N. Y. Cent. & Hud. Riv	129¾	129¾	129¾	130¾	129¾	129¾
6s, Sinking fund, 1883	....	106	....	106	....	....
6s, Sinking fund, 1887	....	....	....	....	....	108¾
1st mortgage	....	....	....	126	....	....
1st mortgage reg.	....	....	....	....	....	....
N. Y. Elevated	122	122	122¼	129	118¾	118¾
1st Mortgage	112¾	....	112¾	112¾	112¾	112
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	126	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
N.Y., Lake Erie & W.	44¾	44¼	45¼	45¾	44¾	44¾
Preferred	69¾	69¾	70¾	70¾	69¾	69¾
2d Consolidated	91	91	91¾	91¼	91	90¾
New 2d 5s fund	85	....	86	....	85¾	85¾
N.Y., N.Haven & Hart	....	....	....	....	....	154
North Missouri 1st M.	115¾	116¾	....	116¾	116	....
Northern Pacific	32¾	31¼	33¾	32¾	32¾	31
Preferred	55¾	53¾	54¾	55	54¾	53
Ohio and Mississippi	39¾	39¾	39¾	38¾	37	36¾
Preferred	78¾	75¾	77¾	76	75¾	75
2d mortgage	119¾	120	120	....	119	119
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	47¾	47¾	45¾	42¾	40	38¾
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	105¾	105¾	105¾	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	69	70¾	70¾	70¾	70	69¾
Pitts., Ft. W. & Chi. gtd	....	....	118	....	119¾	....
1st mortgage	....	....	129	130	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	116	117	117	....	115
Quicksilver Mining Co	17¾	17	18¼	17	18	17¾
Preferred	77¾	77¾	77¾	74¾	69	70¾
St. Louis & San Fran.	43¾	42	....	....	43	42
Preferred	56¾	55¾	56¾	55¾	56	54¾
1st Preferred	75¾	79	78	....	80	79
St. L., Alton and T. H.	20¾	21	23	27	....	25
Preferred	....	63	64	66	63	63
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	93	92	....	93	....	92
St. L., Iron Mt. & S. As.	59¾	59¾	60	60	59¾	57¾
1st mortgage	114	....	....	....	....	....
2d mortgage	103	103¾	103¾	103¾	103	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	91	91¾	91¾	89¾	89	88¾
1st mortgage	....	112¾	112¾	113	113	112¾
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	115¾	....	115¾	115¼	....
United States Express	....	49¾	49¾	....	49	49
Wabash	....	....	....	....	....	....
1st mortgage	....	109	....	....	....	....
2d mortgage	104	104	104¾	....	....	....
7s, Consolidated	100	....	100¾	....	....	....
St. Louis Division	105	....	....	105	105¾	....
Wabash, St. L. & Pac.	44	44	44¾	44¼	44	43¾
Preferred	69	69¾	69¾	69¾	68¾	68¼
New Mort. 7s	....	....	99	....	....	....
Wells-Fargo Express	108	....	108	107¾	....	107
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	108¾	108¾	108	108	107	107
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Atch., Top. and San. Fe	136	....	134¼	134¼	136	135¼
1st mortgage	....	....	....	115¼	....	....
2d mortgage	134	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	142	142	141¾	142¾	145	....
7s, reg	....	....	....	....	....	92
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	128	....	....	129
Boston and Providence	133¾	133¾	....	135	....	....
Boston, Hart. & Erie 7s	57¼	57¼	57¼	57¼	57¼	57¼
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	141	141	140	141¼	....	....
6s, exempt	....	....	....	109¾	109	....
Chi., Burl. and Quincy	142	142¾	141¾	142	143	142¾
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	14¾	15¼	15¼	15¼	15¼	15¼
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	41	41¾	42	42¼	42
New 4½ Bonds	....	....	....	94	94¾	94¾
Fitchburg	123¾	124	....	....	....	122¾
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	93	....	92¾
N. Y. & New England	52¾	52¾	52¾	53	53¼	....
7s	....	111¾	....	....	111¾	111¾
Northern, N. H.	95	....	95	....	94	94¾
Norwich & Worcester	137¾	137¾	....	....	....	....
Ogden. & Lake Champ	20¾	....	31	....	31¾	31¾
Preferred	....	....	....	....	....	....
Old Colony	112	111¾	111¾	111¾	111	111¾
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	....	71¾	71¾	....	....	....
Portl'd, Saco & Ports.	106	....	....	....	....	....
Pueblo & Arz. Val.	....	....	....	....	....	....
7s	....	....	....	....	108¾	109
Pullman Palace Car	....	116	....	....	118	....
Union Pacific	....	91¾	92¼	....	90¾	89¾
8s	....	111¾	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	64¾	65¼	....	....	65¼	....
Cambridge (Horse)	126	....	....	....	....	....
Metropolitan (")	61¾	....	62¼	....	62¾	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	246	245	....	246	....
Quincy	....	88	87¾	....	86¾	....

New York Stock Exchange.

Closing Prices for the week ending Mar. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	105¾	....	....	....	....	105¾
U. S. 4s, 1907, coup.	106¾	106¾	....	....	106¾	106¾
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	107¼	....	....	....	107¼	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	103	103	....	....	....	....
U. S. 6s, 1881, reg.	105¾	....	....	....	105¾	....
U. S. 6s, 1881, coup.	....	....	....	....	105¾	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	94¼	....	94	94¼	94	....
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Feb. 27.	Mar. 5
Atlantic & Gt. W. 1st mort., Certs.	69 — 71	63 — 65
Do. 2d mort., Certs.	31 — 33	26 — 28
Do. 3d mort., Certs.	16¼ — 17¼	13¼ — 14¼
Baltimore and Ohio (sterling)	114 —116	112 —114
Central of New Jersey $100 shares	86 — 89	87 — 90
Do. Cons. Mort. Oct.'79 coupon	109 110	108¾—109¼
Do. Adjustment bonds	109 —111	109 —111
Do. Income bonds	89 — 91	89 — 91
Det., Gd. Haven & Mil. Equip. bds.	110 —112	110 —112
Do. Con. M. 5 p.c. till '84 after 6 p.c.	98 —100	98 —100
Erie shares $100 Recon. Ass. $6 pd.	46¼ — 46¾	46¾ — 47¼
Do Pref. Shares, R. T. Ass. $3 pd	72 — 78	72 — 78
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —123	119 —124
Illinois Central $100 shares	104 —106	105 —106
Illinois & St. Louis Bdge 1 mort. stg.	— — —	— — —
do do. 2 mort. stg	78 — 82	75 — 80
Lehigh Valley Consol. mortgage	110 —112	110 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares	135 —137	135 —137
Do. Mort. bonds (stg.)	1 5 —117	115 —117
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	119 —122	118 —120
Do. do. 2d do.	89 — 91	87 — 89
Do. 2d Consol. Mort. bonds	94 — 96	93 — 95
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	53¾ — 54¼	53¾ — 54¼
Do. Con. Sink. Fund Mort.	110 —111¾	112 —114
Philadelphia and Reading $50 shs.	34¾ — 35¼	35¼ — 36¼
Pittsbg, Ft. W. & Chic. Equip bds.	107 —109	107 —109
Union Pacific Land Grant 1st mort.	116 —117	116 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, March 25, 1880.

At the close of last week's Review the Stock Market exhibited a temporary strength, led by the late fancies which had been sold so heavily short on the previous break, as to enable a few operators to twist them up 2@4 per cent, on Ohio and Mississippi, Iron Mountain, Houston and Texas, Louisville and Nashville, Nashville and Chattanooga, Western Union and Pacific Mail, to which list Rock Island was added, on a rumored scrip dividend, and Quicksilver preferred, which afterwards broke badly late in the week, on the failure of expected back dividends, on a favorable decision of the courts that the stockholders are entitled to 56 per cent since 1870.

On Friday this advance was barely maintained for these favorites, though opening stronger, while the coal shares were the strongest on the list, followed by the Granger shares, with the Gould shares comparatively quiet, and the Vanderbilts much less active, and both barely steady.

On Saturday an unfavorable bank statement caused no renewal of Thursday's stringency in the money market; but rather, an easier market followed than for two weeks, in consequence of large operators lending freely to sustain the stock market, it was said, in order to enable them to dispose of a larger line of stocks. The surplus reserve was reduced to $900,000 from over $2,000,000 the previous week.

Since early on Monday, of the present week, however, the general market has been lower, under continued realizing sales no doubt though

the bears are accused of raiding some stock, notably, Pacific Mail and Manhattan Elevated, both of which have led the decline, under sales of the managers no doubt, and in the case of the latter, by the Construction Company, to whom the Manhattan stock was issued as a bonus. Indeed they are said to have unloaded the whole $13,000,000 on the Street, at the high prices of last week, on the defeat of the Five Cent Fare Bill, since when it has rapidly fallen from 57 to 34, and Pacific Mail to 36¾, with but temporary and slight sellers in either.

The Money Market and Stock Market, however, were at times respectively eased and steadied up, by talk early in the week, of more than $2,000,000 bonds purchase of the Treasury on Wednesday, which was not true, and of its anticipation of the April interest disbursements amounting to over $7,000,000, yet in spite of this, money grew very close on Monday afternoon and so continued on Tuesday, when all the stocks above named, in the advance of the fore part of the week fell back more or less heavily according to their advance, excepting Pacific Mail and Manhattan Elevated, while all others followed their downward wake. On Wednesday the market was again low as a rule, under continued selling of long as well as short stock, in which Erie became more prominent than of late. Quicksilver preferred dropped 10 per cent, it is supposed on some hitch or unfavorable turn in the company's suit.

Exports for the week are much larger embracing 1,293,000 bushels of wheat, 73,000 barrels of flour, and 11,591 bales of cotton, in value about $3,250,000, and other produce shipments of the value of $4,896,000, making $8,146,000, while clearances are making in grain and cotton and provisions for the next export return. Imports are also increasing still more rapidly, as shown by the following table, since January 1st.

	1873.	1879.	1880.
Imports to Mar. 20.	$105,734,845	$64,890,100	$105,133,944
Exports to Mar. 16.	53,766,526	60,093,817	62,464,047
Imports in excess of exports.	51,968,284	4,795,283	42,678,867

The excess of imports over exports in 1873 was only $9,289,387 greater than it is this year. These figures are attracting attention of bankers and exchange dealers who express the opinion that as soon as the money market here becomes easy the rates for sterling will advance to the gold exporting point, and that we shall ship gold before May, because any possible supply of produce bills will not be sufficient to prevent gold exports to meet the enormous demands to pay for heavy importations.

Foreign Exchange opened stronger at $4 89 for short date, but ruled dull on the tight money market, while longer dates were barely steady.

Domestic Exchanges have not materially changed, New England and the Middle States only drawing currency from New York freely.

Government bonds have been strong and in fair request. State bonds were dull at old quotations. Railroad bonds were less active on the whole list as speculations were lower with stocks and investments are not freely offered.

Receipts of domestic produce especially of cotton and breadstuffs as well as provisions have steadily increased and nearly all these markets have gone off while the speculators who have held the markets are generally getting tired or have concluded they were wrong and are getting out as fast as possible and not break prices on themselves. Ocean freights have, in consequence of larger exports, gone up and the movement from the interior has been stimulated by lower rail freights. The non-speculative markets are drooping like all others, holders for a rise getting discouraged and unloading one after another.

The gross earnings of the Chicago, Milwaukee and St. Paul Railway for the third week in March, 1880, were $204,000, against $142,862 for the third week of March, 1879, an increase of $61,138; from January 1 to March 21, 1880, the earnings were $2,090,000, against $1,495,174 for the corresponding period of the previous year—an increase of $594,826.

The closing quotations on Thursday were: Adams Express, 111@112; American Express, 58@59; Atlantic and Pacific Telegraph, 42⅜@42¾; Canada Southern, 66⅛@66⅛; Central of New Jersey, 85¼@85½; Central Pacific, 76⅛@76¼; Chesapeake and Ohio, 23½@23¾; do. 1st pref., 30@31; do. 2d pref., 25@26½; Chicago, and Alton, 112@—; do. pref., 125@—; Chicago and Northwestern, 95⅞@96; do. pref., 109⅞@110; Chicago, St. Paul and Minneapolis, 55@—; Chicago, Milwaukee and St. Paul, 85@85⅛; do. pref., 106¾@107; Chicago, Rock Island and Pacific, 185¼@187¼; Chicago, St. Louis and New Orleans, 41¼@42; Cleveland, Columbus, Cincinnati and Indianapolis, 78¾@79½; Col., Chicago and Indiana Central, 17@17⅞; Delaware and Hudson Canal, 85@85⅜; Delaware, Lackawanna and Western, 93⅞@94; Hannibal and St. Joseph, 37@37¼; do. pref., 72⅛@72½; Illinois Central, 108½@109; Lake Shore and Michigan Southern, 108¼@108½; Louisville and Nashville, 162@163; Michigan Central, 92½@92¾; Morris and Essex, 108½@109; Manhattan Railway, 37⅝@37¾; Metropolitan Elevated, 110@110½; New York Elevated, 118@120; New York, Lake Erie and Western, 44⅞@45; do. pref., 69½@70; Northern Pacific, 31⅝@31¾; do. pref., 54@54⅝; Ohio and Miss. 38@38⅛; do. pref., 75¼@75½; Pacific Mail, 41⅞@42; Philadelphia and Reading, 70@70⅛; Quicksilver, —@16½; do. pref., 67@71; St. Louis, Alton and Terre Haute, 24⅞@25; do. pref., 68@69; St. Louis and San Francisco. 40@42½; do. pref., 55⅝@56; do. 1st pref., 79@82; St. Louis and Iron Mountain, 58¾@58⅞; Union Pacific, 88@88¾; United States Express, 48@49½; Wells Fargo Express, 105@106¼; Western Union Telegraph, 107⅝@107¾; Wabash, St. Louis and Pacific, 43⅝@44; do. pref., 68⅞@69.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

Philadelphia.—West Jersey R. R., 35; do. 1st mort. 6s, 112; Philadelphia and Reading Gen'l mort. 6s, 85; do. scrip, 87½; Pennsylvania Canal 6s, 79½; Pennsylvania Co. 6s, 106¼; Schuylkill Nav. 7s, B. L., 81; East Pennsylvania R. R. 7s, 113; Am. S. S. Co., 80½; do. 6s, 105; United Companies of New Jersey consol. mort. 7s, 110; Chesapeake and Delaware Canal 6s, 81¼; Texas and Pacific 1st mort., 106; Western Pennsylvania 6s, A. & O., 105½; Lehigh Nav. consol. mort. 7s, 103½; Union Pass. R. W., 110; People's Pass. R. W., 16; Morris Canal, 61; West Philadelphia R. R., 82; St. Paul and Duluth pref., 68; Philadelphia, Germantown and Norristown R. R., 102; Delaware Division Canal, 90; Argent Mining Co., 1.35; Rara Avis. 0.65. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 104@105; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 106⅞@107¼; do. 5s, new loan, 113@115, do. 4s, new, 104@105; Philadelphia and Reading, 34¾@34⅞; do. consol. mort. 7s, coup., 117¾@118¼; do. reg. 118@—; do. mort., 6s, 101@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 157½@158; Pittsburg, Titusville and Buffalo R. R., 19¼@19⅜; do. 7s, 79¾@80; Camden and Amboy mort. 6s, 1889, 114¼@114¾; Pennsylvania R. R., 51¾@51⅞; do. 1st mort., 102¼@102½; do. gen'l mort., coupon, 117@—; do. reg., 118@120; do. consol, mort. 6s, reg., 112½@114½; Little Schuylkill R. R. 53¾@55½; Morris Canal, pref., 150@150¼; Susq. Canal 6s, 75@82; Schuylkill Nav., 7¼@8; do. pref., 15@16; do. 6s, 1882, —@80; do. 1872, 102⅞@103⅛; Elmira and Williamsport pref., 51@51¼; do. 6s, 109@—; do. 5s, 85@86; Lehigh Coal and Navigation, 37@37¼; do. 6s, 1884, 107@108¼; do. R. R. loan, 110½@111½; do. Gold Loan, 105⅛@106⅛; do. consol. 7s, 103⅜@103½; Northern Pacific, 30⅝@30¾; do. pref., 52⅞@53¼; North Pennsylvania, 50⅛@50⅜; do. 6s, 108@108½; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 111⅞@115⅛; Philadelphia and Erie, 17⅛@17½; do. 6s, 104@—; do. 7s, 112@114; Minehill, 57½@58¼; Catawissa, 15@16¼; do. pref., 51@—; do. new pref., 49@50; do. 7s, 1900, 113@118; Lehigh Valley 51¼@51½; do. 6s, coupon, 118@—; do. reg., 118@—; do. 2d mort. 7s, 124@125; do. consol., mort., 112@112¼; Fifth and Sixth streets (horse), 115½@116; Second and Third, 104¾@110; Thirteenth and Fifteenth, 80@86; Spruce and Pine, 56⅞@57½; Green and Coates, 98@100¼; Chestnut and Walnut, 76@—; Hestonville, 22@22½; Germantown, 69@69; Union, 109@110; Lombard and South, 19@20; West Philadelphia 82⅜@82⅝; People's, 15@16⅛; Ridge Av., 75@80; Continental, 93@94.

Baltimore.—Chesapeake and Ohio Canal 6s, 80; Virginia and Tennessee 8s, 117; Wilmington, Columbia and Augusta 7s, 54; People's Pass. R. W. bonds, 103; Marietta and Cincinnati 1st sterling, 106; Parkersburg Branch, 65⅝; Atlanta and Charlotte Air Line, 33; City Passenger R. R., 40; Central Ohio pref., 50; Baltimore and Ohio scrip, 158; do. 2d pref., 108; Virginia Peelers 25; do. Black Scrip, 7½; do. 10-40 coupons, 88; Maryland Defense 6s, 108; City 5s, 1894, 110¼; do. 1900, 110½; do. 5s, 1916, 112¼; do. 6s, 1886, 111; do. 6s, 1890, 118¼; do. 6s, 1902, 120; Atlantic Coal, 1.45. The latest quotations are: Atlanta and Charlotte 7s, 94½@98; Central Ohio 1st, 108@109; Baltimore and Ohio, 156@157; do. 6s, 1885, 110@—; Northern Central, 83⅛@—; do. 6s, 1900, 111@—; do. 1900, gold, 109⅝@109¾; do. 6s, 1904, gold, 103¾@104½; Marietta and Cincinnati 1st mort., 1892, 109@109⅛; do. 2d mort. 7s, 79½@80⅜; do. 3d mort. 8s, 46@49; do. 1st mort. sterling, 106@106; Pittsburg

and Connellsville 7s, 114¾@115; Orange and Alexandria 2d, 110⅛@110½; do. 4th, 46¾@47⅛; Orange, Alex. and Manassas 7s, 84⅞@85; Virginia consol. 6s, 53¾@54⅛; do. 2d series, 24¾@25; Virginia Consol. coupons, 84@84¼; Virginia 10-40 bonds, 38⅞@39; Virginia 10-40 coupons, —@89; City 6s, 1886, 111@—; do. 1890, 113@—; do. 1902, —@119¾; do. 5s, 1894, 110@111; do, 1900, 110¼@110¾; do. 1916, 112@—; City Pass. R. W., 39½@40; Citizens Pass. R. W., 19@21.

New York.—Nashville, Chattanooga and St. Louis R. R., 90; New York, Ontario and Western R. R., 26¾; Marietta and Cincinnati 1st pref., 11¼; Lake Erie and Western R. R., 35¾; do. inc. 64½; do. 1st, 99¼; Missouri, Kansas and Texas R. R., 44¼; do. 1st consol. ass., 102⅞; do. 2d, 68⅝; Louisville, New Albany and Chicago R. R., 92½; St. Paul and Sioux City R. R., 42¾; do. pref., 80; do. 1st, 104; Chicago, St. Louis and New Orleans R. R., 38½; do. 1st, 114¾; do. 2d inc., 76½; Oregon Railway and Nav. Co., 111; do. 1st, 98⅜; Peoria, Decatur and Evansville R. R., 27; do. inc., 56½; do. 1st, 96½; Ohio Central R. R., 24½; do. 1st, 90; do. inc., 65; Ind., Bloom. and Western R. R., 31; do. 1st, 75; do. 2d, 64; Boston and New York Air Line R. R., pref., 50; Cedar Falls and Minn. R. R., 22¾; Mobile and Ohio R. R. ass., 24⅜; do. 1st, 101; do. 1st deben., 75¾; Chesapeake and Ohio 2d pref., 26; do. 1st Series B, 69¼; do. cur. int., 44; Rensselaer and Saratoga R. R., 120; Keokuk and Des Moines pref., 85; do. 1st, 98; Chicago, St. Paul and Minn. R. R., 56¾; do. inc, 100½; Rome, Watertown and Ogdensburg R. R., 31; do. 1st consol., 69; Houston and Texas Central 2d, M. L., 110; do. 1st Western div., 106⅛; Denver and Rio Grande 1st, 103½; Iowa Midland 8s, 120; Central of New Jersey 1st consol. ass., 106; do. conv. ass., 107; do, Adjm't, 107⅞; do. income, 87; Cincinnati, Laf. and Chicago 1st, 98; Michigan Central 8s, Equip., 110½; Lehigh and Wilkesbarre consol. ass., 96; do. inc., 71; Col. Chi. and Ind. Cent. inc., 40; Philadelphia and Reading inc. 90; St. Louis and Iron Mountain 1st pref. inc., 92; do. 2d, do., 82½; do. Cairo, Arkansas and Texas 1st, 101½; do. Arkansas Branch, 104; Texas and Pacific Income, L. G., 70; Southern Pacific of Cal. 1st, 100½; International and Gt. Northern 1st, 101¼; do. 2d, 73; Chicago, Milwaukee and St. Paul S. W. div. 6s, 102; Toledo, Peoria and Warsaw 1st W. D. pur. com. rec., 130½; St. Louis, Kansas City and Northern, Omaha div. 1st, 113; do. St. Charles Br., 1st, 107¾; Clev., Col., Cin. and Ind. consol., 110½; Syracuse, Binghamton and New York 1st, 116; Kansas Pacific 1st consol., 96⅝; do. 6s, 1895, F. & A., with coup. certif., 117; do. 6s, J. & D., 1896, do., 116; do. 6s, Denver Div. ass., ex-coup., 100½; do. with coupon certif., 108⅞; Buffalo, New York and Erie 1st, 1916, 124; Am. Dock and Imp. 7s, ass., 110; Albany and Susq. 1st consol., 113; Union Pacific Col. Trust 6s, 105; St. Louis and San Francisco 2d, class B, 76; do. A, 96; Louisville and Nashville, Cecelian Br., 110; Toledo and Wabash Equip., 42½; Frankfort and Kokomo 1st, 90; Laf., Bloom. and Muncie 1st, 100½; Boston, Hartford and Erie 1st, 57¼; do. guar., 57¼; Ind., Dec. and Spring. 1st, 103; Chicago and Northwestern Ext, bonds, 109; Ohio and Mississippi 1st, Springfield div., 82; Cairo and Fulton 1st, 107; Chicago, Burlington and Quincy 8s, 109¼; South Pacific 1st, 103¾; Louisiana 7s, consol., 51¾; Missouri 6s, 1890, 108¾; do. 6s, 1889 or 1890, 108¾; do. 1886, 106¾; Tennessee 6s, old, 86½; do. new, 80¼; Virginia 6s, def., 8¼; North Carolina 6s, old, J. & J., 29½; Arkansas 7s, L. R. & Ft. S., 8; Georgia 7s, new, 111; Alabama, Class A, 63½; do. B, 93½; do. C, 74; Sutro Tunnel, 2¾; Am. Dist. Tel., 75; Little Pittsburg Mining Co., 8½; Standard, 32⅞; Central Arizona, 8; Climax, 2; Caribou, 2⅛; Excelsior, 20½; Homestake, 34; Deadwood, 19; New Central Coal, 33; Cumberland Coal and Iron, 60; Consolidation Coal, 36.

Boston.— Atchison, Topeka and Santa Fe Income 8s, 1883, 107½; do. guar. 7s, 109½; Kansas City, Lawrence and Southern R. R., 80; do. 4s, 86¾; Little Rock and Ft. Smith R. R., 60½; do. 7s, 100¾; Wisconsin Valley R. R., 70; do. pref., 80; do. 7s, 1909, 108½; Chicago, Clinton, Dubuque and Minnesota R. R., 70; Connecticut and Passumpsic Rivers R. R., 62; do. 1st 7s, 104½; Rutland R. R., 7⅜; do. pref., 32¾; do. 1st mort. 6s, 98; do. 7s, 1902, 98; Oregon Railway and Nav. 7s, 92; Republican Valley 6s, E. D., 101½; Kansas City, St. Joseph and Council Bluffs 1st, 107; do. inc., 6s, 81½; Atchison and Nebraska R. R., 77½; Flint and Pere Marquette R. R., 25; Nashua and Lowell R. R., 113½; Metropolitan 6s, 106¼; Cheshire pref., 54; Detroit, Lansing and Northern pref., 108; Kansas City, Fort Scott and Gulf R. R., 52¾; Burlington and Missouri in Nebraska, 6s, non-exempt, 101¼; South Boston Horse R. R., 57⅜; Summit Branch, 17; Iowa Falls and Sioux City 7s, 106; Marquette, Houghton and Ontonagon pref., 47; Boston, Clinton, Fitchburg and New Bedford R. R., 25; Central Railroad of Iowa, new, 28½; Maine Central R. R., 41¼; do. 7s, 1912, 108⅝; Connotton Valley R. R., 39; do. 7s, 99¾; Vermont and Canada R. R., 18; Portsmouth, Gt. Falls and Conway 4½s, guar., 77¼; Boston and Maine 7s, 1894, 120; Vermont Central 1st 7s, 112; Stanstead, Shefford and Chambly 7s, 1887, 25¼; Old Colony 6s, 1897, 109⅝; Boston Land, 10⅛; Boston Water Power, 16½; Maine 6s, 1889, 113¾; St. Louis City 6s, 1881, 100¾; Toledo 8s, 1889, 114½; do. 1894, 115¾; Cook Co., Ill., 7s, May, 1880, 100⅛; St. Louis County 6s, 1896, 108¼; Minneapolis 8s, 1894, 119; Allouez Mining Co., 20¾; Atlantic, 23; Atlas, 1⅜; Blue Hill, 10; Brunswick Antimony, 17; Catalpa, 2; Copper Harbor, ⅛; Copper Falls, 13⅛; Dana, ⅞; Duncan Silver, 3½; Franklin, 21; Hungarian, 40c.; Huron, 10⅛; Harshaw, 22; National, 3⅛; Osceola, 44; Pontiac, 1⅛; Pewabic, 61⅛; Ridge, 7¼; Silver Islet, 15; Sullivan, 14; Union Land and Copper, 3½; Waukeag Silver, 7½; West Minnesota, 62½c.

☞ The Chicago, Rock Island and Pacific Railroad Company will pay on the 1st of May the usual quarterly dividend of $2 per share on the capital stock of the company; also 50c. per share on the stock of the Iowa Southern and Missouri Northern Railroad Co., held in trust.

☞ The United States Circuit Court at San Francisco, Cal., has decided, that the law of California forbidding the employment of Chinese by corporations is unconstitutional. The matter will probably be appealed to the Supreme Court of the United States.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of February, 1880 and 1879:

	1880.	
Gross receipts:	Month.	Year to date.
Railroad traffic.....	$1,016 377 71	$3,581,335 11
Canal traffic.....	L 617 46	28 609 56
Steam colliers.....	45,273 37	189,972 26
Richmond coal barges	2,275 95	22,068 63
Total Railroad Co..	$1,063,309 57	$3,821,985 56
Reading Coal & Iron Company.....	530,472 35	1,926,806 36
Total of all.....	$1,593,781 92	$5,748,791 92
Tonnage and passengers:		
Tons of coal on railroad.	369,211 06	1,506,517 09
Tons of merchandise...	449,805 17	1,376,312 05
Passengers carried....	617,611	2,107,527
Coal transported by steam colliers.....	37,807 00	127,399 00
Tons of coal mined:		
By Coal and Iron Co...	169,502 11	721,922 17
By tenants.....	53,667 04	234,394 11
Total mined from lands owned and controlled by Co. & from lease-hold estates.....	223,169 15	956,317 08

	1879.	
Gross receipts:	Month.	Year to date.
Railroad traffic.....	$825,154 23	$2,536,527 37
Canal traffic.....	1,223 46	9,000 30
Steam colliers.....	51,487 76	156,849 53
Richmond coal barges	.....	14,359 14
Total Railroad Co..	$877,865 45	$2,716,736 34
Reading Coal and Iron Co.....	551,396 06	1,558,092 05
Total of all....	$1,429,261 51	$4,274,828 39
Tonnage and passengers:		
Tons of coal on railroad.	519,001 06	1,343,868 11
Tons of merchandise...	221,869 07	722,378 04
Passengers carried....	418,656	1,427,118
Coal transported by steam colliers.....	44,086 00	122,350 00
Tons of coal mined:		
By Coal and Iron Co..	260,001 01	682,236 05
By tenants.....	86,681 10	228,754 02
Total mined from lands owned and controlled by Co. and from lease-hold estates.....	346,682 11	910,990 07

☞ Since the decision in the case of the Missouri Pacific Railroad Company, it is stated that orders have been given for the immediate construction of what is known as the Lexington and Southern Railway, a branch of the Missouri Pacific. The road will be about 150 miles in length, and the first section of sixty miles will be completed this Summer.

☞ The United Companies of New Jersey and the Philadelphia and Trenton Railroad Company have declared quarterly dividends of 2½ per cent payable April 10.

☞ The second instalment of ten per cent upon the subscription to the extension bonds of the Texas and Pacific Railway Company will become due and payable on the 2d of April.

Pacific Railroad of Missouri.

In the United States Supreme Court at Washington, on the 22d inst., in the case of the Pacific Railroad Company of Missouri, appellant, vs George E. Ketchum et al., (appeal from the Circuit Court of the United States for the Eastern District of Missouri,) the decree of the lower court was affirmed. This is an appeal from a decree of foreclosure and sale entered on the 6th of January, 1876. The main points of the case, as stated by the appellants are, as follows:

Early in 1872 certain stockholders of the Atlantic and Pacific Railroad Company obtained a controlling interest in the stock of the Pacific Railroad Company of Missouri. They thereupon elected a Board of Directors for the latter Company in their own interest. These Directors leased the Pacific Railroad of Missouri to the Atlantic and Pacific Company practically in perpetuity. Subsequently, they (the directors aforesaid) issued bonds to the amount of $4,000,000 in the name of the Pacific Railroad Company of Missouri, secured by a third-mortgage upon its property. This is the mortgage the foreclosure of which in the court below gave rise to the present litigation.

It is alleged by a large proportion of the stockholders of the Pacific Railroad Company of Missouri, who are the real appellants in this case, that the Board of Directors elected by the Atlantic and Pacific people while the latter had temporary control of the road, corruptly and fraudulently permitted a default in the payment of the interest on the aforesaid third-mortgage bonds, in order to lay a foundation for foreclosure proceedings; that then, instead of resisting the suit for foreclosure, they admitted the truth of the really false allegations made by the complainant Ketchum as to the insolvency of the road, and consented to a sale thereof in order that the parties with whom they were in collusion, and who wished to buy the road, might be able to "freeze out" the stockholders and obtain the property for a tithe of its value.

The stockholders further maintain that the Pacific Railroad Company of Missouri never was insolvent; that at the time of the sale it was earning $3,600,000 per annum, which was much more than enough to pay its operating expenses and interest on all its debts, and that the equity of redemption which remained to the stockholders after payment of all the liabilities of the road was worth at least $6,000,000. Of this large sum the stockholders were deprived by foreclosure and sale, to which the directors who did not represent them, but whom they were unable for a time to remove, corruptly consented. They further set forth that, pending this confirmation of the sale, they petitioned the Circuit Court for leave to plead, answer, or demur, but the Circuit Court refused all relief. Finally, in 1877, this court allowed the stockholders to take the present appeal in the name of the corporation. They here maintain that the action of the Solicitor of the Pacific Railroad Company, in consenting to the decree of foreclosure and sale in the court below, was not the action of the company and could not bind it; that the Circuit Court had no lawful jurisdiction, and that the decree is void by reason of fraud.

This court holds: First, that it has jurisdiction of the appeal even although the decree below was rendered by consent. Second, that it distinctly appears in the record that the Pacific Railroad Company of Missouri assented, through its solicitor, to the decree of foreclosure and sale. This is equivalent to a direct finding by that court as a fact that the solicitor had authority to do what he did, and binds this court on an appeal so far as the question is one of fact. Third, that while it may be true that under the peculiar provisions of the company's charter, the stockholders have a sort of supervisory power over the doings of the directors they cannot on appeal correct errors arising from the latter's acts. If they have been defrauded, they must apply for relief in the first instance to the court in which the fraud was perpetrated. Fourth, that it was competent for the parties to the suit below to agree that a decree should be entered for a sale of the mortgaged property, without any specific findings of the amount due on account of the mortgage debt, and without naming a day for payment, and with such provisions as to the manner of payment as they thought fit. Fifth, that in accordance with the construction given by this court to the act of March 31, 1875, (in Meyer vs. Construction Company,) the Circuit Court had proper jurisdiction of this case. The court fails to discover in the record any errors which can be corrected on appeal, and the decree is, therefore, affirmed. The Chief Justice delivered the opinion.

This decision shuts out the old stockholders of the Pacific Railroad of Missouri, and confirms the title of the present holders of that property, derived through the foreclosure and sale.

Iron in Virginia.

A paper was recently read before the geological section of the New York Academy of Sciences, by Prof. Thomas Egleston, on the iron and coal resources of Virginia, in which he said that the commission which divided Virginia put all the coal lands in West Virginia and left the iron lands in Virginia. The iron beds were remarkably rich, yielding all the ores within a very small space. To the north, along the Blue Ridge, are the Potsdam ores which are used in the Shenandoah Iron Works. The mountains to the south are full of the Hamilton shales, and outside of the iron-producing beds, taking the State as a whole, the upper district has a full line of ores averaging from 45 per cent to 55 per cent, and in the class of specular ores are fully as good as those of Lake Superior. From Staunton 100 miles south of the James river there is a series of mountains made up almost entirely of iron ores. The importance of this section was very great several years ago, as the rich iron beds are on the line of the river and the canal and many furnaces were erected. Some of the furnaces prospered, while others stand to-day monuments of wasted effort. The ore beds are admirably arranged for mining, and on account of the outcrop on the mountain side mining operations can be carried on without difficulty. Formerly furnaces were worked by charcoal, but now the coal and iron are brought together by rail and the increase of the manufacture promises to be very great. The Confederate Government tried to get iron in that part of Virginia, but the engineers struck points where the quantity of phosphorus in the iron was very large, so that they got very poor iron. There is but one coking oven in Virginia, and the general idea is that the coal there cannot be well made into coke, and the mines do not come into market. If an industrial survey were made and the results published capital would flow in and the State would have an era of prosperity such as it has never had. To-day it is really as unexplored a State as Texas and needs first the surveyor, then the capitalist.

Mining.

The Chrysolite No. 4 shaft at last reports was still sinking, the bottom being in first class sand carbonate; the new station at "Roberts" was also looking as finely as usual. Total shipments March 1 to 15, 2,092 tons. On March 19,140 tons were shipped to smelters, and $110,500 remitted to the company's office in this city. The total amount of cash received from sales of ore during the month of March aggregates $164,066 77. Shipments March 20 and 21, 265 tons. Professor Rossiter W. Raymond and Mr. A. R. Meyer have lately visited and inspected the Chrysolite.

The new shaft on the Little Chief is down 82 feet, and a new engine is being put up to continue the work of excavation. The winze below the main level north from Shaft No. 3 still shows galena. The shipments from the 1st to the 17th of March were 1,739 tons; on March 20 and 21, 208 tons. Shipped to smelters, 66 tons March 22, and mailed to New York office, $25,000.

The Homestake is constantly working its 200 stamps, and could utilize more if it had them. The yield for February aggregates about $91,500. The total bullion product to date of last report amounts to $1,191,752 74.

Sentenced for a Misused Pass.

Mr. John A. More, who was arrested some time since in San Francisco for using a pass over the Union Pacific Road, which had been issued to another party, was to-day brought up before Judge Savage for sentence. The circumstances of the case, which have been recited before, are briefly these: Mr. More, who is a gentlemen of education and culture, was an old railway agent out of employment and penniless in New York. His mother was in San Francisco dependent on him for support. The pass was given him by a friend who knew his circumstances and he used it to reach his home. Upon being brought up for trial he pleaded guilty to misappropriating property of the Union Pacific to the value of $25. His plea was accepted and he was remanded to the county jail on the 25th ult., whence he was to day brought up for sentence. Judge Savage, in consideration of the mitigating circumstances of the case, let him off with a sentence of 20 days in the County Jail, to date from his plea of guilty, which leaves but 10 days of the sentence unexpired.—[Omaha (Neb.) Bee, March 6.

The World's Steel Production.

The total capacity of the steel mills at the present time throughout the world is estimated at about 3,000,000 tons for the year's production. In the United Kingdom there are 120 Bessemer converters built, of which over 80 are at work, and the annual yield from these is considered as from 755,000 to 800,000 tons. The American make is estimated at 750,000 tons, the next largest producer being Germany, which is considered by many to be capable of the greatest expansion among all the steel-making countries. Less than two years ago there were 25 converters in Prussia working out of the 50 built, and turning out 375,000 tons, which was increased by the works in Saxony and the Palatinate to 400,000; and since the revival in trade fresh converters have been put into operation. The estimate of the French manufacture is about 275,000 tons; that of Belgium, 150,000; of Austria, with 32 converters, 250,000, and of Sweden and Russia, 150,000. Of the Bessemer converters in England, the largest are two 10-ton ones at Sir John Brown & Co.'s works, in Sheffield, the others varying between three and eight tons in capacity, and out of the 54 British steel works 17 only have rail-mills. Looking at

the probable extension of railways for the next 12 months, it is difficult to see how all this large output of steel rails is to be utilized. [—London Times.

The Law of Brokerage.

An important case was recently decided by Judge Fancher, of the Court of Arbitration in New York. William A. Torrey & Co. received a cable dispatch from Moritz Schloss, their Swedish correspondent, ordering 11,800 sides of leather at a certain price, on behalf of some Swedish merchants. Mr. Torrey took the order to Thorne, McFarlane & Co., but they refused to fill it at the prices named. He cabled their terms to Schloss, who answered to fill the order. The goods were accordingly shipped, but it turned out that Schloss had exceeded his authority, and the Swedish merchants refused to accept them at the prices agreed upon here. Rather than reship them, Thorne, McFarlane & Co., consented to a reduction, and the same parties purchased them. Torrey & Co. thereupon sued for a commission of $2,451.43, and Thorne, McFarlane & Co., put in a counter claim for $5,797, the difference between the price agreed upon and that obtained. Judge Fancher decides that neither can recover. He holds, on the one hand, that the original contract ended when the Swedish merchants refused to accept the goods at the price agreed upon between Thorne, McFarlane & Co. and Torrey & Co., and that the subsequent sale under stress of circumstances at another price did not give the latter any new rights, notwithstanding the fact that the purchasers were persons to whom they had introduced the sellers. On the other hand, he declares that the evidence shows Torrey & Co. to have acted in good faith and to have been themselves deceived. They therefore are not liable.

Selma, Rome and Dalton Railroad.

In the case of the Selma, Rome and Dalton Railroad Company, in which several millions of dollars are at issue, the Supreme Court of Alabama has decided that the first trust-deed of 1852 had a first lien on the whole of the main line of the road in Alabama, but not on the Government land grant; and, also, on a corresponding portion of the rolling stock, the other portion of the rolling stock pertaining to the road in Georgia. A decree will be rendered for the sale of all the property and franchises, including the grants of land of the road in Alabama. The Alabama portion of the road is 170 miles. This decision, it is stated, confirms to the company all the road, subject only to a prior lien of the Alabama and Tennessee River Railroad first and second mortgages, amounting altogether to $600,000. The certificates of the Receiver held by the Selma, Rome and Dalton Railroad bondholders are ratified, and the land grant of 450,000 acres is confirmed to the Selma, Rome and Dalton Railroad bond-holders free from lien.

☞ The directors of the Missouri, Iowa and Nebraska Railroad Company have ratified the proposed sale of that road to the Wabash. Contracts have been given out for extending the main line 80 miles west to Corydon, Iowa, and for grading a branch to Albia. After foreclosure and reorganization the road will be consolidated with the Wabash. The branch to Albia contemplates a connection with the Iowa Central and the ultimate absorption of the latter road into the Wabash system.

Chicago, Milwaukee and St. Paul Railway.

At a meeting of the directors of the Chicago, Milwaukee and St. Paul Railway Company, held at the office of the company, 68 William St., this city, on the 23d inst., the following statement of the operations of the line for the year 1879 was submitted:

By gross earnings		$10,012,819 78
Less operating expenses, including taxes		5,473,794 96
		$4,539,024 82
Interest received on money loaned account in 1879		69,066 84
		$4,608,091 66
To 3½ per cent dividend on preferred stock in October, 1879	$429,781 90	
To 2½ per cent dividend on common stock in October, 1879	385,106 42	
		814,888 32
		$3,743,203 34
To interest on bonds and payment on sinking fund in 1879		2,357,407 36
		$1,435,795 98
To 3½ per cent dividend on preferred stock in April, 1880	$429,781 90	
To 3½ per cent dividend on common stock in April, 1880	539,149 13	
		968,931 03
Balance		$166,864 95

☞ The Richmond and Allegheny Railroad Company have opened an office in Richmond and are making every preparation to push foward the work of constructing the railway along the canal tow-path. They are already having railroad ties cut and the rails made. A locomotive for the construction train, to be used principally in carrying supplies to the hands along the route of the road, has also been ordered and is in course of manufacture.

☞ Messrs. Geo. V. Halliday & Co., No. 610 North 4th Street, St. Louis, Mo., have been appointed Western representatives of the Philadelphia Scale and Testing Machine Works, Messrs. Riehle Brothers Proprietors, for the sale of the superior and widely known articles manufactured by this firm, through the Western and Southern States. Messrs. Geo. V. Halliday & Co., have also warerooms inNew Orleans, and will keep a stock of scales on hand at both stores.

☞ Surveyors for the Long Island Railroad Company have recently been prospecting through the Villages of Huntington, Cold Spring, Oyster Bay, and Port Jefferson, with a view to selecting the place which offers the most favorable facilities for extending the railroad to tide water, the ultimate object being to run excursions to Coney Island and Rockaway from New Haven via the Sound and the Long Island Road.

☞ The first locomotive over the newly-built Southern Pacific Railroad arrived at Tucson, Arizona, on the 18th inst., and the event was celebrated by the people assembled at that place with imposing ceremonies.

☞ A cargo of 1,600 tons of iron rails, for the Houston and Central Texas railroad, has arrived at Galveston, from Wales, by the British steamship Morglay.

OFFICE OF LA PLATA MINING AND SMELTING CO., OF LEADVILLE, COL., No. 58 BROADWAY, ROOMS NOS. 12 AND 13, NEW YORK, March 18, 1880.

DIVIDEND NO. 7.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value $10) on the capital stock, payable on Thursday, April 1, prox., at the office of the company. Transfer books will close on Thursday, March 25th inst., and reopen Friday, April 2, 1880.

Statement of the financial condition of the company:

Cash capital	$100,000 00
Feb. 1, 1880.—Balance surplus account	45,543 75
March 1, 1880.—Net receipts for month of February	13,080 78
	$158,624 53
Dividend of 7½ cents per Share, 200,000 Shares	$15,000 00
Balance surplus, March 1, 1880	$143,624 53

W. B. ALLEN, Assistant Secretary.

CHRYSOLITE SILVER MINING CO.

ROOMS NOS. 51 TO 57 BOREEL BUILDING, No. 115 BROADWAY, NEW YORK. March 18th, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a regular monthly DIVIDEND (No. 5), of TWO PER CENT on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS ($200,000), or ONE DOLLAR PER SHARE, out of the fifth month's net earnings, payable at the Central Trust Company, No. 15 Nassau Street, on the 27th of March.

Transfer-books will close March 25th, and reopen March 30th. DRAKE DE KAY, Secretary.

LITTLE CHIEF MINING COMPANY.

ROOMS NOS. 51 TO 57 BOREEL BUILDING, No. 115 BROADWAY, NEW YORK, March 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 2) of one Per Cent. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the second month's net earnings, payable at the Central Trust Company's on the 25th inst.

Transfer-books will close March 21, and re-open March 26. DRAKE DE KAY, Secretary.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, March 24, 1880.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three Dollars and Fifty cents per share has been declared on the preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, and a dividend of Three Dollars and Fifty cents per share on its common stock, out of the net earnings of the year 1879, payable at the office of the company, No. 68 William-st., on the 15th day of April next. The transfer-books will be closed on the 29th of March, and reopened on the 19th of April next.

JULIUS WADSWORTH, Vice-President.

METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, March 18, 1880.

THE SECOND QUARTERLY DIVIDEND of (2½) TWO AND A HALF PER CENT on the capital stock of this company will be paid to the Stockholders of record on and after the 1st day of April next, at the office of the Central Trust Company of New York, No. 15 Nassau-st.

The transfer books will be closed at the said office at 3 p. m. on the 24th of March, and remain closed till 10 a. m. on the 1st of April next.

JOHN E. BODY Treasurer.

Oregon Railroads.

The following is an extract from the Report of of John Q. A. Bowlby, Esq., President Astoria Chamber of Commerce, for the year 1879:

A bill was introduced last Congress to forfeit to the government the unearned railroad lands between here and Forest Grove, and is now pending. This land has been locked up for ten years useless to everybody, and retarding the settlement of the country. It should be thrown open to settlers at once. Within these limits during the year 1878 40,561 acres were settled under the United States laws, and in 1879, to November 1st, 50,017 acres were so taken, notwithstanding one-half of the land was tied up by the railroad.

At the time of our last report narrow gauge railroads were attracting considerable attention in this state and elsewhere, but the popular interest in them does not seem so great at present.

Out of your efforts a company, the Astoria and Winnemucca Railroad Company, was organized last July to construct, if found practicable, a railroad from Astoria to the Central Pacific in Nevada. The survey has been carried from Astoria to Forest Grove and found to be feasible and on a much shorter line than anticipated, besides exposing fields of fine coal near tide water. It is hoped grading will begin on this section as soon as the weather will admit. This line will develop and open a portion of country throughout nearly its whole length that is now without a transportation line, and will connect Astoria by rail to Portland, and several of the Willamette valley towns. During the last year the Western Oregon Railroad Company was incorporated, and extended a railroad from the terminus of the Oregon Central at St. Joe to Corvallis.

The narrow gauge, the Sheridan and Grand Ronde, has done much for the section of country through which it passes to the Yamhill river.

The Oregon Railway and Navigation Company has also been formed and are contemplating building railroads in eastern Oregon and Washington territories to the Columbia river and perhaps to some place below The Dalles.

On account of rocks and ice, transportation on the upper Columbia has been blockaded and the the boats have been unable to bring out all the grain this last year.

The Northern Pacific Railroad Company has begun building eastward from the mouth of Snake river and perhaps the Oregon Railway and Navigation Company will extend its line to a junction with it.

These lines east of the Cascade mountains are simply (at present at least) developing the valleys of the upper Columbia and its tributaries, and affording avenues for its products to the Columbia river without aiding at all the outlet to the sea.

The Northern Pacific strikes the river 345 miles from the ocean. A short road now in operation called the Walla-walla Railroad terminates 323 miles away and the projected road, Oregon Railway and Navigation, if it starts at The Dalles, will be 200 miles off. From the termini of these roads the freight will be carried on a mighty river but one broken by obstructions. The Cascades, 150 miles, The Dalles, 200 miles from Astoria, besides rocks above.

There is talk of extending the Oregon Railway and Navigation road to Portland, but if the river boats and all the portages are owned by the same persons it will not afford any competition.

The Northern Pacific will not, for five years at least, perhaps more, extend its road either down the Columbia or over the mountains to the Sound. But if the roads were constructed through and controlled by rival companies they could not carry as cheaply as river boats. Last season it cost $10 50 per ton to carry wheat from Wallawalla to Portland, and $11 50 to Astoria. Thirty miles of that distance is by rail and costs $4 50 per ton, while the remainder, 285 miles to Portland by boat, over two portages, cost only $6, and the 323 miles to Astoria, over the same portages, cost but $7 per ton.

Chrysolite Mining Co.

The Chrysolite Company declares its fifth regular monthly dividend of $200,000, out of the fifth month's net earnings.

This aggregates one million dollars of dividends paid out of the net earnings of the first five months in which the company has had possession of its mines, and leaves a handsome surplus in the Treasury, besides paying the heavy cost of timbering, new hoisting machinery, and the expensive dead work necessary in scientific opening of the mines and a judicious development by exploration.

This additional outlay has been about $312,000, and has reduced the cost of hoisting five sixths, and has placed in sight over three dollars net of new ore for every dollar extracted, and has put the mine in condition to enable the company to double its output.

"Arteries of Commerce."

Canals, as valves in the arteries of commerce, regulating and giving direction to the flow of their currents, come very naturally under the fostering care of government. They cannot be constructed without the expenditure of money, of course, but governments have usually been liberal towards them. The United States are no exception to this rule. The Louisville and Portland canal, to make which toll free and provide for its maintenance and repairs the House of Representatives has just passed a bill by more than a two-thirds vote, has cost the government nearly $5,000,000. The Sault Ste. Marie canal, in Michigan, the locks of which are being enlarged by the government, though only a mile long, has cost government more than $1,000,000. The Des Moines Rapids canal has cost the government between $5,000,000 and $6,000,000 to complete it, besides a permanent appropriation of $40 000 per annum for its maintenance. The Eads jetties, which are in the nature of a canal cutting through the bar at the mouth of the Mississippi river, will cost when completed $10,000,000. These are liberal appropriations liberally made, for objects of national importance. None of these canals, however, serve the commerce of so wide an extent of productive country, so many States and Territories, as the proposed ship canal between the Chesapeake and Delaware. This, when constructed will accommodate and furnish an outlet to the commerce of an area three times larger and greater than that served by the Welland canal, upon which, nevertheless, when it is completed, (as it will be in 1881,) the British government and the Canadian authorities will have expended $40,000,000.—[Baltimore Sun.

North Carolina Minerals.

We are under obligations to Prof. W. C. Kerr, State Geologist, for a copy of the Geological Report of North Carolina. The volume is prefaced by a handsomely made map of the State, showing its general geological features, and the report itself bears conclusive evidence of the pains-taking integrity and comprehensive scientific culture of the head of this important part of the State government of North Carolina. The economical geology of that State is of great interest to our local industries, as fully set forth by Professor Kerr in his speech before our Chamber of Commerce, two weeks ago. The subject deserves attentive study in this regard, even aside from the prospective extension of our railway system due South. We mean that, even now, by the use of existing lines of transportation, it may be possible that our iron manufacturers may draw profitably upon the ore resources of that interesting section of our common country. At a time when we are receiving thousands upon thousands of tons of iron ores from Spain, Africa and Great Britain, it must surely be possible to get the magnetic and hematite veins of the Tar Heel State tapped for our consumption.—[Pittsburg Chronicle.

Tide Water Pipe Line.

The Bradford (Penn.) Star says that when the Tide Water Oil Pipe Line was first opened there was almost no sale for crude at their terminus, and the refining facilities were a mere bagatelle, but that now there are facilities for refining one-fourth of all the oil produced in the northern field, and then adds:

The Tide Water Line have made a reasonable profit on every barrel of oil they have transported since they opened their line. The Tidewater are now carrying 10,000 barrels per day and will increase their facilities as fast as the trade demands it to be done. The laying of a line to Buffalo will open up a trade not hitherto considered a factor worthy of notice in the calculations of the prospects of the business, but which must soon make itself felt in the scramble for our fast declining product. The Standard Company are daily circulating reports of the increase of the product while they are putting forth every effort to secure to the last barrel all that is being produced in the country. They are building lines now to carry the product to the seaboard.

Mexican Central Railroad.

The directors of the Mexican Central Railroad Company recently elected are: Isaac T. Burr, B. P. Cheney, Thomas Dana, William Roich, Lucius G. Pratt, Warren Sawyer, R. M. Pulsifer, William O. Taylor, S. A. Kent, Theodore Nickerson, Levi C. Wade, Charles Lanier, Robert R. Symon, Edward D. Adams, Sebastian Camacho, Ramon G. Guzman, and Walter W. Symon. The officers are: President, Warren Sawyer; Vice-President, Robert R. Symon; Second Vice President, Levi C. Wade; Clerk and Treasurer, Stephen W. Reynolds. The Mexican Government has not yet nominated the two members of the Board of Directors to which it is entitled. This is the corporation which is to build a line from the City of Mexico to San Francisco, and another to the extension of the Atchison, Topeka and Santa Fe Road in Arizona.

☞ The Chicago, Milwaukee and St. Paul Railway Company having secured control of the Chicago and Pacific Railroad, is enabled to run its own trains from Chicago and Milwaukee to Sioux City, Yankton and Sioux Falls, the most important points in Northwestern Iowa and Southern Dakota. The road, which is 90 miles long, is to be greatly improved, and probably extended.

☞ A certificate of incorporation has been filed with the Secretary of State at Columbus, of the New York, Pennsylvania and Ohio Railroad Company, being the reorganization of the Atlantic and Great Western Railroad Company under the recent act passed by the Legislature of Ohio.

☞ From figures recently published in the Pall Mall Gazette, it appears that the average earnings of an English engine amount to about $22,800 a year. The largest earnings are those of the Great Northern line, which amount to over $25,000; the lowest are those of the Lincolnshire Railway, which barely come up to $18,750.

☞ Articles of incorporation have been filed in the office of the Secretary of State at Springfield, Ills., of the Chicago and Western Railroad Company, of Chicago, with a capital of $1,000,000. The corporation proposes to construct and

operate a railroad from Chicago to Aurora, passing through Cook, Du Page, and Kane Counties, but the route is not otherwise stated.

Ohio and West Virginia Railroad.

The Ohio and West Virginia Railroad, which is destined in the near future to become an important link in some of the trunk lines of the country, is about 82 miles in length, and runs from Logan to Gallipolis, thence up the Ohio River to Pomeroy. At Logan, it connects with the Columbus and Hocking Valley and Columbus and Toledo Railroads, and as soon as the Chesapeake and Ohio Railroad builds 27 miles, now under contract, there will be a through line from the Atlantic through West Virginia and Ohio to the North and West, which will be over 50 miles shorter than any other route. Rails are now going down at each end of the road, and the work is being pushed to completion. The company was fortunate in purchasing 8,000 tons steel rails at less than $50 per ton, and among the equipments contracted for before the rise were six standard engines at about $6,000 each.

☞ The Washington and Waynesburg Railroad is to be extended this Summer from Waynesburg to Blacksville, enough money having been raised for that purpose. It is proposed also to build a road to Charlestown, West Va., a distance of 211 miles. As at present traveled the distance from Pittsburg to Charlestown is about 400 miles.

☞ It is thought that the construction of a narrow gauge line of railway from Bradford, Pa., to Kinzua will also accomplish ultimately another long-looked-for end, and that is a continuous line of road from Titusville to Bradford, passing Warren in its route, and making Olean the terminus in New York.

☞ Articles of incorporation of the Evansville and Peoria Railroad have been filed. The capital stock is $1,000,000. The projected line is from Evansville, Ind., to Grayville, White County, Ill., where it becomes a part of the Peoria and Decatur Railroad.

☞ The Nevada Central Railroad, recently completed to Austin, Nevada, on money furnished by Hatch & Foote and Phelps, Stokes & Co., is to be extended south to Bodie, and north from Battle Mountain through Idaho to the Columbia River, in Oregon.

☞ Work on the new railroad from Johnstown to Somerset, Penn., will be begun early in April. The cost will be about $750,000, the Cambria Iron Company at Johnstown subscribing one-half that amount.

☞ The contract for building the Wisconsin and Minnesota Railroad, from Colby, on the line of the Wisconsin Central, to Chippewa Falls, has been let. The road is to be in running order by October 1. The distance is 64 miles.

☞ The engineers of the Shenandoah Valley railroad are now engaged in running a line through Rockbridge county, Va., with a view of its extension towards Salem.

☞ The entire contract for the western extension of the Missouri, Iowa and Nebraska Railroad has been awarded.

Commerce for the Isthmus Canal.

The following information was obtained for the Interoceanic Canal Committee, to which it was referred:

During the fiscal year ending June 30, 1879, there were cleared from San Francisco for foreign ports 259 vessels via Cape Horn, with an aggregate tonnage of 342,721 tons, and 12 vessels with a tonnage of 22,175 tons, for domestic ports, the aggregate value of their cargoes being $2,725,069. During the same year, 58 vessels entered the port of San Francisco, having passed around Cape Horn from foreign ports with an aggregate tonnage of 68,418 tons, and 57 vessels from domestic ports with an aggregate tonnage of 92,683 tons. Twenty-seven vessels cleared from San Francisco with cargoes valued at $2,166,699, destined for transfer across the Isthmus of Panama, and 27 vessels entered the port with cargoes that had been transported across the Isthmus; the average time occupied by sailing vessels in making the voyage from New York to San Francisco, via Cape Horn, was stated to be 132 days.

☞ The owners of the Little Rock, Mississippi River and Texas Railway propose to extend it from Monticello, Ark., its present terminus, to Texarkana, where it will connect with the Northern Texas system of roads. The gap to be built is about 140 miles in length. The line will run through Camden, and will afford an outlet for a large and fertile section of Arkansas now entirely dependent on the navigation of the Ouachita river. With the completion of this line and of the railroad from Pine Bluff to Little Rock, New Orleans merchants would have access to Arkansas at all seasons of the year.

☞ A company has been formed for the purpose of constructing a railroad from Valatie, Columbia county, New York, through Kinderhook to the Hudson River. Charles Wild, of Valatie, has been elected President of the company, C. H. Housman, of New York, Vice President, and W. H. Rainy, of Kinderhook, Secretary and Treasurer. The road is to be narrow gauge. It will have its river terminus at Judson's Dock, a few miles below Stuyvesant where connection with the Hudson River Road and the boats on the river will be secured. Work on the line is to begin with the opening of Spring.

☞ The gross earnings of the Columbus, Chicago and Indiana Central Railway from Sept. 1, 1879, to Feb. 29, 1880, inclusive, were $2,282,748 67, and the net earnings $725,257 89, against $1,853,994 62 gross receipts, and $361,927 86 net earnings, the corresponding six months of previous year.

☞ The Pittsburg Chronicle says that the foreign steel blooms which are now being received at the Superior Rail Mill in that city are found to be cheaper than the American article, and give entire satisfaction. The firm have contracted for about 15,000 tons, which will last a considerable time. The blooms are of Austrian manufacture.

☞ The first through car to Port Royal, S. C., over the Cincinnati Southern Railway, with the Port Royal delegation to the great railway celebration, arrived there on the 21st, 34 hours from Cincinnati.

☞ The Minneapolis, Shakopee and Minnesota Valley Railroad was formally organized at Minneapolis, on the 20th, and the directors have given orders looking to the early building of the line.

☞ The Chicago, Milwaukee and St. Paul Railway Company have taken a lease of the entire property of the Sioux City and Dakota Railroad Company. The leased property embraces the recently consolidated Dakota Southern and Sioux City and Pembina Railroads, and will be operated as the Sioux City and Dakota division of the Chicago, Milwaukee and St. Paul Railway.

☞ The stockholders of the South Boston Railroad Company have voted to authorize the directors to issue the remaining two thousand shares of stock, as authorized by law.

☞ Earth was broken for the Danville and New River Railroad near Danville, Va., on the 18th inst.

☞ The Directors of the Marietta and Cincinnati Railroad Company have decided to open an office in New York for the transfer of stock, &c.

☞ The Coney Island and Brooklyn Railroad Company have declared a dividend of 3 per cent payable April 15th.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending March 13, as reported by the several carrying companies, amounted to 354,105 tons, against 480,559 tons in the corresponding week last year, a decrease of 136,454 tons. The total amount of anthracite mined for the year is 3,703,241 tons, against 3,929,179 tons for the same period last year, a decrease of 220,938 tons. The quantity of bituminous coal sent to market for the week amounted to 8,160 tons, against 59,214 tons in corresponding week last year, a decrease of 51,054 tons. The total amount of bituminous mined for the year is 697,721 tons against 564,964 tons for the corresponding period last year, an increase of 232 357 tons. The total tonnage of all kinds of coal for the week is 362,263 tons, against 539,773 tons in corresponding week last year, a decrease of 140,306 tons, and the total tonnage for the coal year is 4,405,963 tons, against 4,395 143 tons to same date last year, an increase of 10,820 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of March was 110,013 tons, of which 73,256 tons were coal and 36,757 tons coke. The total tonnage for the year thus far has been 1,203,718 tons, of which 915,477 tons were coal and 288,241 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending March 13th were 39,581 tons, and for the year to that date 344,388 tons—159,124 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 31,242 tons, for the year 301,662 tons, an increase of 146,249 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 8,339 tons, and for the year 40,142 tons, an increase of 10,290 tons, as compared with 1879.—[Phil. Ledger, March 22.

☞ In the case of the United States against the Missouri Pacific Railroad Company for $135,000 taxes falling due between 1864 and 1871, Judge McCrary, in the U. S. Circuit Court at St. Louis ruled that as no assessment and demand had been made at the time, or until 1877, when the property had passed into other hands, no lien could be established, and his decision was in favor of the railroad.

☞ The stockholders of the Mankato and St. Cloud and Austin and Mankato lines, formally organized at St. Paul, Minn., on the 20th inst., by the election of the same officers. Preliminary surveys of the route were ordered to be made forthwith; maps and profiles are to be prepared, and a limited issue of stock, amounting to 300 shares, was directed to be issued to meet current and future expenses.

☞ The annual report of Chicago pork packing gives the following figures: Number of hogs packed during the summer season, 2,155,418; during the winter season, 2,525,219, making a total for twelve months of 4,680,637, a decrease of 280,319 from the season of 1878-79. Aggregate weight of hogs, 562,552,284 pounds; total yield of lard, 102,516,571 pounds, a decrease from last year of 28,290,677 pounds.

☞ The Miami Valley narrow-gauge railway was sold at judicial sale, at Lebanon, Ohio, on the 21st inst. for $61,000, to John Ferris, agent for a Cincinnati association. The road runs from Cincinnati to Waynesville, Ohio, and cost a large sum. The new owners will at once complete its construction.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, April 2, 1880.

Railroad Construction for 1880.

The *Daily Commercial Bulletin* has compiled a very full and interesting table of railroads under construction and projected for the coming year. From the figures thus obtained it is seen that the greatest activity is in the West and Southwest, and next in the South and the Middle States as well as Eastward. From September 1, 1879, to about the present date, 2,971 miles of road have been completed. Within the same period arrangements have been made for building 12,641 miles more; making the total of completed and projected road 15,612 miles, within seven months. This nearly equals the entire increase of mileage for the three years 1869, 1870 and 1871—the most active period of railroad construction in the history of the country.

The capitalization, as a rule, is somewhat lower than during that period. Thirty roads, embracing 4,923 miles, show a total capitalization (stock and bonds) amounting to $138,000,000; which gives an average rate of about $28,000 per mile of single track, which is more than the honest cost of the work, and which is a repetition of the old error of over-capitalization which brought down so many companies after 1873, though not to the same excess. Assuming this to be the average rate of capitalization, upon the 15,612 miles projected and placed under construction within the last seven months the new issues of stocks and bonds will aggregate $437,000,000. Assuming the actual cash cost of line and equipment to average $17,500 per mile, and that all the projected road will be actually built, these new enterprises will absorb $273,000,000 of capital.

Railroads Advancing Wages.

It is one of the most gratifying as well as hopeful signs of the times that the railroads of the country are generally advancing the wages of their employes, voluntarily, to the old standard from which they had gradually reduced them since 1877 to a point consistent only with an emergency such as the depression in the trade of the country then presented. Indeed, this was the understanding upon which these reductions were made and submitted to, and hence it was the duty of the railroads to restore wages to the old standard just so soon as the return of better times was assured. This time arrived last fall, and we then took occasion to remind the officers of railroad companies that it was time to advance their employes' wages not only because the occasion for their temporary reduction had passed away but because the cost of living had been enhanced 25 per cent as was then shown. Since then there has been an advance in rents and some classes of goods not then effected by the general rise in prices, while the wholesale price of others has fallen back materially, but left the retail prices about as high as then. Upon this 25 per cent increased cost of living we then asked for 25 per cent advance in wages to keep the employe upon a footing equal to that at the bottom of the depression for without it he was actually getting less purchasing power in his wages than at the worst period. We then showed that the increased earnings of the railroads up to that time, were 25 per cent, and sufficient to pay this 25 per cent in wages. Since then this increase has been still more marked and is still increasing. For January the increase was 30 per cent and in February 34 per cent, notwithstanding the grain and provisions blockade caused by the speculation in those staples at the West. The returns for March will be still better on the great trunk lines because the grain blockade is broken and it is coming forward freely since the middle of that month.

It will thus be seen that 25 per cent advance in wages is really no advance, as the cost of living has advanced the same. What the basis of 1877, to which some of the roads have restored their wages, was, we do not now remember, but if it is not more than 25 per cent above the bottom prices of last year, it is really no advance at all, and instead of the stockholders demanding all above that percentage in increased dividends, they should share this excess with their employes or rather make them a dividend also, with which to fortify themselves against a return of hard times, and thus establish the bonds of humanity, fellow feeling and interest between employer and employed, so that when hard times come again their property will not be placed in peril by reason of labor riots on the railroads. Make these employes sharers of dividends, and then the property of the roads becomes theirs jointly with the stockholders and they will be equally interested to protect it and enhance its value. It is therefore gratifying and hopeful, as we said, to see that the officers of many of our railroads begin to appreciate their relations to their men and to accord them their rights, as we suggested to

them last fall, without waiting for them to enforce them by strikes and riots.

The Special Rate Pilgrimage to Albany.

The recent pilgrimages to Albany, from all parts of this State, of those who enjoy special freight rates over our railroads, to protest against the "Anti-Discrimination Bill," proposed by the Railroad Committee of the Assembly, to compel the railroads to treat all their customers alike, is the most touching exhibition of unselfish devotion to a principle, that has been witnessed in this country, or in the nineteenth century. There is but one great example in history, even, with which these apostles of Vanderbilt and their mission, can be justly compared, namely, the pilgrimages of the Apostles of Mohammed to Mecca, to secure for themselves "special rates" to the (wheat and corn) fields of Paradise. These modern pilgrims, however, travel in far different style from their Moslem brothren. They were furnished for their journey with "special trains" of palace coaches by their master, the modern Jove, to take them to the Mecca of the "special raters" at Albany. They were required to provide themselves with neither purse nor scrip, for their benefactor and protector, Vanderbilt, was provided with both purse and scrip (dividends) with which to pay all the expenses of these poor but honest pilgrims, who were unable to compete with their ungodly neighbors, without "special rates." Hence Vanderbilt, the great and good protector of the weak and defenseless, led these lambs of his fold, before the wolves of the Railroad Committee, to plead for the inalienable rights of a poor man—"special rates"—as an absolute necessity to enable them to compete successfully with the multitude of their rich and unscrupulous rivals who are seeking to devour them.

Eye witnesses of the sessions of the Railroad Committee at which these poor pilgrims presented their case, are said to have been unable to control their emotions, as they pled for their wives and their children and their homes; and they declare if ever a mortal man was entitled to be called a Saint that man is Vanderbilt, who thus secured for these poor merchants and manufacturers a standing in Court, gave them a holiday from their hard labors, a free ride and a free "feed" to and from Albany. If, after these prayers and these tears, the Railroad Committee shall approve the "Anti-Discrimination Bill," it will be the grossest abuse of representative power, in the interest of the many against the few, to be found in the annals of modern legislation. We know the successful business man may say that Darwin's theory of the survival of the fittest applies to business as well as to the descendants of the ape in person; yet this is too cold blooded a theory for an age of Christian civilization; and we shall propose Mr. Vanderbilt as a candidate for the next vacant seat in the Board of Saints, as the man who saved from extinction the few—the remnant of Darwin's race, who are unable to take care of themselves without "special rates" and special privileges. Down therefore with the Railroad Committee and the "Anti-Discrimination Bill," and up with Saint Vanderbilt and his Pilgrims. So said the Board of Managers of the Produce Exchange, whose kindly and *disinterested* souls melted before the *convincing* arguments of the half dozen Pilgrims of that body. Indeed, for such services, we do not know but we should propose each member of this Board of Managers for Saintship, also, were it not for the fact that they go out of office soon, and that the great mass of worldly minded members swear they shall never go in again. In this event, however, they would make good candidates for martyrs, at which time we may be constrained to propose them for membership in that Board together with the Pilgrims, if the Hepburn bill is passed; for, virtue in these corrupt times of majority oppression of the minority too often goes unrewarded, while venality is elevated to place and power. Down, therefore, also with the Produce Exchange and up with its Pilgrims and their Board of Managers.

The Law of Railway Leases.

Among the decisions handed down by the United States Supreme Court on the 29th ult. was the following:

George W. Thomas et al., plaintiffs in error, vs. The West Jersey Railroad Company.—Appeal from the Circuit Court of the United States for the Eastern District of Pennsylvania.—On the 8th of April, 1863, Thomas et al., the plaintiffs in error, entered into a contract with the Millville and Glassboro Railroad Company, of which the West Jersey Railroad Company is the successor, whereby they became the lessees of that railroad and its franchises for a period of 20 years. The contract contained a proviso stipulating that the lease should be terminable by the railroad company at any time upon three months' notice to the lessees, and that in the event of such termination arbitrators should be chosen to compute the amount equitably due Thomas et al. from the railroad company, by way of indemnity for non-fulfillment of contract. The lease was terminated after proper notice on the 1st of April, 1868. Efforts to fix by arbitration the amount of compensation due Thomas et al. for the unexpired term of the lease having proved fruitless, the latter brought this suit to recover damages for non-fulfillment of the contract. The most important point presented to this court for decision was whether the Millville and Glassboro Railroad Company had legal power, without the consent of the State and without any authority from its charter, to executed a contract by which it virtually transferred its road and franchises to the plaintiffs in error. The point is one of importance, on account of its bearing upon railroad leases in general. This court holds that in the absence of express authority in its charter, the railroad company had no right to transfer its road and franchises to other parties, and thus render itself unable to perform the duties which that charter directly or by implication imposed. When a corporation like a railroad company has granted to it by charter a franchise intended in a large measure to be exercised for the public good, the due performance of this function being the consideration of the public grant, any contract which disables that corporation from performing such function, which undertakes without the consent of the State to transfer to others the rights and powers conferred by the charter, and to relieve the grantees of the burden which it imposes, is a violation of the contract with the State, and is void as against public policy. It follows that the plaintiffs in error cannot found a right of action upon an agreement void for want of corporate authority and forbidden by the policy of the law. The decree of the lower court is therefore affirmed with costs. Mr. Justice Miller delivered the opinion, Mr. Justice Harlan dissenting. Mr. Justice Bradley did not hear the argument, and took no part in the decision.

Fine Carriage Building in Brooklyn.

Until within the past few years, fine carriage building for the country in and about New York has been confined to Manhattan Island, the rivers surrounding which, to use the words of a prominent Brooklyn carriage builder, having hitherto been like a wall of fire to confine this great manufacturing interest to a few firms in this city. This, however, is fast changing, partly from natural causes, and partly as the result of enterprise in business, and close attention to the wants of the Brooklyn driving public, which were not formerly studied, by the carriage manufacturers of that city, who contented themselves with taking a secondary place, and doing second-class work, relying upon the repairing branch of their business for their patronage and profit, as people will have their repairing done at home because more conveniently and quickly attended to, while they have gotten their new work in New York, because better built.

The Coney Island Boulevard has increased the number of people in Brooklyn who keep horses, and hence the demand for carriages. The growth of the Island itself, in the past two years, has still further added to this number. The races of last season augmented these additions, by bringing New York people to Brooklyn, while the new race course at Sheep's Head Bay, and other new Coney Island attractions will continue to increase these causes from year to year, so long as the popularity of these summer resorts, so lately known, shall be kept up.

These are the natural causes which have led to the change noted, and made it possible to build fine carriages in Brooklyn. The enterprise, which was farsighted and bold enough to see these advantages and appropriate them, belongs to Mr. J. Curley, whose manufactory is centrally located on State Street and Boreum Place, one block from the great thoroughfare to the Park, Schemerhorn Street, where within a few years he has built up the largest and best repairing business in Brooklyn, second to none in New York. In the meantime, he has quietly and by good work, established a reputation for the manufacturer of first-class fine carriages to which no other Brooklyn manufacturer can approach, and few, if any, of the first manufacturers of New York, excel. Indeed, from personal knowledge and use of Mr. Curley's carriages and theirs, we do not hesitate to say that he already ranks among the best fine carriage manufacturers of the country. It is the general verdict in Brooklyn of those who have been using

his carriages, that they rank side and side, for style and durability, with the leading manufactures of this city. We venture to say that not one in ten, who have used their carriages, could go into a repository and tell one from the other without looking at the plates. As a consequence, Mr. Curley is not only turning out more new work every year for Brooklyn people, but his trade is extending beyond them, on the reputation he has made among them, for he has never solicited business outside of that city.

Debt of Allegheny County.

The revenues of Allegheny County, Penn., during the year ending December 31, 1879, were $778,358 39, and the expenditures $628,498 22—leaving a balance on hand at the close of the year of $149,860 17. The outstanding obligations of the county, January 1, 1880, were as follows:

Registered Compromise, five per cent bonds	$271,830 81
Compromise coupon, five per cent bonds	1,521,000 00
Uncompromised railroad, six per cent bonds	34,000 00
Work House and Inebriate Asylum, seven per cent bonds	12,000 00
Registered Volunteer Bounty, six per cent bonds	250 00
Registered Fractional Scrip, five per cent bonds	26 00
Outstanding Countersigned Warrants	149 40
	$1,839,256 21

The indebtedness of the county at the commencement of the year was $1,891,469 54, and at its close, as stated above, $1,839,256 21—showing a reduction during the year of $52,213 33.

New York Stock Exchange.

The following securities have been admitted by the Governing Committee of the New York Stock Exchange to the official list:

Amie Consolidated Mining Company, capital in shares of $10, $5,000,000.

Colorado Coal and Iron Company, capital in shares of $100, $10,000,000.

Silver Cliff Mining Company, capital in shares of $50, $10,000,000.

District of Columbia Funding Fives of 1899, amount, coupon and registered, $1,092,300.

St. Paul and Sioux City Railroad Company first-mortgage six per cent bonds, on South Stillwater Branch, six miles, $60,000; Omaha and Northern Nebraska, sixty-three miles, $630,000; Covington and Black Hills line, twenty-six miles, $260,000. Also in lieu of all existing stocks on roads recently acquired, $10,000 per mile, of preferred stock and $10,000 per mile of common, to the amount of $1,287,500 of each class.

Pittsburg, Titusville and Buffalo Railway Company preferred stock, in $50 shares, $750,000; common stock, in $50 shares, $3,375,000.

Central Iowa Railway Company common stock, authorized, $4,925,200; first preferred stock, $907,000; second preferred stock, $1,167,800; first-mortgage 7 per cent bonds, $3,700,000; coupon debt certificates, $629,000.

Louisiana and Missouri River Railroad Company preferred stock, $1,010,000; common stock, $2,272,200

St. Louis, Terre Haute and Vandalia Railroad Company first-mortgage 7 per cent bonds, guaranteed, $1,899,000; second-mortgage 7 per cent bonds, $1,000,000; second-mortgage 7 per cent bonds guaranteed, $1,600,000.

The Pittsburg and Titusville stocks must await the readiness of the Farmers' Loan and Trust Company to transfer and register the stock. The Vandalia bonds will be a good delivery when registered to bearer by the Third National Bank of New York.

Chicago, Burlington and Quincy Railroad.

The gross earnings of this road for the year ending December 31, 1879, were $14,817,105 72, the expenses $7,577,061 23, and the net earnings $7,260,038 49. The gross earnings show an increase of $697,440 26, the expenses a decrease of $314,847 92, and the net earnings an increase of $1,012,288 18, as compared with those of 1878. After paying dividends of 10 per cent and all fixed charges, the surplus remaining was $1,657,529 55. Of this, $1,000,000 was appropriated to the renewal fund, and balances of accounts amounting to $423,084 81 were written off, leaving a balance of income of $234,444 74, which, added to the old balance, made the balance on hand Jan. 1, 1880, $4,416,262 91. The surplus, after paying interest and rentals, was equivalent to over 15 per cent on the stock. The new lines built during the year were: From Port Byron Junction to Rock Island, 6.59 miles; from Charlton, Iowa, to Indianola, 16.3 miles; from Creston, Iowa, to Fontenelle, 7.3 miles; from Clarinda, Iowa, to Burlington Junction, Mo. 20.81 miles; from Leon, Iowa, to Mount Ayr, 35.29 miles; from Knoxville to Des Moines, 34.29 miles; from Red Oak, Iowa, to Grisworld, 18.1 miles; from Chillicothe to Charlton, 14.973 miles. The increase of mileage owned and operated during the year aggregates 154 miles, and the amount expended in construction and equipment was $4,097,800 39. The funded debt was decreased $374,500. The present stock is $31,004,456 51, and the present bonds $30,503,225. The cost of the road in excess of all liabilities amounts to $11,578,033 07, divided as follows: Bonds and cash in sinking fund, $5,127,101 54; construction on old lines and new branches, $4,977,126 54; supplies and material on hand, $753,588 93; sundry investments, $335,192 79; accounts considered good, $385,023 27. The cash receipts of the land department were $365,549 16, and the expenses $47,469 01, leaving a balance of $318,080 15, paid over to the sinking fund for the land grant bonds.

St. Louis and San Francisco Railway.

The gross earnings of the St. Louis and San Francisco Railway for the year 1879 were $1,672,437, the expenses, $723,943 and the net earnings, $948,494. The gross earnings show an increase of $470,786, the expenses an increase of $148,486, and the net earnings an increase of $322,352 over those of 1878. The amount expended in improvements were $78,884, against $49,687 in 1878. The outstanding stock aggregates $22,063,420, the bonds $6,786,086, and the floating liabilities $304,116. The balance on hand is $335,031. The receipts of the land department were $154,598, and the expenditures $56,034. During the year the company purchased the Joplin Railroad, from Joplin, Mo., to Girard, Kan., 38 miles, and the Missouri and Western Railroad, from Pierce City, Mo., to Oswego, Kan., 73 miles, with a branch to Joplin, Mo., 9 miles, and leased the St. Louis, Wichita and Western Railroad, a new line from the Missouri, Kansas and Texas Railroad, near Oswego, at its intersection with the Missouri and Western Railroad, to Wichita, Kan., 144 miles. Of this, 78½ miles are in operation and the remainder is being rapidly pushed to completion. At Wichita it will connect with a branch of the Atchison, Topeka and Santa Fe Railroad.

North River Railway.

This road is to extend from a point in Orange or Rockland County, near Fort Montgomery, in Orange County, and on the line of the Jersey City and Albany Railroad, to a point in the City of Albany. Branches are to run to Schenectady, and to a point on the railroad of the New York, Ontario and Western Railway Company, east of the Village of Westboro, in Sullivan County. The length of the road is estimated at 105 miles; the branches 30 miles each. The road will run through the Counties of Orange, Sullivan, Ulster, Greene, Albany, Schenectady, and Rockland. The capital is $10,000,000, with power to increase. The gentlemen named as directors of the company are: Samuel A. Strange, George W. Farles, Theodore Houston, Conrad N. Jordan, Charles R. Flint, Jose F. Navarro, Charles J. Canda, Vincent P. Snyder, Robert Hyslop, William H. Cary, and John U. Simpson, of New York, with Charles J. Hedge, of Passaic, and Stephen A. Lathrop, of Newark, N. J.

☞ A charter has been granted and the right of way obtained by the Grand Trunk Railway Company of Canada for a new line of road that will shorten the distance between Montreal and Plattsburg by 14 miles. The proposed link will run from St. Isadore, on the Lachine and Province Line Division, (15 miles this side of Caughnawaga,) in a direct line to Brosseau, there connecting with the road through Victoria bridge. At Mooers Junction, N. Y., connection is now made with the Delaware and Hudson Canal Company's main line of road for Albany. The crossing for the Ogdensburg Railroad is at this station, and connection in either direction is easily made. It is expected that work will be commenced at once on the new branch, and as the distance is only 11 miles, its completion can doubtless be announced within a short time.

☞ The extensive car wheel works of A. Whitney & Sons, on Callowhill street, Philadelphia, extending along that avenue from Sixteenth street to Seventeenth street, and reaching from Callowhill street to Pennsylvania avenue, were established in 1847. Two hundred men, nearly the full complement, are employed. Forty tons of pig iron are melted daily, making about 260 car wheels. About 150 wheels are fitted on axles daily, this department running over-time. The wheels are for railroad, street cars, mine cars, lumber trucks, &c.

☞ The Philadelphia Scale and Testing Machine Works of Riehle Brothers, on Ninth street, above Master street, Philadelphia, build railroad, wagon, coal, hay, cattle and numerous other kind of scales, some of which are of their own patents; also warehouse trucks. The usual number of 60 hands are employed at increased wages, and business is very brisk.

☞ Contractors have commenced laying the rails on the Portland and Bangor (Penn.) Railroad. This road will greatly facilitate the shipment of slate, large quarries of which abound along the route.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,218,800	M. & N	Nov.'79 4
" " pref.100	4,599,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence..100	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '79 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic... 50	877,400	quarterly	Apl. '80 3.5
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	881,925	J. & J.	Jan. '80 3
Orpe May and Millville* 50	447,000	J & D.	June'79 3
Catawissa*.....50	1,169,600	October.	Oct. '79 $1½
" pref.....50	2,200,000	M. & N.	Nov.'79 3
" 2d pref.....50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific.....100	54,276,500	.....	Feb '80 3
Chemung*.....100	380,000	quarterly	Apl. '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref.100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	30,928,300	M. & S.	May 80 2½
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebraa*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,281	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'78 4
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,067,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb '80 4
Concord.....50	1,500,000	M. & N.	Nov. '79 5
Concord and Porta.*.....100	350,000	J. & D.	Dec. 79 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River.....100	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref.... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk.. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor...100	1,874,000	annually	Feb. '80 3½
" " pref 100	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*.....50	1,000,200	J. & J.	Jan. 80 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '79 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 1
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Gan. Junc., Han. & Get. 50	116,850	M. & N.	Nov.'77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '80 2
Illinois Central.....100	29,000,000	M. & S	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7 620,000	quarterly	Feb. 80 1
Ja. Sa. & Mo. Northern. 25	5,000,000	quarterly	May '80 2
Jeffersony., Mad. & Ind..100	2,000.000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Dec. '79 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra 1 0	4,500 000	J. & D.	June'78 3
" " pref.100	500 000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,466,500	F. & A	Feb. '80 4
" " (guar.)100	533,500	F. & A.	Feb. '80 5
Lawrence*.....50	450,000	quarterly	Apl. '80 2
Lehi n Valley 50	27,332,565	quarterly	Apl. '80 1
" " pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*.....50	5,871,450	quarterly	Mar. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,488	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 2½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 3
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 2½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'79 3
Nashua and Rochester..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Dec. '79 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,149,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,286	quarterly	Apl. '80 1½
" Special Imp.100	5,504,300	quarterly	Apl. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia....	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Waterl. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" " pref.100	4,600,000	....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottav.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	488,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,800	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov.'70 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. '78 3
Continental (Phila.).....100	160,000	J. & J.	Jan '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	J. & J.	Oct. '79 4
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '75 1½
Highland.....100	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,026,000	F. & A.	Feb. '76 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '79 2
American Coal..... 25	1,500,000	M. & S.	Sept.'77 2½
American Express.....100	18,000,000	J. & J.	Jan '79 2
Amoskeag Manuf. Co....100	3.000.000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Feb. '80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mologona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Jan. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	6,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common ...100	5,700,000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,105
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,551	1,249,860
1878	165,411	147,196	135,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,491	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,765	176,204	1,534,949
1880	184,316	165,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,866,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,223,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,650	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,360	344,375	339,118	410,446	442,793	529,414	573,863	643,453	654,286	597,143	534,873	5,745,880
1880	502,285	428,543	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	1,436,167	14,562,954
1880	1,200,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,213	716,512	8,451,768
1879	591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
1880	763,000	739,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	239,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,425	3,758,168
1880	392,632	375,619	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,232	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880	169,330	157,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,604	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,103	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,621	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,563	2,981,679
1879	194,454	194,856	224,559	189,918	217,833	221,892	258,659	306,330	380,759	357,701	386,086	380,028	3,313,373
1880	367,327	326,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,301,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,181	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,261	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	831,991	1,160,898	1,151,795	1,027,314	917,328	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	1,016,278	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	380,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,531	409,819	533,983	535,411	468,195	4,514,321
1879	334,029	339,161	352,580	314,210	303,228	231,920	331,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	119,261	102,737	118,043	125,209	135,928	92,749	143,541	145,038	137,978	101,675	98,065	1,120,433
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94,878	108,345	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,356	112,375	108,879	89,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Mar. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$14,742 000	6	Jan. & July.	1880	104
.. ..coupon	3,507,000	6	" "	1880	104
Oregon War Bonds of March 2, 1861...coupon	787 300	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	127,324,200	6	Jan. & July	1881	105¼
.. ..coupon	48,017,750	6	" "	1881	105¼
Loan of March 3, 1863.....registered	53,554,850	6	Jan. & July.	1881	105¼
.. ..coupon	15,534,900	6	" "	1881	105¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,703,050	5	F. M. A. & N.	1881	102¾
.. ..coupon	210,715,850	6	" "	1881	103¾
.. ..registered	168,662,800	4½	M. J. S. & D.	1891	109¼
.. ..coupon	81,337,200	4½	" "	1891	109¼
.. ..registered	513,417,350	4	J. A. J. & O.	1907	106¼
.. ..coupon	225,514,650	4	" "	1907	106¼
Refunding certificates of Feb. 28, 1879.....	1,882,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	10,822,135	...	.....	.....	....
Debt bearing no interest.....	393,311,102	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	125
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	61
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93¼
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871....	1,98 ,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	268,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,394,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg....	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'01	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sicking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	104¾
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877..	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1886	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	738,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18 9.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	51
.. * Loan to N. O. & P. R.R. ('73).....	$2,000,000	..	.....	.....	....
.. * Levee (Act 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	6	Various.	1886	20
.. * Various bonds ($152,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($100,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($6,248,000):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105¼
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¾
.. Bounty Loan bonds, 1864.....	2,330,000	6	June & Dec.	1889	113¼
.. Municipal War Equalization bonds, '65	2,826,000	6	April & Oct	1889	....
Maryland—($11,225,675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1879) to Balt. & Susq. R. R.....	169,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1865) bonds.....	3,320.750	6	Jan. & July.	1883	108
.. State Loans (1870 to 1874).....	916,391	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108¾
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862..	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102¾
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	108
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110
.. R newal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	106¾
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	105¾
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¼
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29¼
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	15
.. * Funding (new) bonds.....	2,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	6	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	6	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7	....
.. *Funding bills receiva le (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1893	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidat d stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	30¼
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'78-'00	30¼
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,999,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000.000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,363,000	10	" "	1894	....
.. Redempti n bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (Irds fundable), registered..	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (Irds fundable, coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,583	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	110
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	113
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	118
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	35
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	139
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	80
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., a. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	110
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	100
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1895	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	57
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	57
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	116
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	124
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	103
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	91
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	..
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	5	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Casenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1909	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	93,000	7	April & Oct.	New York	1884	103
1st Mort. (W to Minn. Line)	34 000	7	Jan & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	115
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	60
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	106½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	87
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O	" "	1899	105½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	103
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort.(Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury	'95 '99	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	104½
1st Mort. (S. Fr., Okld & Ala)..	500,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	102½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	45
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.		1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105½
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	68½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	"	1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Chesnire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1893	....
Consol. Bonds (£200 stg. each)..	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1975, Sinking Fund...	415,000	5	June & Dec.	"	1895	100½
Consol. Mortgage for $30,000,000.	14,581,500	7	" "	"	1903	120½
1st Mort. (Car. and Burl.) guar..	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	999,500	8	April & Oct.	Boston.	1890	....
1st Mort. (Keok. & St.Paul)guar	318,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	277,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. gurr. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500,000	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	118
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	109½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	112
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	111
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1886	....
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	109
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	109
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	109
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	...
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,246,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	98
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	89
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	105½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indinnapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	126
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	663,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108½
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	684,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	83
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	...
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632.000	7	Jan. & July.	" "	1904	...
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000.000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	104½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowaneaque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	...
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	101½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	...
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104½
Des Moines and Ft. Dodge:						
1st Mortgage(ecrpon).....	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	506,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	..
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	.
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	..
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1876	...
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	113½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1880	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	...
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., sky fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	..
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	96½
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	93
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	...
2d Mortgage	200,000	6	April & Oct.	"	1886	...
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	86½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	105½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	...
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	117
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	NY&London.	1920	118½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	91
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	...
2d Mortgage	92,800	7	April & Oct.	" "	1890	..
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	"	1890	...
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)sky. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1905	..
Fall River, Warren & Prov.(B&P):						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y..	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & K.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. sky.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	56
Construction Loan.....	280,400	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. k. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1989	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800.000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1895	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,500	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.& W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	'87-'94	....
Missouri State Loan	1,500 000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	...
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	531 000	7	" "	" "	1888	...
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1867	300 000	6	April & Oct.	Brot. & Best	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,205 000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	"	" "	" "	1903	109½
Income and Indemnity bonds	1,359,500		May & Nov.	"	...	95
Consolidated Mortgage	2,864,000		April & Oct.	"	1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	71
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000 000	7*	April & Oct.	New York.	1909	74
1st Mortgage Extension gold	5,500,000	7*	Jan. & July	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'88	....
Equipment Bonds, registered	376,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (I., L. & L.M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1899	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1918	..
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo. & CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.)conv.	887,000	7	March & Sept.	" "	1890	106½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	117
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	115½
1st M.(3d D.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108½
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	7,925,000	7	J. A. J. & O.	" "	1900	123
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25.000,000.	9,206,000	7	June & Dec.	" "	1903	117
Bonds of 1882 (Reg. & Coupon)	3,244,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,695,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	698,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg... }		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered.... }		6*	" "	"	1923	112
Lewisb. Centre & Spruce C.(Pa E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	800,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1837	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1837	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1837	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 900	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1870	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	80½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	47
4th Mortgage.....	4,000,000	6	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	118
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'93	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	"	.....	.....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	"	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	102½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	100½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1900	111
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (B.,C.R.& N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	103
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	67
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent.R.R.of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds.....	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	104½
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	115
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	113
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	110
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.& O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	740,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $3,000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	301,000	6	April & Oct.	New York.	1885	104
2d Mortgage..... pref	592,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.& Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1589	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	126
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	127
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	112
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage.....	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	282,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush.,N.S. & Cent):						
1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,838,000	6*	Jan. & July.	Lond. & Balt.	1904	104
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	"	Baltimore.	1926	78
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	115
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	114
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	81½
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	118
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	103½
Omaha and Northwestern ·						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1885	...
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	117
General Mortgage, registered.		6	" "	"	1910	115
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1908	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	93
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	7,852,000	6*	" "	Phil. or Lond.	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-45 & 49.	1,510,500	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,406	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	116
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	805,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	99
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	81
Funding Income	390,000	7	" "	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	68
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	115
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	...
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120½
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston.						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	115
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N. H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77½
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	105½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	115
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1886	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'78-'90	104½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,771	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1916	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1901	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	68½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	58
Equipment Mortgage	500,000	8	March & Sept		1880	75
General Mort.	1,500,000	8	May and Nov.		1902	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
St. Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	115
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	101¼
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	113
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	102?
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101¼
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106¾
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.& Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	95
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,621,200	6	" "	U.S. Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1883	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103¾
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	100¼
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	116
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	103
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	98
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	67¾
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50¾
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	107¾
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108¾
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	1 6
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104¼
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104¼
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104¼
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42¼
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	90
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. &Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	102
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &R.).:						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	100
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	85
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	...
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " ")	600,000	8	May and Nov.	"	1873	80
4th Mort. " ")	700,000	8	March & Sept.	"	1880	48
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	531,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	217,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	256,600	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	117
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	...

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	103
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108
2d Mortgage preferred.....	600,000	6	" "	"	1895	86
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	103
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1876	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	103
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,600	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	90
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	85
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. | 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	104
reg. | 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109
Coupon bonds of 1874..... |	3,000,000	7	Apr. and Oct.	" "	1894	112
Registered bonds of 1874..... |	2,000,000	7	" "	" "	1894	112
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	106
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	111
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	104
Consolidated Mortgage.....	1,415,000	7	" "	"	1911	133
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	102
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	80
Improvement bonds.....	260,000	6	May and Nov.	"	1930	....
Boat and Car Loan	766,650	6	" "	"	1912	70
Boat and Car Loan	621,600	7	" "	"	1915	81
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt	1885	...
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	...
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1888	...
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1911	...
2d Mortgage.....	298,000	6			1911	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A mark (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	766.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 29, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	389.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,371,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,625	485,336	1,006,211	456,579	7	100	110
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,428,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	77
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	139½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,628	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,225,537	—	512.0	4,386,182	919,064	2,662,829	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,086	*	18,829	1,013,294	4,476,677	3,566,800	1,331,148	—	350.2	651,887	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	288,355	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,577	19,116,858	57,305,232	3,031,492	18,277,300	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,568,957	4,039,612	8	100	188
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,638	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,622	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	208	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,838	64,638	3,583,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	88,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.). Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,116,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	248	184	55	4,900	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,570	2,425,060	321.7	5,024,183	5,200,641	2,612,555	6,633,543	2,219,536	8	100	145
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	283,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.0	766,719	688,438	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,987	582,485	165.5	.....	.....	.....	590,550	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	980
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,044	206,359	6,921,274	3,500,000	88,350	1,552,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	129
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,246,417	358,490	6	100	195
Sept. 30, 1878	8.8	—	1.8	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	99½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.0	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.)..N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	333,434	120.5	509,791	189,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	242.6	183.1	30.0	22.0	37	24	5	1,091	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	71
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	.....	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	168,683	379,879	1,921,350	1,302,673	4	100	146
Dec. 31, 1878	19 8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142 3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,122	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,819	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,851	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	21
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,876,400	*	.....	.....	978,400	2,178,000	242,500	2,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,389,453	*	4,915,026	164,534	15,000,000	11,511,848	1,012,265	294,965	326.6	1,681,914	219,544	953,044	1,440,270	233,045	—	100	67½
Mar. 31, 1879	242.0	—	14.3	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	—	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	168,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,687,000	1 667,000	.....	—	75.6	.....	.....	.....	.....	113,370	—	100	24½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	.....	.....	7,620 000	3,614,000	.....	—	.....	.....	.....	.....	.....	654,999	7pf	100	110
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	503,458	7,800,000	3,617,000	398,718	—	712.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4 325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	34
Dec. 31, 1878	73.4	56.9	188.9	—	258	220	64	18763	Central of New Jersey.....New Jersey.	17,161,636	2,851,870	.....	.....	18,563,200	31,850,276	4,203,655	.....	334.6	4,324,938	4,501,718	8,228,822	5,589,526	2,302,770	—	100	84½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	—	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,957,963	420.587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific* ¶.....Cal. Nev. & Utah.	134,650,528	7,956,118	9,097,651	6,369,421	54,275,500	94,249,660	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	77
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	215	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,480	195.0	415,353	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.3	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio ..... Va. & W. Va.	34,496,195	2,975,421	108,692	436,035	15,950,402	28,258,820	2,127,589	—	435.0	3,238,377	172,175	588,066	1,936,360	341,621	—	100	23½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,286	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,895	1pf	100	54½
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	377.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	114
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,645	3,327,845	27,956,816	27,058,725	13,568,334	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,065	6,586,530	8	100	149½
June 30, 1878	764.0	48.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	....	221.6	313,592	87,572	236,933	534,595	260,947	—	100	72½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,558	823,054	3,714,154	220,611	115,718	152.2	563,439	111,058	495,127	784,536	229,516	—	100	99
May 31, 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,000	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	142
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	82½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,559	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	96½
Mar. 31, 1879	600.2	223.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,553,830	*	2,524,005	163,016	20,980,000	9,992,000	11,097	6,267,454	1,125.0	7,546,000	1,500,000	2,236,270	9,409,833	4,829,961	10	100	139
Dec. 31, 1878	549.0	22.6	60.0	—	100	34	28	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25 911 501	.....	.....	.....	9,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,156	2,819,019	818,723	—	100	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Assets occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Report ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	
Dec. 31, 1878	40.4	484	3.671	6	495	178	86	10282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,420,037	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501		100	109½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	.....
Nov. 30, 1878	101.0	192.2	346.6	—	235	72	36	490	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,278	1,618,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,063	961,579	—	50	.....
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Lehigh Valley..... Pa.	14,647,081	2,282,317	22,784,411	2,380,676	27,528,888	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	102½
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	Little Miami ..... Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,223,691	384,621	8	50	...
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	331	*Little Rock and Ft. Smith* ¶ ..... Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	57
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Long Island ¶ ..... N. Y.	6,242,608	—	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisiana and Mo. Riv. (C. & A.)..... Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	16
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,800	664,239	111,447	213.5	613,520	327,384	314,282	978 053	294,160	—	100	...
Dec. 31, 1878	288.7	—	26.0	—	23	12	8	439	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,605,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	140
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	17
Jun. 30, 1878	187.3	87.9	183 5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,378,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	...
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.)..... Ohio.	23,605,983	*	2 584,932	891,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	...
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,703	Marietta, Pittsburg and Cleveland... Ohio.	3,530.000	*	200,000	3 844	.....	3,530,000	20.113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	...
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742.200	102.588	106,025	88.5	195,998	59,411	665,276	566,453	299,181	—	100	21½
Dec. 31, 1878	135.0	—	3.0	—	15	6	4	212	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4,220.000	1,309,585	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	4,419,584	*	.....	408,169	1,500,000	2.850.000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28.437,938	*	6,159,161	345,173	18,738.204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433.937	1,530,737	6,872,094	2,707,353	4	100	93½
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101.650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis Midland (3 ft.)..... Minnesota.	2,529,000	*	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1878	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	¶	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	308,672	1,457.225	1,800.000	329,969	559,678	85.0	116,920	39,000	105,000	99,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265.473	490,060	2,981,682	348,483	—	100	44½
May 31, 1878	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	2,010,311	*	.....	.....	800.000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,445	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	894	Mobile and Montgomery ..... Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,487,577	859,751	5,320,000	15,484,249	719,729	.....	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,909	*	49,967	77,273	1,149,364	1,810.000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	24
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex ..... New Jersey.	17,710,791	12,144.240	4,141,925	$25,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	108
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	316,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	113½
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,278	5	100	88½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	82
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	781,332	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Naugatuck ..... Connecticut.	1,928,845	284,087	108,797	57,969	2,000,000	.....	20,696	309,002	61.2	286,638	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	86	Nevada County Narrow Gauge..... Cal.	581,164	*	7,427	756	242,200	250.000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51.718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	73,998	937,400	800.000	149,102	.....	44.0	233,752	.....	.....	135,295	50.749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3¶)..... New Br.	2,021,000	*	.....	.....	200,000	1,772,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.9	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	23.7	—	20	18	8	458	Newcastle & Beaver Val. (Penn. Co.).. Pa.	834,083	—	55.358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	962,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp. Conn. & Mass.	4.005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C. V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	415,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	218	1596	New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	126,058	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York Central & Hudson River. N. Y.	82,163,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	28,405,017	10,269,040	8	100	135½
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	851	—	—	N. Y. and Harlem (N. Y. C. & H. R.). N. Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		.....	.....	8	100	180
Sept. 30, 1878	460.0	96.5	3.179	—	475	311	96	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,284,400	66,818,204	.....	.....	928.1	10,720,931	4,896,327	6,150,468	15,644,978	5,009.114	—	100	46
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	139,147	—	—	...
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	819	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	53½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,456	1,373,773	1,537,029	15,500,000	———	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	160
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	N. Y., Providence & Boston.. Conn. & R. I.	2.646.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.). N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	142	North Carolina (R. & D.) ..... N. C.	4,933,778	—	466,223	59,020	4,000,000	295,500	135,742	1,024,779	223.2	433,744	98,763	98,765	494.022	159,659	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northeastern ¶..... S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	5,296	Northern ..... New Hampshire.	3,068,400	*	387,960	493,637	5,088,400	100	396,617	484,880	8.8	452.301	141,209	401,822	426,874	107,372	5	100	95
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Central ..... Md. & Pa.	12,184,505	4 196,107	5,156,440	560.455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	66½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	———	50,342,761	1,176,193	646.0	.....	.....	.....	1,198,382	583,700	—	100	30½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,647	251,639	4,264,350	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	100½
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	137½
Dec. 31, 1878	340.5	274.8	103.0	—	124	58	31	2,510	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,943	542,670	144,325	—	100	31
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Ohio and Mississippi..... O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	———	615.0	.....	.....	.....	3,137,136	861,547	—	100	38½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	112
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Oswego and Syracuse..... N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Paducah and Elizabethtown..... Ky.	4.277,634	*	56,606	22,674	2,883.000	1.428.194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	88,266	—	100	....
	78	67.4	7	—	—	—	—	128	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3.877,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	180
									Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

ec. 31, 1878	329.0	100.9	623.6	—	648	335	128		Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	105
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl . 0 1878	44.0	6.0	3.0	—	6	3	1	80 172	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	83.0	—	15.7	—	13	7	4		Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	50	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	..
Sept. 30, 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,000	.....	51.7	140,376	.....	.....	78,004	.....	—	50	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,160,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	34
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ.& Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	204
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59		Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,505,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,376,418	8,766,979	11,539,563	6,307,521	—	50	704
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,195,048	8	50	144
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,166	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	18	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,466	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,385,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	118
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	283	Pittsb., Titusville and Buff	N. Y. & Pa	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	40
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitts., Wheeling & Kanawha	W. Va.	599,892	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,316	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,633	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0.2	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,700	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,0 5	.....	47.5	76,503	51,040	18,647	58,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,497	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	621,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,174,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	120
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,181,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	62,207	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	168	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,835	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	67	Richmond, York Riv.& Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,345	229,032	.....	.....	22,694	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,877,669	*	7,278	26,177	1,500,000	160,000	61,125	.....	91.0	207,201	109 359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	136.0	.....	[rents], et c.	235,812	278,758	.....	100	71
June 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,450,100	2,546,400	559,741	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847 208	*	2,309	39,188	264,604	446,000	.....	177,901	31.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	511,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,038	157,266	641,391	61,181	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas.	9,500,000	*	.....	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	36,638	.....	555,362	534,932	}	100	25
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	75.2	395,390	184,988	473,648	506,459	239,621	}	100	
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	68
Dec. 31, 1878	489.5	195.0	114.8	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,900,000	4,956,083	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	(C. & A.). Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2 600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	508.3	.....	490,441	980,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	613	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,38	1,201,652	697,517	—	100	41
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	669	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,203	183,350	.....	854,333	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,227,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	27
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,610	46,568	224,767	483,349	121,008	—	100	27
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43.019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	45
Sept. 30, 1878	116 3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	657,632	234,227	—	50	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155.114	147,842	282,153	125,873	—	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	88,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,161	.....	46.0	.....	.....	33,533	349,229	254,039	135,231	—	50	....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	209,154	43,405	317,978	101,539	8	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	158.8	165,745	59,315	136,055	414,477	100,090	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,352,815	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	8,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462 906	142,850	—	100	....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	144.0	166.8	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	359.000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,450	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	84.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	330	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,532	224,624	3	100	
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,893	113.8	953,319	221,341	1,092,095	876,865	356,378	8	50	100
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0,000	1,142,000	548,854	125,095	108.0	.....	.....	86,398	220,137	74,284	—	100	47
May 31, 1879	179.7	264.1	39.4	89.0	40	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	443.9	1,392,777	263,149	407,114	2,136,143	955,455	—	100	13
Dec. 31, 1878	223.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,183	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	280,965	702,510	1,358,290	472 211	—	100	
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	695,904	560,344	274,747	2	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,682	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	276.5	—	369.8	—	265	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	1,583,229	10	100	157
Dec. 31, 1878	1,088	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	90
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	198,12	62,069	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	22	10	210	Utica and Black River	New York.	2,378,791	418,847	294,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	118.0	211,252	108,585	88,120	147,542	def.3,911	—	100	119
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,980,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	158,197	150,197	5	100	
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	6	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,463	1,397,603	3,166,973	33,474	.....	142.0	187,892	43,666	46,597	329,175	70,315	—	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	49
Dec. 31, 1878	462.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	884,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,372	1,654,123	—	100	....
Sept. 30, 1878	258.5	121.5	18.0	—	31	36	14	474	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387.300	142,300	.....	51.7	90,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Dec. 31, 1878	59.5	—	18.4	—	20	52	11	222	West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,188	1,359,750	2,400,000	71,539	89,592	128.5	410,545	612,380	119,632	541,678	202,995	—	50	70
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	71
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,806	*	50,000	43,701	682,250	3,675 000	5,147	287,610	90.0	419,331	388,956	136,021	347,201	129,926	—	100	....
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	818,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	....
Sept. 30, 1878	189.9	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	509,698	98,658	—	100	55
Sept. 30, 1878	162.8	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,466,200	1,619,100	52,132	315,434	105.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30, 1878	45 7	—	36.4	—	20	22	7	438	Worcester and Nashua	N.H.& Mass.	2,136,480	390,086	584,980	75,045	1,789,900	1,000,000	117,024	229,767	94.5	342,765	325,977	313,962	473,240	168,351	—	100	64

Pittsburg, Wheeling and Kentucky Railroad.

At the annual meeting of the Pittsburg, Wheeling and Kentucky Railroad Company held in Wheeling, West Va., on the 25th ult., the annual report of the directors for the year 1879 was read, showing the gross earnings to be $77,598 62, the expenses $14,250 05, and the net earnings $33,348 57; out of which was paid interest on bonds $14,000, and rent of equipment $7,008 62, leaving a surplus for the year of $12,339 95. The old Board of Directors was re-elected, consisting of the following gentlemen: Chester D. Hubbard, John McLure, H. G. Lazear, M. Reilly, William Thaw and Thos. D. Messler. The officers are C. D. Hubbard, President; W. H. Barnes, Treasurer; J. M. Belleville, Secretary, Wheeling, and S. B. Liggett, Assistant Secretary, Pittsburg.

Statement of the Public Debt of the United States, March 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$18,229,000 00	$182,290 00
6 per cent. bonds, 1881 (Oregon,) 1861	787,000 00	7,873 00
6 per cent. 1881 bonds, 1861..	175,841,950 00	1,758,419 50
6 per cent. 1881 bonds, 1863..	69,089,750 00	690,897 50
5 per cent. funded loan of 1881	501,418 900 00	2,089,245 42
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,962,000 00	4,926,413 33
Refunding Certificates.....	1,883,950 00	12,553 67
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest.....	$1,770,212,850 00	$12,550,193 42
Interest due and unpaid.....		3,662,288 46

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
6 per cent. bonds, 1860.....	10,000 00	600 00
per cent. 5-20 bonds, called 1862.....	398,650 00	59 28
6 per cent. 5-20 bonds, called June, 1864	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865	121,550 00	58,853 25
5 per cent. 10-40 bonds, called, 1864.....	4,440,900 00	297,284 18
6 per cent. Consol. bonds, called, 1865.....	690,850 00	1,630 07
6 per cent. Consol. bonds, called, 1867.....	3,207,400 00	800,527 59
6 per cent. Consol. bonds, called, 1868	1,193,000 00	104,989 27
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	864 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,165 00	2,376 35
5 per cent. 2 year notes, 1863.	36,350 00	1,997 99
6 per cent. compound interest notes, 1863-64.....	247,240 00	50,232 21
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,950 00	5,526 66
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$10,823,135 26	$897,003 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,255 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit	11,485,000 00	
Fractional currency, 1862-3-4	15,631,311 08	
Coin certificates, 1863.....	10,982,600 00	
Silver certificates, 1878.....	9,369,920 00	
Unclaimed interest.....		7,297 03
Aggregate of debt bearing no interest.....	$393,311,102 08	$7,297 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$263,948,000 00	
Bonds at 5 per cent.....	501,418,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,962,000 00	
Refunding certificates.....	1,883,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,770,212,850 00	$16,212,456 88
Debt on which interest has ceased since maturity.....	10,823,135 26	897,003 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,271 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency.....	15,631,311 08	
Coin and Silver Certificates.	19,452,520 00	
	$393,311,102 08	
Unclaimed interest.....		7,297 03
	$2,174,347,087 34	$17,116,757 36
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,191,463,874 70	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,362,288 46
Debt on which interest has ceased.....	10,823,135 26
Interest thereon	897,003 45
Gold and silver certificates.....	19,452,520 00
U S Notes held for redemption of certificates of deposit.....	11,485,000 00
Cash balance available March 1, 1880.....	150,031,706 36
	$196,351,653 53
Debt, less amount in Treasury, Mar. 1, 1880.	$1,995,112,221 17
Debt, less amount in Treasury, on the 1st ult.	2,000,784,240 92
De rease of debt during the month.....	$5,672,019 75
Decrease of debt since June 30, 1879.....	$32,095,035 20

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,622,320 00	16,233 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,656,910 27; balance of interest paid by United States, $31,994,245 67.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ Articles of incorporation of the Fort Wayne, Warsaw and Brazil Railroad have been filed in the office of the Secretary of State of Indiana. The line of the proposed road is from Fort Wayne to Terre Haute, passing through Wells, Huntington, Blackford, Grant, Howard, Tipton, Madison, Hamilton, Clinton, Boone, Hendricks, Montgomery, Putnam, Park, Clay and Vigo Counties, being in all 165 miles in length. The capital stock is fixed at $600,000, and of this $51,000 has been taken—$34,000 by persons residing in Huntington County.

☞ The Pittsburg Chronicle says that the stock and securities of the Columbus, Chicago and Indiana Central Railway have lost much of their buoyancy since the Pennsylvania Company perfected their appeal in the legal points at issue. The opinion prevails in railroad and legal circles that the child is not living who will ever see the time when the stock will have any real value.

☞ The Chicago, Milwaukee and Albia Railroad, an extension of the Missouri, Iowa and Nebraska railroad, has mortgaged its line to the Iowa Loan and Trust Company for $100,000 the money to be used in building the road to Albia, Iowa.

Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 20.

	W. 24	Th. 25	F. 26	Sat. 27	M. 29	Tu 30
Allegheny Val. 7 3-10s..	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	114¼	....	....	114¼	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	51¼
New preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	115¼	....	....	....	....	115
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	10¼	....	....
Preferred	14	....	....	13¼	13¼	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37¼	37¼	....	37¼	37¼	....
6s, 1884.....	....	....	....	105¼x	....	106
Gold Loan.....	....	....	....	....	....	....
Railroad Loan.....	111	....	....	....	....	....
Conv. Gold Loan...	....	....	....	103¼	....	....
Lehigh Valley	51	....	....	51¼	51¼	51¼
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s....	....	....	125	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	112
Little Schuylkill...	....	....	54	54	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	....	....	----	....	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	116¼	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. ...	32¼	28	....	32¼	....	....
6s.....	77½	....	....	78	78	....
Northern Pacific	30¼	31¼	....	31¼	30¼	31¼
Preferred	53	54	....	54¼	53	52¼
Pennsylvania R. R...	51¼	52	....	52	51¼	52¼
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	117x	....	....	....
Consol. mort. 6s, reg.	112¼	....	112¼	....	....	....
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	107¼	107¼	....	107¼	107¼	....
do. 5s, new.....	....	....	....	114¼	114¼	115
Phila. and Reading.....	34¼	34¼	....	35¼	34¼	34¼
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	....	....	....	118
Consol. mortgage reg.....	....	....	....	....	....	....
Philadelphia and Erie	17¼	....	....	17	....	....
1st mortgage, 6s.....	....	....	....	....	104	....
2d mortgage, 7s....	....	....	....	....	112¼	....
Pittsb., Cin. & St L. 7s	115¼	....	....	....	....	115
Pittsb., Titusv. & Buff..	19¼	20	....	20	19¼	19¼
7s.....	....	....	....	80	80	80
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	16¼
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey	157¼	158	....	....	....	....
Hestonville, (Horse)	22¼	....	22¼	22¼	....	....
Chestnut & Wal. (do.).....	80	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
18th and 15th sts (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 20.

	W. 24	Th 25	F. 26.	Sat. 27.	M. 29.	Tu 30.
Baltimore and Ohio ..	156¼	157	....	157	157	158
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	110	....
Central Ohio ($50).....	....	....	....	28¼	....	....
1st mortgage	108¼	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	109	....	....	....	....	....
2d mortgage, 7s.....	80¼	....	80¼	80¼	80¼	....
3d mortgage, 8s.....	....	....	....	....	....	47
Northern Central ($50)	33¼	....	....	33¼	....	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	110	....	....	....	....	....
6s, 1904, gold.....	104	....	....	....	104	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	47	....	....	....	....	....
O., Alex. & Manassas 7s	85	....	....	....	....	....
Pittsb. & Connellsv. 7s.....	....	....	....	114¼	....	115
Virginia 6s, Consol ..	54	53¼	....	53¼	....	....
Consol. Coupons	....	....	....	84	84	....
10-40 bonds.....	39	38	....	38	....	37¼
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland ...	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	114
2d M., do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed...108	....	....	....	....	108	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred .. 98¼	....	....	....	....	....	....
City Passenger R. R...	40	39¼	....	39	38	39

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 31.

	Th.25	F.26	Sat.27	M.29	Tu.30	W.31
Adams Express	....	111	111	112	111¼	....
Albany and Susq	....	....	110	110¼	110	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	....	....	....	....	....	....
Atlantic & Pacific Tel.	42¼	....	42¼	41¼	42¾	43¼
Burl., C.R. & Nor	71	....	79¼	75	78	76¼
1st mortgage 5s	....	....	91¾	92¾	91	91¾
Canada Southern	66	....	66	65¼	66¼	66¾
1st mortgage guar	....	....	91¼	91	91	91¾
Central of N. Jersey	85¼	....	85	84¾	85¼	85
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass	....	....	....	107	....	107
7s, convertible, ass	....	....	....	106	106¾	....
Central Pacific	76¼	....	77	77¾	78	78¼
6s, gold	112¼	....	....	....	112¾	....
1st M. (San Joaquin)	105¼	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	104¼	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23¼	....	23¾	23¾	23¾	23¾
Chicago and Alton	112¾	....	114¾	116	115	115
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	148¾	....	147	144¾	146	148¾
7s Consol, 1903	121¾	....	....	120¾	120¾	....
Chic., Mil. and St. Paul	86	....	85	84¾	82x	82¾
Preferred	106¾	....	107¾	107¾	105x	104¾
1st mortgage, 8s	....	....	....	127	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	112	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	116	....	....
Consolidated S. F.	....	....	1.0¼	....	111	111
Chic. & Northwestern	96	....	96¼	96	96¼	96¾
Preferred	110	....	110	110¼	110	110¼
1st mortgage	108	....	....	....	....	106
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	122¼
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	....	....	117	....
Chic., Rock Isl. & Pac	188	....	187	185	187¼	190
6s, 1917	117	....	....	117¼	....	....
Clev., Col., C. and Ind.	79	....	79	79	79¼	79¾
1st mortgage	120	....	....	....	....	....
Clev. & Pittsburg guar	....	....	111	111	111¼	111¾
7s, Consolidated	....	....	....	120	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind Cent	17¼	....	16¾	15¾	16	16
1st mortgage	82¼	....	....	83	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	85¼	....	85¾	85	86¼	86
Reg. 7s, 1891	....	....	....	109	....	....
Reg 7s, 1884	....	....	104¾	....	....	....
7s, 1894	....	....	....	....	112	112¼
Del., Lack. & Western	94	....	93¾	93¾	94¼	93¾
2d mortgage 7s	....	....	....	....	....	101¼
7s, Consol. 1907	....	....	....	....	....	117¾
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	123	....
2d mortgage	....	....	....	....	....	105¼
3d mortgage	....	....	105¾	106¼	105¼	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	....	118¼	....	118¼
Great Western 1st mort	....	....	108	....	....	107¾
2d mortgage	....	....	104	103¾	....	....
Hannibal & St. Joseph	37	....	36¼	35¾	36¾	37¼
Preferred	72	....	71¾	70¾	71	72
8s, Convertible	....	....	....	107¾	106¾	106¾
Houston & Tex. Cent.	81	....	81¾	77	79	81
1st Mortgage	....	....	....	....	....	110
Illinois Central	108¾	....	107¾	107¼	109	110
Kansas Pacific	....	....	....	....	....	....
Lake Shore & Mich So.	108¼	....	108¾	107¾	108¾	109¾
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	163	....	161	....	160	160
7s, Consolidated	....	....	....	....	....	....
Manhattan	37	....	36¼	35¾	35¾	37¾
Metropolitan Elevated	110	....	111	....	108¾	106
1st Mortgage	102¼	....	102¼	102¼	102	102¼
Michigan Central	92¼	....	92	92	93¾	93¾
7s, 1902	....	....	....	....	....	....
8s 1882, S.F.	....	....	....	....	....	....
M. S. and N. I 1st, S.F	....	....	....	....	111	....
Morris and Essex	108	....	108	107¾	108	108
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	110¾	....
N.Y. Cent. & Hud. Riv	130¾	....	132¼	132¾	135¾	135¼
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	126¾	126	....
1st mortgage reg	....	....	....	126	....	....
N. Y. Elevated	117¾	....	119	118¾	117¾	117¾
1st Mortgage	112	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	126	....	....
2d mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 31.

	Th.25	F.26	Sat.27	M.29	Tu.30	W.31
N.Y., Lake Erie & W	45	....	44¾	44¾	45¼	45¾
Preferred	69¾	....	69¾	....	69¾	71
2d Consolidated	91¼	....	91¾	91	92	94¼
New 2d 5s fund	....	....	85¾	86	85¾	86
N.Y., N.Haven & Hart	158	....	158¾	159¼	159	159¾
North Missouri 1st M	116	....	....	....	....	....
Northern Pacific	31¼	....	31¾	30¾	31¼	31¾
Preferred	54	....	54¾	52¾	53¼	53¼
Ohio and Mississippi	38¼	....	37¾	37	38	38
Preferred	74¼	....	76	75	76¼	76¾
2d mortgage	....	....	....	119¼	119¼	120¾
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co	42	....	40¼	38¾	41¾	42
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	106¼	....	106¾
2d mortgage	....	....	....	....	109	109
Panama	....	....	....	....	....	180
Philadelphia & Reading	70¼	....	69¾	69¾	70	70¼
Pitts., Ft. W. & Chi. gtd	....	....	....	....	118	118¼
1st mortgage	....	....	....	130	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	116¼	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	....	....	70	....	68	....
St. Louis & San Fran	42	....	....	....	41	....
Preferred	55¼	....	55¾	55	55	56
1st Preferred	79¼	....	80	....	79	79
St. L., Alton and T. H.	24	....	23	....	....	26
Preferred	68	....	68	69	70	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	93	....	....	....
St. L., Iron Mt. & S. As.	58¼	....	57¾	57¾	58¾	59
1st mortgage	....	....	....	....	....	113
2d mortgage	103	....	102¾	102¾	102¼	102¾
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	88¼	....	87¾	87¾	87¾	89¼
1st mortgage	112¾	....	112	112¾	112	112
Land Grant 7s	....	....	113¾	....	....	....
Sinking Fund 8s	115	....	115	115¾	115	115
United States Express	....	....	....	48	48¾	49
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	110	....	....
2d mortgage	....	....	....	104	104¾	....
7s, Consolidated	....	....	....	99	99¼	100
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	43¼	....	43¼	43¼	44¾	44¾
Preferred	68¾	....	68¾	68¾	69¾	69¾
New Mort. 7s	....	....	99¾	....	99¾	....
Wells-Fargo Express	....	....	....	....	....	106¾
Western Pacific bonds	....	....	....	....	....	109¼
Western Union Tel	107¼	....	106¾	105¾	105¾	106¾
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Mar. 31.

	Th.25	F.26	Sat.27	M.29	Tu.30	W.31
Atch., Top. and Sant. Fe	135	....	....	140¼	138¾	139¾
1st mortgage	....	....	....	115¾	115¾	115¾
2d mortgage	134	....	134¼	140	....	139¾
Land Grant 7s	114	....	....	....	....	114¼
Boston and Albany	143¾	....	....	144	145	145
7s, reg	....	....	....	....	122	....
Boston and Lowell	....	....	....	....	93¾	....
Boston and Maine	129	....	130	129	....	....
Boston and Providence	135	....	....	138¾	135	....
Boston, Hart. & Erie 7s	57	....	56¾	56¾	56¾	57¼
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	144¾	....	144¾	143	....	146
6s, exempt	....	....	109¾	....	....	109
Chi., Burl. and Quincy	147	....	146	145	146¾	148
7s	....	....	....	....	....	....
Cin., Sand. and Clev	15¾	....	15¾	15	14¾	15¾
Concord ($50)	....	....	....	87	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	41¾	....	41	41
New 4½ Bonds	94	....	....	....	93	....
Fitchburg	121¾	....	....	....	....	123
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	92¾	....	....	....	92	....
N. Y. & New England	....	....	....	....	52	53¾
7s	....	....	111¾	....	....	....
Northern, N. H	....	....	94	....	95	95
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	31¾	....	31¾	....	....	31
Preferred	....	....	....	....	....	....
Old Colony	111¾	....	111	111¾	111¾	112
7s	....	....	....	....	....	....
Ph., Wil. & Balt. ($50)	71¾	....	71¾	72	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	109¾	....	....	....	109¾	109¾
Pullman Palace Car	....	....	....	....	116¾	116
Union Pacific	88¾	....	89	....	....	90
4s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	114¾	114
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	84	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	68¾	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co	....	....	....	....	240	240
Quincy	85	....	....	....	84¾	84¾

New York Stock Exchange.

Closing Prices for the week ending Mar. 31.

	Th.25	F.26	Sat.27	M.29	Tu.30	W.31
Federal Stocks:—						
U. S. 4s, 1907, reg	105¾	....	106¼	....	....	106¾
U. S. 4s, 1907, coup	....	....	107¼	107	107¼	107¾
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	107¾	....	....	108¼	....	....
U. S. 5s, 1881, reg	....	....	103¼	103¼	103¼	....
U. S. 5s, 1881, coup	....	....	103¾	103¾	103¾	....
U. S. 6s, 1881, reg	105¾	....	....	105¾	....	105¾
U. S. 6s, 1881, coup	....	....	....	105¾	....	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	94¼	....	94	92¾	92¼	....
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices Mar. 12.	Mar. 19
Atlantic & Gt. W. 1st mort. Certs.	61 — 63	61 — 63
Do. 2d mort., Certs	26 — 28	26 — 28
Do. 3d mort., Certs	14 — 15	13½ — 14¼
Baltimore and Ohio (sterling)	112 — 114	112 — 114
Central of New Jersey $100 shares	87 — 90	85 — 88
Do. Cons. Mort. Oct. '79 coupon	108 110	106 — 108
Do. Adjustment bonds	108 — 110	108 — 110
Do. Income bonds	89 — 91	89 — 91
Det., Gd. Haven & Mil. Equip. bds.	110 — 112	107 — 109
Do. Con. M. 5 p.c. till '84 after 6 p.c.	98 — 100	95 — 97
Erie shares $100 Recon. Ass. $6 pd.	45¾ — 46¼	45¾ — 45¾
Do Pref. Shares, R. T. Ass. $3 pd	70 — 75	70 — 75
Do. 1st Con. M. ex-Certs. 6 Cou.	119 — 121	119 — 121
Illinois Central $100 shares	104¾ — 106¼	104 — 105
Illinois & St. Louis Bdge 1 mort. stg.	— —	— —
do do. 2 mort. stg	78 — 82	78 — 82
Lehigh Valley Consol. mortgage	110 — 112	110 — 112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 — 130	128 — 130
Do. $100 shares	136 — 137	134 — 135
Do. Mort. bonds (stg.)	1 5 — 117	116 — 117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	120 — 122	118 — 120
Do. do. 2d do.	85 — 87	85 — 87
Do. 2d Consol. Mort. bonds	92 — 94	91 — 93
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	52¾ — 53¾	52¾ — 53¾
Do. Con. Sink. Fund Mort	111 — 112	111 — 112
Philadelphia and Reading $50 shs	35 — 36	35 — 36
Pittsbg, Ft W. & Chic. Equip bds.	107 — 109	109 — 111
Union Pacific Land Grant 1st mort.	115 — 117	112 — 114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 1, 1880.

The closing quotations of the stock market in our last issue, showed a sharp and sudden reaction from the prevailing depression of the preceding days of the week, upon which our remarks were then predicated, and since then the general tendency of the whole market has been upward, notwithstanding a continued close money market. The causes of this change were, first, a natural reaction on increased buying for an advance aided by the anxiety of a large short interest, which had been created on the decline, to cover their contracts, while there were indications of the large operators taking a stronger hold of the market than for some time past, when it has been regarded as a broker's market. The stocks first and chiefly affected were those most prominent on the break of the two previous weeks, namely, Pacific Mail, Manhattan Elevated, Louisville and Nashville, Nashville and Chattanooga, among the speculative fancies, with which the whole speculative list sympathized, including Ohios, Chesapeakes, Goulds and Erie. These led the reaction; but no sooner had the tide fairly turned than the Investment Stocks came to the front, headed first, by Rock Island, on the talk of doubling its capital, and exchanging for the new certificates the old, including its branch lines, upon a basis fixed by the market value of each; and next by New York Central on expectations semi-officially confirmed, that the capital is to be increased to $100,000,000, from $90,000,000 and that $10,000,000 of the company's bonds should

be bought with the proceeds, reducing the bonded debt to $80,000,000. On these points these two stocks have jumped up almost as sharply as the Jack-in-the-box speculations which started the advance. With these Chicago, Burlington and Quincy, and the Granger Stocks all grew stronger and some of them more active, and the Coal Stocks came in for their share of the strength on the advance in coal, based on a restricted output. The cue is given that something is going on between the Panama Railroad and a proposed new steamship line to compete with the Pacific Mail, yet the latter has gone up since these rumors started, and it is thought a new bull clique has been formed in this stock and that these rumors were used to depress it in order to buy at low figures. Among the other investment stocks affected by the rise in Rock Island, were especially noticeable, Chicago and Alton and Illinois Central. Western Union Telegraph was an exception in the Vanderbilt stocks, which went up with New York Central, as the dissolution of the injunctions of the Western Union against the American Union leave the latter free to complete its connections and enter into full competition for business. Houston and Texas has been erratic first up and then down independent of the general market without apparent cause. St. Paul and Minneapolis, and St. Paul and Sioux City have been better, and Northern Pacific weaker. Toward the close the Elevated roads fell back again, and some of the other fancies were easier, notwithstanding the large purchase of bonds by the Treasury which did not have the effect of strengthening prices as might have been expected, for there were free sellers of long stock after this purchase was announced, as money ruled tight to the close of Wednesday at a bonus of 1-16@1-8 per cent.

The closing of all the Exchanges on Good Friday made Saturday practically a holiday also and there was very little of importance occuring until the opening of the present week. The Bank Statement continued favorable and the Exchanges on New York with the interior denote no material change in the movements of money. Exchanges on Europe have been dull and without material change on a fair supply of wheat and corn bills which have been taken by importers. The ruling rates still remain such as would warrant the export of gold were not the money markets of New York and London against it, rates here being 6 per cent and a bonus most of the week, while 3 per cent was the ruling rate there. Exports have been of a fair aggregate, $7,291,000 against $3,750,000 same time last year and less in 1878, of which wheat, corn and lard are the chief staples, making total since January 1st $84,000,000 against $79,000,000 last year. Imports have kept well up and are still in excess of exports.

Government bonds have been generally stronger on the 4 and 4½ per cents, while the earlier issues were depressed until the Treasury purchase of Wednesday when offers to the amount of $5,000,000 were unexpectedly accepted and the street found short of a portion of the amount, when there was some lively hunting for the bonds to make good the offers and prices were better.

State bonds have been neglected except Louisianas which were slightly better.

Railroad bonds have followed the course of stocks largely, the speculatives and investments being up from the depression of last week, but not active. Gold bearing bonds have been the strongest because of the talk at Washington of forcing silver dollars into circulation by new legislation.

Mining shares have been easier early, and since, more steady as a natural reaction from the late depression, yet the distrust caused by the late exposures of mismanagement of Eastern mines, has shaken faith in all mines alike and investors are not buying.

The merchandize markets, almost without exception, have been lower under pressure of accumulated and accumulating stocks brought out by the speculation of last Fall and Winter, and the consequent high prices, for the consumption has not kept pace and buyers hold off and buy only on the old hand-and-mouth policy of the Hard Times, instead of anticipating their wants as last fall when stocks were taken that are not yet worked off. This is true of wheat, oats and corn, which have broken steadily 1@2 cents per day until near the close, without bringing in a large demand. Europe has worked her cards well on this Breadstuffs deal; for by buying only as she wanted, as we advised last fall, she has been able to get all she wanted without paying within 20@25 cents per bushel, of the highest prices for very large amounts. She is pursuing the same policy on provisions and will win if she holds out, for the stocks of hog products are greater in proportion to wants than were those of wheat or corn Ocean Freights, however, have advanced sharply on lighter supply of room and tonnage and a better inquiry for grain vessels.

The American Mining Stock Exchange are reported to have leased No. 63 Broadway for a term of three years for an Exchange.

It is believed that the Public Debt Statement, to be issued to day, will show a reduction of about $10,000 000. The receipts from internal revenue for the nine months of the current fiscal year, which ended yesterday, were $83,500,000, and the customs receipts $137,000,000.

The directors of the Chicago, Burlington and Quincy Railroad Company have voted to make, out of the surplus earnings of the current year, a cash dividend of $1 25 per share, and a dividend of 20 per cent in stock, representing the surplus earnings invested in the road and equipment, payable May 3d to stockholders of record April 10th, after which date the stock transfer books will remain closed till May 8th. Non resident stockholders, in drawing for dividends, are requested to include new stock and cash in one order.

The closing quotations on Thursday were: Adams Express, 112½@113¼; American Express, 58¾@59¼; Atlantic and Pacific Telegraph, 43½@44; Canada Southern, 66½@67; Central of New Jersey, 84½@85; Central Pacific, 79½@80; Chesapeake and Ohio, 24@24¼; do. 1st pref., 31@32; do. 2d pref., 25@26; Chicago, and Alton, 113½@115; do. pref., 126@130; Chicago and Northwestern, 96⅜@96½; do. pref., 109¾@110; Chicago, St. Paul and Minneapolis, 58@58¾; Chicago, Milwaukee and St. Paul, 82¾@82⅞; do. pref., 104¾@105; Chicago, Rock Island and Pacific, 186@189; Chicago, St. Louis and New Orleans, 40½@42; Cleveland, Columbus, Cincinnati and Indianapolis, 78½@79⅛; Col., Chicago and Indiana Central, 16⅜@16¾; Delaware and Hudson Canal, 85½@86; Delaware, Lackawanna and Western, 93⅜@93½; Hannibal and St. Joseph, 36¾@37; do. pref., 71½@72; Illinois Central, 108¼@108⅞; Lake Shore and Michigan Southern, 109⅛@109¼; Louisville and Nashville, 158@160; Michigan Central, 93@93½; Morris and Essex, 107½@108; Manhattan Railway, 26½@26¾; Metropolitan Elevated, 93½@94½; New York Elevated, —@113; New York, Lake Erie and Western, 45⅞@46; do. pref., 68½@69½; Northern Pacific, 29⅝@30; do. pref., 52⅝@52¾; Ohio and Miss. 38¼@38½; do. pref., —@77; Pacific Mail, 42⅜@42½; Philadelphia and Reading, 70@70⅜; St. Louis, Alton and Terre Haute, 25@26; do. pref., —@70; St. Louis and San Francisco, 40@40½; do. 1st pref., 78@80; St. Louis and Iron Mountain, 58½@59; Union Pacific, 90½@91; United States Express, 48½@49½; Wells Fargo Express, 106½@107¼; Western Union Telegraph, 107¾@107⅞; Wabash, St. Louis and Pacific, 44¼@44½; do. pref., 69⅜@69½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—St. Paul and Sioux City R. R., 44¾; do. pref., 79¾; do. 1st, 104; Marietta and Cincinnati 1st pref., 93⅜; do. 2d pref., 71½; Keokuk and Des Moines R. R., 14⅞; do. pref., 26¼; Missouri, Kansas and Texas R. R., 44⅜; do. consol. ass., 102¾; do. 2d, 67½; Cedar Falls and Minn. R. R., 25⅛; do. 1st, 103; Boston and New York Air Line pref., 50; New York, Ontario and Western R. R., 27; Belleville and Southern Illinois 1st, 120; Nashville, Chattanooga and St. Louis R. R., 80; do. 1st, 113; Toledo and Wabash fund ist. consol. conv., 86; Mobile and Ohio R. R. ass., 23½; do. 1st deben., 74½; do. 2d deben., 45; do. 4th deben., 34½; do. new mort., 100; Lake Erie and Western R. R., 85½; do. 1st, 99½; do. inc. 66½; Buffalo, New York and Erie 1st, 1916, 124; Dubuque and Sioux City R. R., 85½; Texas and Pacific Income, L. G., 67½; Ohio Central R. R., 24; do. inc., 53; do. 1st, 90; Chicago, St. Paul and Minn. R. R., 58⅝; do. 1st, 104¾; Chicago, St. Louis and New Orleans R. R., 41½; do. 1st con., 111½; do. 2d inc., 76½; St. Paul and Duluth pref., 68; Clev., Col., Cin. and Ind. consol., 111; Rensselaer and Saratoga R. R., 120; do. 1st, 125; Houston and Texas Central 2d, M. L., 115; do. 1st Western div., 107; Chesapeake and Ohio 1st pref., 31; do. 1st, Series B, 68½; do. cur. int., 44¾; St. Louis, Vandalia and Terre Haute 2d, 95; Oregon Railway and Nav., 111; do. 1st, 93; Union Pacific Col. Trust, 105; Rome, Watertown and Ogdensburg R. R., 28; do. 1st consol., 68; Chicago and Northwestern Int. bonds, 109; Peoria, Decatur and Evansville R. R., 26⅞; do. inc., 57¼; Syracuse, Binghamton and New York 1st, 116; New Jersey R. R., 157½; Quincy and Toledo 1st, 106½; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 131; do. W. D., do., 130½; Ind., Bloom. and Western R. R., 30½; do. inc., 50; do. 1st, 73⅛; do. 2d, 63¼; Kansas Pacific 6s, Denver Div., ass., with coup. certif., 108½; St. Louis and Iron Mountain 1st pref. inc., 91⅛;

do. 2d, do., 82½; do. Arkansas Branch, 104½; Denver and Rio Grande 1st, 104¾; Louisville, New Albany and Chicago R. R., 117; Ind, Dec. and Spring. 1st, 103; Lehigh and Wilkesbarre consol. ass., 97½; Chicago and Eastern Illinois 1st, 99; St. Louis, Kansas City and Northern, Clarinda Branch, 95½; do. St. Charles Bridge, 1st, 108½; do. Omaha div., 113¼; do. R. E. 7s, 1895, 106½; International and Gt. Northern 2d, inc., 72½; do.1st, 100½; Col. Chi. and Ind. Cent. 1st Trust Co. certif. ass., sup., 82; do. inc., 39; Chicago, Burlington and Quincy 8s, 109; Cairo and Fulton 1st, 107¼; Am. Dock and Imp. 7s, ass., 109½; Detroit, Monroe and Toledo 1st, 1909, 115½; Laf., Bloom. and Muncie 1st, 101¼; Kansas Pacific 1st consol., 95½; do. 6s, J. & D., 1896, with coupon certif., 115¾; South Pacific 1st, 103; St. Paul, Min. and Man. 2d, 96½; Central of New Jersey Adjm't, 108; Boston, Hartford and Erie 1st, 57; Louisville and Nashville 2d, 104¾; St. Louis and San Francisco 2d, class B, 75½; do. C, 72; Missouri 6s, 1894, funded, 110; Alabama, Class A, 61; do. B, 93½; do. C, 74; Virginia 6s, def., 8; North Carolina 6s, new, J. & J., 18; Louisiana 7s, consol., 51½; Arkansas 7s, issued to Central R. R., 4½; Colorado Coal and Iron, 40¼; Consol. Coal of Md., 35; Cumberland Coal and Iron, 62; New Central Coal, 34; Pennsylvania Coal, 210; Montauk Gas Coal, 50; Sutro Tunnel, 2⅞; Am. Dist. Tel., 76; Little Pittsburg Mining Co., 9; Climax, 2¼; Silver Cliff, 5½; Homestake, 34; Standard, 32; Amie Conso'., 2⅞; Central Arizona, 7½; Deadwood, 19¼; Caribou, 3.

Boston.—Kansas City, Lawrence and Southern R. R., 82½; do. 4s, 82¼; Little Rock and Ft. Smith R. R., 57; do. 7s, 100; Kansas City, St. Joseph and Council Bluffs R. R., 67½; do, 1st, 106¾; do. inc., 80; Rutland R. R., 7¼; do. pref., 31⅛; do. 6s, 1902, 96; Kansas City, Fort Scott and Gulf R. R., 50¼; Republican Valley R. R, 143½; Summit Branch, 15; Boston and Lowell 6s, 1896, 107¾; New Mexico and Southern Pacific 7s, 109¼; Central Railroad of Iowa new stock, 24¾; do. old, 8¾; do. 7s, 115; Boston, Clinton, Fitchburg and New Bedford R. R., 20; Atchison and Nebraska R. R., 77; Ottawa, Oswego and Fox River Valley 8s, 1909, 118; Flint and Pere Marquette R. R, 24¾; Louisiana and Missouri River R. R., 16; Wisconsin Central R. R., 23½; Boston and Maine 7s, 1893, 120¼; do. 1909, 118; Chicago, Clinton, Dubuque and Minnesota R. R., 72½; Southern Kansas and Western 7s, 103; Republican Valley 6s, E. D., 101½; do. W. D., 100⅝; Burlington and Missouri River R. R. in Nebraska, 6s, non-exempt, 102½; Boston, Revere Beach and Lynn R. R., 99¾; Wisconsin Valley 7s, 108; Cheshire pref., 54¼; Chicago and West Michigan R. R., 62; Chicago, Iowa and Nebraska R. R, 142; Marquette, Houghton and Ontonagon R. R., 21½; Maine Central R. R., 87; Iowa Falls and Sioux City R. R., 50; Fort Wayne and Jackson pref. 69¾; Connotton Valley R. R., 36; do. 7s, 1909, 99; Middlesex Horse R. R. 6s, 1897, 105¼; Cedar Rapids and Missouri River R. R., 110⅞; do. 7s, 1891, 112⅜; Vermont Central and Vermont and Canada 8s, 1889, equip. 45; Cincinnati, Sandusky and Cleveland 7s, 1890, 89; Portsmouth, Gt. Falls and Conway 4½s, 1937, 77½; Boston Land, 9¾; Boston Water Power, 15¼; East Boston Co., 11; Brookline Land, 5¼; Massachusetts 5s, 1894, gold, 108¾; Maine 6s, 1889, 113⅞; New Hampshire 6s, 1889, 115; Cincinnati 7.30s, 1902, R. L., 117¾; St. Louis County 6s, 1896, 108; Chicago 7s, 1888, 111½; Atlantic Mining Co., 22; Aztec, 1⅝; Allouez, 18; Brunswick Antimony, 18; Blue Hill, 9½; Catalpa, 2⅛; Copper Falls, 12; Central, 40; Duncan Silver, 3; Dana, ¾; Franklin, 19; Huron, 8; Harshaw, 21; Humboldt, 1¼; National, 8⅛; Pewabic, 28¼; Pontiac, 1¼; Ridge, 6⅛; South Hite, 2¾; Silver Islet, 13⅛; Star, 2¼; Sullivan, 12; Seneca, 5; Waukeag, 7½; West Minnesota, 50c.

Philadelphia.—Chartiers R. R. 7s, 106½; Pennsylvania Canal 6s, 80½; Texas and Pacific mort. 6s, 96; Philadelphia and Reading R. R. scrip, 87; do. Gen'l mort. 6s, 85; do. income 7s, 89; Lehigh Nav. consol. mort. 7s, 103½; do. scrip, 90; Westchester and Philadelphia 7s, 118; Warren and Franklin 7s, 100¼; Oil Creek 1st mort., 103½; West Jersey 1st mort. 6s. 112; Hestonville, R. R. 6s, 102; Am. S. S. Co. 6s, 105½; People's Pass. R. R., 16; Central Transp. 48; Philadelphia, Germantown and Norristown R. R., 102; Nesquehoning Valley R. R., 54¾; Lombard Street R. R., 20. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 103½@—; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 106⅞@107¼; do. 5s, new loan, 114¾@115, do. 4s, new, 104@105; Philadelphia and Reading, 35@35⅛; do. consol. mort. 7s, coup., 117¾@118¼; do. reg. 118@—; do. mort., 6s, 101@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 158½@159½; Pittsburg, Titusville and Buffalo R. R., 20@20⅛; do. 7s, 79@80; Camden and Amboy mort. 6s, 1889, 112⅛@113; Pennsylvania R. R., 52⅜@52½; do. 1st mort., 102¼@102½; do. gen'l mort, coupon, 117@—; do. reg., 118@120; do consol. mort. 6s, reg., 112½@114½; Little Schuylkill R. R. 53¾@54¼; Morris Canal, pref., 150@150½; Susq. Canal 6s, 75@82; Schuylkill Nav., 7⅛@8; do. pref., 15½@16; do. 6s, 1882, —@80; do. 1872, 102⅞@103⅛; Elmira and Williamsport pref., 51@51¼; do. 6s, 109@—; do. 5s, 85@86; Lehigh Coal and Navigation, 37¼@37½; do. 6s, 1884, 105¾@106¼; do. R. R. loan, 110½@111½; do. Gold Loan, 105⅞@106⅛; do. consol. 7s, 103@103½; Northern Pacific, 30¾@31; do. pref., 53@53⅜; North Pennsylvania 6s, 108@108½; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 111⅞@115⅛; Philadelphia and Erie, 17¼@17¾; do. 6s, 104@—; do. 7s, 112@114; Minehill, 57½@58¼; Catawissa, 15@16¼; do. pref., 51⅜@51⅝; do. new pref., 49@50; do. 7s, 1900, 113@118; Lehigh Valley 51⅛@51⅜; do. 6s, coupon, 118@—; do. reg., 118@—; do. 2d mort. 7s, 124@125; do. consol., mort., 112@112½; Fifth and Sixth streets (horse), 115½@116; Second and Third, 104¾@110; Thirteenth and Fifteenth, 80@84; Spruce and Pine, 56⅞@57; Green and Coates, 98@100; Chestnut and Walnut, 76@—; Hestonville, 22½@22¾; Germantown, 68@69; Union, 109@110; Lombard and South, 15@18; West Philadelphia 82⅜@82⅝; People's, 15⅞@16⅛; Ridge Av., 75@80; Continental, 93@94.

Baltimore.—Wilmington, Columbia and Augusta 7s, 55½; Richmond and Danville 1st, 104¾; Marietta and Cincinnati 1st coupon Feb., 1878, 91½; Chesapeake and Ohio Canal 6s, 85; Union R. R. bonds, endorsed by Canton Co., 111¾; Baltimore and Ohio 2d pref., 108½; Citizens' Passenger R. R., 20; do. bonds, 103; Central Ohio pref., 50; Virginia Peelers 23¼; City 6s, 1890, 113¾; do. 1902, new, 119; do. 1900, 118; do. 1886, 111; do. 5s, 1894, 111; do. 5s, 1916, 112½; Atlantic Coal, 1 50. The latest quotations are: Atlanta and Charlotte Air Line 7s, 95@97; Central Ohio 1st, 108½@110; Baltimore and Ohio, 157@158; do. 6s, 1885, 111@—; Northern Central, —@34; do. 6s, 1900, 111½@—; do. 1900. gold, 109½@—; do. 6s, 1904, gold, —@104¼; do. 5s, 77¾@78½; Marietta and Cincinnati 1st mort., 1892, 109@—; do. 2d mort. 7s, 80@—; do. 3d mort. 8s, 46@47½; Pittsburg and Connellsville 7s, 114⅞@115; Orange and Alexandria 1st, 111@—; do. 2d, 110½@111; do. 3d, 80@81; do. 4th, 47⅞@—; Orange, Alex. and Manassas 7s, 84⅛@85; Virginia consol. 6s, 53½@53¾; do. 2d series, 23½@24; Virginia Consol. coupons, 83⅝@84; Virginia 10-40 bonds, 37½@37¾; Virginia 10-40 coupons, 88¼@89; City 6s, 1884, 107@108; do. 1883, 111@—; do. 1890, 113¼@—; do. 1902, 119@—; do. 5s, 1894, 110½@111; do. 1900, —@111; do. 1916, 112¼@—; City Pass. R. W., 38¼@39½; Citizens Pass. R. W., —@21.

Summit Branch Railroad.

The gross earnings of the Summit Branch Railroad Company for the year ending December 31, 1879, were $969,617 52 and the operating expenses (including $10,638 15 added for depreciation of lands) were $923,802 16—making the net receipts $45,815 36. The interest on debt and taxes amounted to $92 821 93—showing a loss on the year's business of $47,006 57. It appears by the details of operating expenses that the colliery division was run at an expense of 94.46 per cent of the gross earnings, while the railroad division cost 99.97 per cent, netting $1,851. The gross receipts of the Lykens Valley Coal Company, owned by the Summit Branch, were $514,301 05, and the expenses $560,591 01, a loss of $46,283 97. The profit and loss account is charged with $16,719 81, as loss from wastage on coal sent to Boston wharf during the preceding 10 years, and $80,714 08, the amount of advance made to the Lykens Valley Coal Company. The amount to debit of profit and loss account of the Summit Branch Railroad Company is $1,194,453 82; and of the Lykens Valley Coal Company, $189,475 80.

☞ At a meeting held in Chicago on the 25th ult. of the directors and stockholders of the various lines over which the Grand Trunk Railway of Canada enters Chicago, the proposed consolidation of these roads were ratified and approved. The newly consolidated road was named the Chicago and Grand Trunk Railway. It extends from Port Huron to Chicago. The companies included are the Indiana Railway, Michigan Railway and Northwestern Grand Trunk (in Michigan). It is understood that the consolidated company will issue its bonds in the sum of $20,000 per mile of its road, to be secured by a mortgage on its property and franchises.

☞ The Governor of Virginia has appointed Gen. James McDonald railroad commissioner, vice Col. Thomas H. Carter, resigned.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings and expenses of this road for the years ending December 31, 1878 and 1879 were as follows:

Earnings.	1878.	1879.
From passengers	$674,665 24	$739,939 47
" freight	2,601,384 68	2,796,405 31
" express	74,417 92	62,422 26
" mail	75,549 70	76,289 07
" rents	41,866 35	43,444 69
" interest & dividends	60,829 90	40,467 16
	$3,528,713 79	$3,758,967 96
Expenses, viz:		
Freight expenses	$898,310 81	$933,903 24
Passenger expenses	240,503 92	235,467 14
Legal expenses	17,125 26	21,068 21
General expenses	98,785 40	100,975 62
Repairs of locomotives	189,124 75	177,648 04
Repairs of pass. cars	89,556 46	64,631 45
Repairs of freight cars	179,947 20	189,095 05
Repairs of track	386,072 08	419,775 94
Repairs of buildings	39,278 33	27,314 50
Repairs of fences	8,443 18	9,400 78
Repairs of bridges	34 365 85	35,731 86
Oil and waste	43,530 59	38,686 00
Fuel account	256,174 02	229,413 50
Stock damages	3,321 79	3,789 25
Loss and damages	5,365 55	4,667 08
Gratuities & damages	11,602 50	17,596 14
Telegraph expenses	48,663 50	49,274 73
Balance car service	130,643 14	133,869 00
	$2,680,814 33	$2,692,307 53
Earnings less exp.	$847,899 46	$1,066,660 43
Add balance from previous year		674,325 19
Add premium on bonds sold		19 750 00
Total		$1,760,735 62
Disbursed as follows, viz:		
Taxes		$117,013 54
Interest on bonds		425,180 09
Sundry accounts charged off as worthless		35,818 31
Paid Wabash Railway pool, balance to Nov. 30, 1879		12,045 57
Dividend No. 15, 2½ per cent, payable Feb. 2, 1880		374,770 00
Surplus December 31, 1879		795,908 20
Total, as above		$1,760,735 62

The gross earnings in 1879 were $3,758,967 86, and the total expenses, including taxes and interest, were $3,234 501 07, leaving a balance of $521,466 29; in 1878, the earnings were $3,528,713 79, the expenses, taxes and interest, $3,240,-921 41, and the balance $287,792 38—showing an increase in earnings of $230,254 17, a decrease in expenses, etc., of $5,420 34, and an increase in net income of $236,674 51. The ratio of expenses to earnings in 1879 was 71.62, against 75.97 in 1878. The President in his report, says.

Of through freight there have been transported 319,739,341 tons one mile, as compared with 276,-211,935 ton transported in 1878; and of local freight there have been moved 81,368,629 tons one mile, against 69,633,528 tons in 1878.

The total amount of freight hauled one mile is 401,107,970 tons at an average gross rate of 0.697 cent per ton mile, as compared with 345,845,373 tons, at an average gross rate of 0.752 cent per ton mile in 1878.

With an increase of 17.97 per cent in the freight tonnage, there has been a decrease of 7.31 per cent in the ton rate per mile.

The expense of freight per ton mile has been 0.575 cent, as compared with 0.655 cent in 1878, being a decrease of 12.21 per cent.

A comparason between the earnings and expenses of freight per ton mile this year with last, shows:

	1879. Cent.	1878. Cent.	Inc. Cent.	Dec. Cent.
Freight earnings per ton mile	0.697	0.752	.....	0.055
Cost of freight per ton mile	0.575	0.655	.....	0.080
Net earnings per ton mile	0 122	0.097	0.025	.....

The passengers carried one mile were, of through passengers 15,259,16[illegible]; and, of local passengers, 18,812,163, as compared with 12,816,400 through, and 17,153,900 local passengers in 1878. An increase of 23.89 per cent in the through, and of 9.66 per cent in the local passenger traffic. The total number of passengers carried one mile being 34,071,632, as against 29,470,300 in 1878, an increase of 15.61 per cent.

And the passenger rates and expenses per mile, as compared with 1878, are as follows:

	1879. Cents.	1878. Cents.	Inc. Cent.	Dec. Cent.
Rate per mile	2.579	2.798	. ..	0.219
Expense per mile	1.135	1.410	....	0.275
Net earnings	1.444	1 488	0.056	....

The extraordinary gross freight rate of the year is to be noted, dropping below the rate of any preceding year, and averaging, as it is seen, less than seven mills per ton mile.

When it is stated the through or competitive tonnage forms 79.71 per cent of the entire freight traffic of the railway, it will be understood how vital to net revenue is the maintenance of reasonably remunerative rates.

The average gross rate per ton mile on competitive freight traffic has been during the year, by months:

	Cent.		Cent.
January	0.656	July	0.430
February	0.617	August	0 537
March	0.532	September	0 666
April	0.063	October	0 659
May	0.457	November	0 731
June	0.377	December	0.752

And the addition of a single mill upon the year's freight traffic equals a net earning exceeding $400,000.

Allusion was made in the previous annual report to pooling contracts, and to certain conservative agreements between the trunk roads which also included most of the principal Western rail lines. These agreements it was believed, would largely lessen, if not entirely remove, the evil of unlicensed competition for traffic which had destroyed rates and revenue.

A considerable portion of the year had passed before much efficiency was given these agreements, and throughout the Spring and early Summer, rates in competition with the lake and canal were simply below the cost of service.

United and effective action, for the first time under the trunk line agreements, relieved the situation during August, and thence-forward, for the remainder of the year, the results of operation improved steadily.

It is to be hoped these arrangements of the trunk lines and connections for the maintenance of tariff, and for the amicable settlement of transportation quarrels, whenever or however they may originate, are now permanently as well as thoroughly in operation. And, as remarked in a previous report, these transportation contracts and regulations serve not the rail interests alone, but also benefit the shipper, the community, and the State.

The advances to the leased lines and payments on account of construction work during the year have been:

To the Cincinnati and Springfield Railway	$116,786 38
Construction, new equipment and land	46,267 55
Total	$163,053 93

The financial condition of the Cincinnati and Springfield Railway has improved, and that road has been further strengthened by the transfer to its tracks, between Dayton and Cincinnati, of the traffic of the Atlantic and Great Western Railroad, under an agreement which took effect on May 1st. There is every prospect that henceforward the Cincinnati and Springfield will be able to meet its obligations and operating cost.

The legal situation in respect of the Indianapolis and St. Louis Railroad, the other leased line of this company, remains unchanged since the last report. The litigation in connection with that road, which had been inaugurated by the St. Louis, Alton and Terre Haute Railroad Company, is still pending.

The pool with the Cincinnati, Hamilton and Dayton Railroad Company has continued in successful operation throughout the year.

A pool of gross earnings was made between this company, the Indianapolis and St. Louis, and the Wabash Railway Company, which took effect June 1st. The current working of this arrangement has been very satisfactory, and to the best interests of the several roads.

It is gratifying to be able to state that the floating indebtedness of the company heretofore existing, caused by advances to leased lines under contracts of long standing, has been liquidated during the year. To accomplish this object, the bonded indebtedness of the company has been increased $228,000, and now stands at $6,337,000.

The condition of the railway and its equipment, in every respect, was never better; and, with the present contract for rails filled, the main track between Cleveland and Cincinnati, and between Galion and Indianapolis will be wholly laid with steel rails.

The number of locomotives in service at the close of the year was 143, classified as follows: freight, 87; passenger, 27; switching, 29.

The locomotive mileage for the year was as follows: passenger, 979,202; freight, 3,586,105; working, 74,879—total, 4 640,177, an increase, compared with the preceding year, of 41,616.

The passenger and freight equipment in service at the close of the year was as follows: 33 first class and 22 second class coaches, 7 sleepers, 2 parlor, 1 directors', 1 pay, 17 baggage and express, 6 postal and mail, 2,239 box, 311 stock, 587 flat, 806 coal, 68 cabcose, and 12 wrecking, etc., cars.

The equipment of the Cincinnati and Springfield line was as follows: 16 locomotives, 15 passenger, 6 baggage, 2 U. S. postal, 100 box, 98 stock, 79 coal, and 11 caboose cars.

The total number of passengers carried was 740,181; of whom 658,295 were way, and 81,886 through. Number of passengers carried one mile, 34,071,632. Average rate per passenger per mile, 2.172 cents, against 2.289 cents in 1878, 2.343 cents in 1877, 2 222 cents in 1876, 2.541 cents in 1875, 2.716 cents in 1874, and 3.009 cents in 1873.

The total number of tons of freight carried was 2,299,711; of which 1,555,127 tons were through and 744,584 way. Of the through freight 1,226,-601 tons were carried eastward and 218,526 westward. Of the way freight, 460,563 tons were carried eastward, and 284,021 westward. Total eastward bound, 1,697,164; do. westward do. 602,547. Number of tons carried one mile, 401,107,970. Average rate per ton per mile, 0.697 cent, against 0.752 cent in 1878, 0.890 cent in 1877, 0.814 cent in 1876, 1.005 cents in 1875, 1,192 cents in 1874, and 2,362 cents in 1873.

The renewals of track for the year 1879 embrace the following: 179,025 cross ties, 5,009 tons steel rail, 92 tons railroad spike, 262 tons iron splices, 42 tons track bolts and nuts. There

were yet remaining in the track 75.58 miles of iron rail. The mileage of track is as follows:

	Miles.
Columbus Division—Main track	138
Double track	18.14
Sidings	64.65
Indianapolis Division—Main track	203.15
Double track	1.89
Sidings	41.19
Cincinnati Division, (Delaware to Springfield)—Main track	50
Sidings	7.68
Total mileage	524.70

Increase, 8.85 miles.

The General Manager in his report, from which the above is obtained, says that the rapidly increasing cost of iron, coal and all supplies required in operating a railway, must inevitably increase the working cost during the coming season; and while every endeavor will be made to keep expenses within a proper limit, it hardly seems probable that an increase can be prevented if the property is maintained in its present high standard.

ABSTRACT OF LEDGER BALANCES, Dec. 31, 1879.

ASSETS.

Construction		$18,044,795 27
Materials on hand:		
For repairs of cars and engines	$152,547 88	
For repairs of track	51,495 67	
For fuel, oil and waste	25,865 63	
		229,909 18
Cash and cash assets:		
Cash in hands of treasurer	$329,980 26	
Bills receivable	512,407 81	
Due from Post Office Department	4,554 66	
Due from foreign railroads	286,070 80	
Due from agents and others	145,681 23	
		1,278,694 76
Other assets:		
Indianapolis and St. Louis Railroad Co. stock, cost	$300,000 00	
500 Indianapolis and St. Louis Railroad Co. 2d Mortgage bonds, cost	458,750 00	
249 Indianapolis and St. Louis R. R. Co. Equipment bonds, cost	218,000 00	
526 Cincinnati & Springfield Railway Co. 2d Mortgage bonds, cost	526,000 00	
Cincinnati and Springfield Railway Co. advances, cost	1,604,916 44	
Dayton and Union Railroad Co.'s stock and bonds, cost	114,235 77	
Columbia Union Depot Co.'s stock, cost	37,298 75	
Merchants Despatch Co.'s stock, cost	25,000 00	
Galion Stock Yard Co.'s stock, cost	2,557 50	
2 Scioto and Hocking Valley Railroad Co.'s bonds, cost	2,000 00	
1 Ohio and Mississippi (Springfield Div.) bond, cost	1,000 00	
Wood lands, cost	32,325 43	
Real estate, cost	10,673 16	
Pendleton Stone Quarry, cost	4,655 11	
		3,337,412 16
		$22,890,811 37

LIABILITIES.

Capital stock		$15,000,000 00
Less owned and held by the company		8,200 00
		$14,991,800 00
Cleveland, Columbus and Cincinnati Railroad Co. bonds, $25,000 due each year		125,000 00
Bellefontaine and Indiana Railroad Co. 1st Mortgage bonds		408,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. Sinking Fund bonds		3,000,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. 1st Consolidated Mortgage bonds		2,804,000 00
Bills audited		369,386 89
Dividend No. 15, payable February 2, 1880		374,770 00
New York dividends, unpaid		21,946 28
Balance to surplus		795,908 20
		$22,890,811 37

President.—J. H. DEVEREUX.

Vice President.—H. B. HURLBUT.

Directors.—J. H. Devereux, H. B. Hurlbut, S. Burke, James Barnett, T. P. Handy, Amos Townsend, Geo. H. Russell, Cleveland; B. S. Brown, Columbus; H. J. Jewett, Hermann R. Baltzer, J. R. Keene, Walton Ferguson, A. G. Dulman, New York.

Secretary and Treasurer.—GEO. H. RUSSELL.

General Manager.—E. B. THOMAS.

☞ The gross earnings of the Chicago and west Michigan Railroad Company (the reorganized Chicago and Michigan Lake Shore Road) for 1879 were $654,383, the expenses, $541,556, and the net earnings, $112 827; an increase as compared with 1878 of $75,284. The surplus was $75,467, but there was expended for construction and equipment $97,366, leaving $21,899, which was met from the balance of cash assets on hand Jan. 1, 1879. The stockholders subscribed during the year to two new enterprises, viz: the West Michigan Lumber Company and the White River Railroad Company.

☞ A complete report of pork packing in the West shows that the total number of hogs Winter packing is 6,950,000, an increase of 530,000. The average decrease in weight is 4.2 pounds net. The aggregate decrease in lard is 128,000 tierces. There is an increase of 103,000 barrels of pork The Summer and Winter packing combined shows an increase for the year of 143,000 barrels, the largest year's business recorded.

☞ The new iron railroad bridge to be built by the Baltimore Bridge Company across the Mississippi at Minneapolis, Minnesota, will have a length of 1,150 feet. It is said this bridge will be the second highest structure in the country, the highest being across the Kentucky river on the Cincinnati Southern Railroad. The estimated cost is $200,000.

☞ The number of hogs packed at St. Louis from November 1, 1879 to March 1, 1880, was 577,793; average gross weight a shade over 258 pounds; cost per hundred pounds, $4 05; yield of lard a shade over 36 pounds; amount of pork made 46,581 barrels.

☞ The sale of the Miami Valley Narrow Gauge Railroad to Messrs. Bullock, Hafer, Forbus, Kahn and others, of Cincinnati has been confirmed by the Court. It is expected that the new owners will push it forward to an early completion.

☞ It has been decided to made a locating survey at once for a railroad between Brattleboro' (on the line of the Vermont Valley Railroad) and Hinsdale (on the line of the Ashuelet Railroad)—the new line to be known as the Western New Hampshire Railroad.

OFFICE OF LA PLATA MINING AND SMELTING CO., OF LEADVILLE, COL., No. 58 BROADWAY, ROOMS NOS. 12 AND 13, NEW YORK, March 18, 1880.

DIVIDEND NO. 7.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value $10) on the capital stock, payable on Thursday, April 1, prox., at the office of the company. Transfer books will close on Thursday, March 25th inst., and reopen Friday, April 2, 1880.

Statement of the financial condition of the company:

Cash capital	$100,000 00
Feb. 1, 1880.—Balance surplus account	45,543 75
March 1, 1880.—Net receipts for month of February	13,080 78
	$158,624 53
Dividend of 7½ cents per Share, 200,000 Shares	$15,000 00
Balance surplus, March 1, 1880	$143,624 53

W. B. ALLEN, Assistant Secretary.

CHRYSOLITE SILVER MINING CO.

Rooms Nos. 51 to 57 BOREEL BUILDING, No. 115 BROADWAY, NEW YORK. March 18th, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a regular monthly DIVIDEND (No. 5), of TWO PER CENT on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS ($200,000), or ONE DOLLAR PER SHARE, out of the fifth month's net earnings, payable at the Central Trust Company, No. 15 Nassau Street, on the 27th of March.

Transfer-books will close March 25th, and reopen March 30th. DRAKE DE KAY, Secretary.

THE COUPONS OF THE FIRST MORTGAGE BONDS of the Central Pacific Railroad Co. (San Joaquin Valley Branch), and of the Land Bonds, due April 1, 1880, will be paid at the office of Fisk & Hatch, No. 5 Nassau-st.

C. P. HUNTINGTON, Vice-President.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, March 24, 1880.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three Dollars and Fifty cents per share has been declared on the preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, and a dividend of Three Dollars and Fifty cents per share on its common stock, out of the net earnings of the year 1879, payable at the office of the company, No. 68 William-st., on the 15th day of April next. The transfer-books will be closed on the 29th of March, and reopened on the 19th of April next.

JULIUS WADSWORTH, Vice-President.

THE COUPONS OF THE FIRST MORTGAGE BONDS of the Southern Pacific Railroad Co. (of California), due April 1, 1880, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine-sts., New York. C. P. HUNTINGTON.

METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, March 18, 1880.

THE SECOND QUARTERLY DIVIDEND of (2½) TWO AND A HALF PER CENT on the capital stock of this company will be paid to the Stockholders of record on and after the 1st day of April next, at the office of the Central Trust Company of New York, No. 15 Nassau-st.

The transfer books will be closed at the said office at 3 p. m. on the 24th of March, and remain closed till 10 a. m. on the 1st of April next.

JOHN E. BODY Treasurer.

Connecticut Central Bonds.

D. D. Warren, Willis Phelps and William Birnie have sold the 302 $1,000 bonds of the Connecticut Central Railroad Company, which have long been on the market, to parties who are supposed to be agents of the New York and New England Railroad Company, which is regarded as a preparatory step to the lease of the Central Road by the other corporation. The bonds sold for 80 cents on the dollar, and were delivered to Kidder, Peabody & Co., Boston brokers. The sale included all the bonds of the road, except 23, which are scattered among several parties, who have the privilege of selling on the same terms if they choose. The New York and New England Company have made no move as yet to lease the Central, and they disclaim any intention of foreclosing on the property, or of making any immediate change in the running of the road. D. D. Warren will continue to act as President and Superintendent, being also Treasurer of the Company. As long as amicable relations are maintained with the parties that control the road's connections Mr. Warren says that a through line will be kept up between this city and New York, connecting with the old Southern Road. Such is the wish of the New York and New England Company, who want the Central Road because the latter corporation has the use of a part of their track between Vernon and Rockville, Conn., and also of their bridge over the Connecticut at Hartford. But should the Connecticut Valley Road desire for any reason to cut loose from the Central, then Mr. Warren thinks the New York and New England company would take it more directly in hand, giving it a foothold in the Union depot at Hartford, and New York connections by the way of Waterbury and the New York and New England extension to Brewster's N. Y., on the Harlem road. Probably that company will also attempt some Boston business from this city by way of the Rockville Branch and Vernon Junction. To do this conveniently it would be necessary to build two miles of road between West street Rockville and Vernon. Then the route between Springfield and Boston would be 18 miles shorter than by way of Athol, although a good deal has lately been said about the latter route as a competing line to Boston.—[Springfield Republican.

Allouez Mining Co.

At a meeting of the stockholders of the Allouez Copper Mining Co., recently held in this city, it was unanimously voted to increase the number of shares to 80,000, giving four new shares for one old one, upon payment of $1 per share, or $4 per share of every share of old stock. This will give the company $30,000 cash, which will enable them to start free and clear from debt, with money in the treasury. The par value is reduced from $50 to $25. The company's property consists of 3200 acres, and they are now negotiating with parties who wish to purchase some eighty acres. A committee has been appointed to confer with these parties, and a speedy sale of the above number of acres is anticipated. The company has received permission from the lessees to commence work forthwith, to sink the shafts and make openings, so as to be able to put on a large gang of men without any delay November 1, when the mine once again passes into the company's possession. It is thought that enough ground will be opened to enable the mine to produce 175 tons during the first month.

☞ The sale of the New York, Housatonic and Northern Railroad, which was to have taken place at White Plains on the 27th ult., was postponed till the 3d of April, for the reason that a gentleman who was unable to be present on that day would start the bid at $135,000, which is $5,000 higher than has as yet been offered for the road. It was understood, as one of the conditions of the postponement, that the sale will take place peremptorily on the 3d.

Grand Trunk Railway of Canada.

The revenue statement of the Grand Trunk Railway Company of Canada for the month of January, 1880, compared with the corresponding month of the previous year, is as follows:

	1880.	1879.
Gross receipts	£162,243	£153,661
Working expenses	119,835	121,146
Net profit	£42,408	£32,515

—showing an increase in receipts of £8,582, with a decrease in expenses of £1,311—making the increase in net profit £9,893.

Houston and Texas Central Railway.

The following is the comparative statement of the business of the Houston and Texas Central Railway Company for the month of February:

	1879.	1880.
Gross earnings	$241 315	$272,791
Operating expenses	150,001	154,546
Net earnings	$91,314	$118,245

—showing an increase in earnings of $31,476, in expenses of $1,515, and in net earnings of $26,931.

Denver and Rio Grande Railroad.

On the 27th ult., Justice Miller, of the U. S. Supreme Court, signed decrees terminating the lease and Receivership and restoring its road to the Denver and Rio Grande Railroad Company; also turning over the entire line, which has been in dispute with the Atchison, Topeka and Santa Fe Company for the last two years, between Canon City and Leadville to the Denver and Rio Grande Company, and dismissing all suits. This is the end of a long and severe legal warfare, involving the well-known struggle for the Grand Canon of the Arkansas and the contest of last Summer for the possession of the old Rio Grande Road. The line to Leadville will now be completed in two or three months. The compromise thus perfected is based upon a treaty of peace for 10 years between the Atchison, Topeka and Santa Fe, the Union and Kansas Pacific, and the Denver and Rio Grande Railroad Companies and all their subsidiary companies.

☞ The gross earnings of the Chicago, Clinton, Dubuque and Minnesota Railroad (the reorganized and consolidated Chicago, Clinton and Dubuque and Chicago, Dubuque and Minnesota Roads,) for 1879, were $491,075, the expenses $370,997 and the net earnings $120,078, a decrease as compared with 1878 of $22,856. After payment of interest, old indebtedness amounting to $4,708, and $21,256 for construction, there was left a surplus of $65,802.

☞ The Supreme Court of the United States has affirmed the judgment of the U. S. Circuit Court for the Eastern District of Pennsylvania in the case of George W. Thomas and others against the West Jersey Railroad Company. The position of the lower Court is sustained that "the contract by which the Millville and Glassboro Railroad Company (now the West Jersey Railroad Company) leased it road to the plaintiffs in error was void, for the reason that it was in excess of the powers granted to that company by its franchise. The present suit to recover damages for nonfulfilment of that contract cannot, therefore, be sustained.

Chicago, Rock Island and Pacific Railroad.

The Executive Committee of the Board of Directors of the Chicago, Rock Island and Pacific Railroad Company have issued a circular to the stockholders notifying them that the following propositions will be submitted for their approval at the annual meeting in Chicago on the 2d of June: The purchase of the Avoca, Harlan and Northern, and Guthrie and North western Railroads; the consolidation with the Chicago, Rock Island and Pacific Company of the Iowa Southern and Missouri, the Newton and Monroe, the Atlantic Southern, the Avoca, Macedonia and South-western, and the Atlantic and Andubon Companies, and the issuance of a consolidated capital of $50,000,000. The new system will be nearly 1,280 miles in length, and will have a capital of $35,000, and a bonded debt of $13,000 per mile. The capital of the Chicago, Rock Island and Pacific Company proper will be doubled.

Northern Central Railway.

The Northern Central Railway Company furnishes the following comparative statement of its gross earnings and operating expenses for the month of February:

	1880.	1879.
Gross earnings	$330,860 19	$273,607 33
Operating expenses	213 094 52	180,983 69
Net earnings	$117,765 67	$92,623 64

Two months ended February 29:

	1880.	1879.
Gross earnings	$665 354 55	$538,610 09
Operating expenses	427,155 42	368,314 61
Net earnings	$238,199 13	$170,295 48

☞ The receipts of the St. Paul and Duluth Railroad Company for the seven months ending December 31, 1879, were $408,512 52, the operating expenses $275,791 96, and the net receipts $132,720 96; adding the net receipts from the land department, the total was $223,884. The surplus was $12,977 17. The Northwestern equipment trust has been reduced to $161,500, which is payable May 1, 1880. The preferred stock has been reduced to $4,798,862 12. The common stock outstanding is $4,055,407 51. The land unsold aggregates 276,138.26 acres. The St. Croix branch will be finished to Chicago Lake by July.

☞ The report of the President of the Central Railroad of Iowa, dated March, 1880, states that the only claim remaining unpaid is an exaggerated counsel fee for $2,500, which will be contested. When this is settled, "the company will be free to accumulate earnings for distribution among its beneficiaries, and the payment of interest will begin in July next." The report further shows that the earnings for the six months of 1879 were $483,751 24, as against $395,868 25 under the court the previous year. The expenses were, in the same period, reduced from $215,689 57 to $210,529 92.

☞ The Camden and Atlantic Railroad Company has declared a dividend of 3½ per cent on the preferred and common stocks, payable on and after April 19, in the preferred stock or scrip of the company, at par, to stockholders as registered

on the books at the close of business on April 1, 1880.

St. Louis, Iron Mountain and Southern Railroad.

The gross earnings of the St. Louis, Iron Mountain and Southern Railroad for the year 1879 were $5,292,611 27, the expenses $2,992,056 07, and the net earnings $2,300,555 20, an increase as compared with 1878 of $354,599 80. The expenditures on construction account were $440,288 20, and for change of gauge from 5 feet to 4 feet 8½ inches, $195,169 92. The excess of charges over income for the year was $341,337 87, which, added to the old debit balance, left a debit balance Jan. 1, 1880, of $1,577,753 79. The sale of Arkansas lands aggregated $120,077, and the expenses $34,695, leaving a balance of $85,382. As the earnings of the railroad are sufficient to pay the interest on the divisional mortgages, the net proceeds of the Arkansas land department will hereafter be invested in the purchase of Cairo and Fulton Railroad first mortgage bonds, to be canceled.

☞ The Wabash, St. Louis and Pacific Railroad Company has purchased a majority of the stock and bonds of the Champaign, Havana and Western Railroad—formerly known as the Western Extension of the Indianapolis, Bloomington and Western Railroad. This road, which will now be consolidated with the Wabash system, extends from Champaign to Havana, Ills., with a branch line to Decatur. It has a total length of 132 miles, and is important in supplying another line to Keokuk and Quincy.

☞ The stockholders of the Louisville and Nashville Railroad Company, at a meeting in Louisville, Ky., on the 26th ult., approved the recent purchases of the controlling interests in the Nashville and Chattanooga, Mobile and Montgomery, Pensacola and Gulf, Selma and Gulf, and proposed the acquisition of the New Orleans, Mobile and Texas, etc. J. W. Thomas has been appointed general superintendent of the Louisville and Nashville and Great Southern and of the St. Louis and Southeastern railroads.

☞ The Newark and Delaware City Railroad Company was organized on the 29th ult. at Wilmington, Del., in the interest of the Pennsylvania and Philadelphia, Wilmington and Baltimore Railroad Companies, being worked as a branch of the latter line. Strickland Kneass was elected President. This is the old Pennsylvania and Delaware Railroad, some time ago sold under foreclosure.

☞ The Camden and Atlantic Railroad Company has acquired possession of the Shackamaxon Ferry between Cooper's Point and Kensington, which will be run in connection with its trains. There is also being laid a double track road to Haddonfield, giving evidence of large and increasing traffic.

☞ At the annual meeting of the Maine Central Railroad Company, held at Augusta, Me., on the 24th ult., the report of the Directors and Treasurer for the year ending December 31, 1879, was presented and accepted, and the following gentlemen were unanimously elected directors for the ensuing year: Abner Coburn, Darius Alden, John B. Brown, Arthur Sewall, Wm. G. Davis, Alfred P. Rockwell, Geo. S. Monson, Geo. P. King, Geo. E. B. Jackson, Wm. B. Bacon, Willard P. Phillips, Elijah B. Phillips and Stephen J. Young.

Portsmouth and Dover Railroad.

The finding of Judges Bingham, Clark and Smith in the case of the Portsmouth and Dover Railroad against the Eastern Railroad Company is entirely in favor of the former and is as follows: They find that the capital stock January 1 was $757,800, as claimed by the Portsmouth and Dover Railroad, and that the Eastern in New Hampshire shall pay the interest due July 1, 1879, amounting to $22,734, with the interest upon said sum from that date. Said Judges allow the Eastern Railroad Company upon this claim on the Portsmouth and Dover Road the sum of $11,200, which the Portsmouth and Dover is to pay the Eastern, and is to be added to the amount of capital stock, so that the latter hereafter shall be $769,000, and upon this last sum the Eastern in New Hampshire is to in future pay six per cent.

Consolidations of Railroads.

While there is much unfavorable comment in certain business circles over the many consolidations of railroads in the past few months, in almost every case the effect has been to drag one or more roads out of the slough of bankruptcy and to give them excellent financial prosperity. There are roads in this country which for all large purposes run from nowhere to nowhere. They start from points to which no traffic necessarily tends, and run out into the universe in a vague and purposeless fashion, as if the builders had pushed them along with an eye to the expenditure of their money. Some such roads were built to secure land grants; others to sell bonds given at low prices to construction companies; others to gather in local grants; and others with schemes as to extensions or connections which were defeated while the road was still unfinished. The only way to make such roads pay is to draw business to them, and that can often be done only by connecting them with others as unfortunate as themselves in a state of single wretchedness.—[Pittsburg Chronicle.

☞ A despatch dated Portland, Oregon, March 18th says that the indications of an active resumption of railroad construction in the Willamette valley were never more flattering than at present. The Oregon and California Railroad Company call for ties for their branch roads to Silverton and Lebanon, and the Oregon Railway Company solicit tenders for ties to extend the Dayton road to Dallas. The Silverton and Lebanon branches are to be completed by midsummer, and the Dallas extension is to be finished by the 20th of May. The people of Willamette valley will not have reason to feel much longer the want of facilities of transportation.

☞ The gross earnings of the Richmond and Petersburg Railroad for the year ending September 30, 1879, were $154,622, the expenses $81,551 and the net earnings $73,071, an increase as compared with the previous year of $10,518. After payment of interest and 4 per cent in dividends, there was a surplus of $10,149. It is proposed to fund the present mortgage bonds by a new issue bearing a less rate of interest.

☞ The work of laying rails on the Atlantic City Branch of the West Jersey Railroad is progressing rapidly. The road, it is said, will be finished by the first of June, and opened for summer travel.

☞ The directors of the Ogdensburg and Lake Champlain Railroad Company having received legislative authorization for issuing $4,500,000 of 6 per cent bonds for retiring $2,000,000 8 per per cent preferred stock and about $1,000,000 bonds for the purpose of building a new elevator with a capacity of 1,000,000 bushels, for 500 new grain cars, and also for relaying the track with steel rails, have called a meeting of stockholders at Ogdensburg on the 4th of May for ratification of the same.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Connotton Northern Railway Company, termini Canton and Fairport Harbor, and passing through the counties of Stark, Summit, Portage, Cuyahoga, Geauga, and Lake, capital, $2,000,000, by C. Aultman and others.

☞ It is proposed to complete this season the Indianapolis and Evansville Air Line Railroad as far north as Washington, Ind., where it will connect with the Ohio and Mississippi Railway. Surveys are also being made with a view to extending the road to Bloomington.

☞ The transfer books of the Lake Shore and Michigan Southern Railway Company will close at three o'clock P. M. on Saturday, the third day of April, (for the purposes of the next annual election), and will be reopened on the morning of Thursday, the sixth day of May next.

☞ A dividend of one per cent has been declared on the capital stock of the Buffalo, Bradford and Pittsburgh Railroad Co., payable on demand at the office of the Treasurer of the New York, Lake Erie and Western Railroad Co., 187 West St., N. Y.

☞ The Directors of the Cincinnati Southern Railway Company, now operating the Cincinnati Southern Railroad, have decided to submit to the stockholders a proposition to increase the capital to $2,000,000 for the purpose of providing more rolling stock and other necessary facilities.

☞ The Northern Extension of the Milwaukee, Lake Shore and Western Railroad has been completed to Norrie, in Marathon County, 190 miles north of Milwaukee, and regular trains commenced running to that point on the 29th ult.

☞ The Chicago, Milwaukee and St. Paul Railway Company expects soon to build a line from Libertyport, on the Chicago Division, to Darien, on the Southwestern Division, a distance of about 40 miles.

☞ The Governor of New York has signed the bill to authorize the Ogdensburgh and Lake Champlain Railroad Company to issue bonds.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending March 20, as reported by the several carrying companies, amounted to 364,335 tons, against 412,089 tons in the corresponding week last year, a decrease of 47,754 tons. The total amount of anthracite mined for the year is 4,072,576 tons, against 4,341,268 tons for the same period last year, a decrease of 268,692 tons. The quantity of bituminous coal sent to market for the week amounted to 20,505 tons, against 62,587 tons in corresponding week last year, a decrease of 42,082 tons. The total amount of bituminous mined for the year is 759,391 tons against 627,572 tons for the corresponding period last year, an increase of 131,819 tons. The total tonnage of all kinds of coal for the week is 384,840 tons, against 475,676 tons in corresponding week last year, a decrease of 90,836 tons, and the total tonnage for the coal year is 4,831,967 tons, against 4,968,840 tons to same date last year, a decrease of 136,873 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of March was 129,793 tons, of which 87,535 tons were coal and 42,258 tons coke. The total tonnage for the year thus far has been 1,333,511 tons, of which 1,003,012 tons were coal and 330,499 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending March 20th were 8,490 tons, and for the year to that date 352,878 tons—139,469 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 7,671 tons, for the year 309,333 tons, an increase of 131,018 tons as compared with 1879. The shipments to the Chesapeake and Ohio Canal were for the week 576 tons, an increase over last year of 3,160 tons. The shipments to the Pennsylvania Railroad for the week were 243 tons, and for the year 40,385 tons, an increase over 1879 of 5,471 tons. The light shipments of the week were owing to the strike on the Cumberland and Pennsylvania Railroad, over which the coal is hauled. But for this the increase for 1880 to March 20 over the corresponding period of 1879 would have been about 160,000 tons.—[Phil. Ledger, March 20.

Oil in Alabama.

Oil has been struck in the centre of the coal and iron fields of Alabama. The same carboniferous formation that extends through Western Pennsylvania terminates in Alabama, not far south of Birmingham, where oil has been struck. If Alabama can collect and refine oil with commercial success, she will have as great a variety of products as Pennsylvania, though her resources have not been developed. Besides coal, iron and marble deposits of great value, the State has broad belts, producing in one cotton, in another corn, wheat, &c., in another valuable timber, while still another section of the State is devoted to cattle raising. If oil well enterprise and industry are added, Alabama may yet come to be a rival of Pennsylvania.

☞ Engineers are now engaged in leveling the roadbed of the Ohio Central railroad, near Marengo, in Morrow county, preparatory to laying ties, and a full corps of workmen will commence immediate operations for the completion of the road, which it is confidently expected will be in active operation by August next.

☞ Four of the twelve locomotives ordered from the Schenectady Locomotive Works for use on the Southern Pacific Railroad have arrived at Sacramento, and are being placed in running order at the railroad shops in that city.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, April 9, 1880.

The Hepburn Bill again at the Produce Exchange.

The fight over the Hepburn or Anti-Discrimination Bill at the Produce Exchange, is still carried on with renewed vigor and desperation on the part of the "special raters," who were worsted by 525 to 78 on the ballot taken since our last, to which the Board of Managers of that body were compelled to submit, as we then predicted, in compliance with the indignant protests of a large majority of its members. The vote was unusually small, however, owing to the unparalleled action of the Board of Managers, who refused to allow the members to vote upon the question in its original form, in which they obligingly put it when they called a meeting without objection, and on very short notice, at the instance of the "special raters," who thereby captured the Exchange and perverted its prevailing sentiment against special rates, by the despotic use of their power and influence over their fellow members, which we fully explained two weeks ago. The result of this last vote is therefore not regarded as settling anything except that the Exchange is opposed to discriminations; for the question of "special rates" was obligingly omitted from the resolution on which the Exchange was compelled to vote, if at all, by its autocratic managers, whose little brief authority seems to be their stock in trade, for which the "special raters" have successfully bid. This is the only theory upon which their action on this question can be accounted for, unless we throw the mantle of charity over them and suppose that these dizzy heights of power, to which they were never accustomed, have turned its members' heads. To do this, however, would be to expose them to ridicule, and we prefer to think that some of these managers are themselves getting "special" rates from the roads and others "special" favors from the "special raters" themselves. We think this accounts for the milk in the cocoanut.

There is now, however, another petition started by the "special raters," whose clerks and brokers have all signed it and gotten all their fellow clerks and brokers to do the same, asking this Honorable Board to call another meeting to ballot upon the Hepburn Bills *with their amendments*, as they know that not one in ten of the members can vote intelligently upon the question, in this shape, and that they cannot get copies of the bill to enable them to do so. In this way they hope to secure the same result as at the first packed meeting. Now we shall wait and see if it will take this Great Board of Managers two weeks to decide whether they will grant the petition of the 78 "special raters," as it did that of the 525 ordinary members who are not "in with" this Board and the railroads.

Meantime we may indulge in a few reflections upon this shilly shally, backing and filling policy of the present Board of Managers, and contrast it with that of former administrations, as this is now the tendency of thought and discussion at the Exchange, as was shown by a circular distributed there on the day of the balloting, under the caption, "Were Railroads chartered to enrich the few at the expense of the many?" in which some extracts, which we print below, from the annual address of its former President, Wm. A. Cole, were most pertinently made. It will be seen that these remarks of two years ago fully cover the question now, though its magnitude and danger have since been increased. To explain the position of affairs at the Exchange under former administrations, we need only point to the long and successful contest of President Franklin Edson some years ago to introduce the grain grading system at New York in defiance of the "special raters," who opposed it because it would give the small receivers of grain equal terminal facilities with themselves. We would also call attention to his more recent letter to the Hepburn committee placing the Exchange squarely on the record against discriminations and special rates alike, during his third term as President of the Exchange.

It will thus be seen how the Exchange has been misrepresented by its present management, and that there was a time when its officers could not be controlled and that there are some members of the Exchange who can rise above their selfish interests in treating a great public question, who have declared that they do not want special rates, although accepting them in self-defense because others get them, and who have said that if they cannot compete with their advantages of large capital, against their smaller neighbors, without special rates, they ought to be compelled to go out of business. This is in strong contrast with those who are crying for special rates like a lot of overgrown and overfed babies clinging to the bottle after their teeth are

cut and they ought to be eating the diet of a man, like a man.

Indeed their action on this question reminds us of an incident in the boyhood of one of these "special raters," as told us by himself. His father had sent him to cultivate tobacco plants; and, finding it tiresome stooping over them, he improvised a labor sowing machine in the shape of a milking stool, strapped to his body, on which he sat down while weeding the plants, carrying it with him like a pannier from plant to plant, until discovered by his father, who taught him a lesson in standing upon his own bottom which he appears to have forgotten. The extracts from the address of President Cole contained in the circular above referred to are as follows:

"New York is the only city discriminated against on the seaboard. The love developed for other and strange gods—Boston and Portland—by roads leading to New York, is truly marvelous. Western produce is carried from a given point hundreds of miles further for less money; trades which once flourished in New York have been driven from us. Our Rochesters and Buffaloes have been moved a thousand miles westward because the rates of freight are the same to, or rather in favor of, the Western point. One city has been built up at the expense of another, which, I hold, is not the legitimate business of a railroad. As common carriers, receiving their charters from the people, rates of freight from one given point to another should be equal. A thousand car loads freight, owned by a thousand people, should be brought as cheaply as to the one man owning the thousand. Combinations of all kinds are unhealthful, and the railroad combination is not an exception; it is the cause of freight discriminations and its bad results. Railroad combination, as now understood, is the making of a rate to day and breaking faith with each other to-morrow, by making special rates for the few to the detriment of the many, and this is the growing evil of the day. Capital in this country—the result of persistent individual effort—belongs solely to its possessor. It has many and great advantages, and it should not be subsidized by a railroad, nor, indeed, by any other interest. Let each and all stand on equal ground, so far at least as the transportation of merchandise by railroad is concerned. Let brains and enterprise have that chance. Let not the many be forced to pay a royalty to the few. Let him who fights his battle best be the victor. We are not at all envious of our sister cities on the seaboard, or elsewhere; we applaud their people for their enterprise and spirit—are glad to know that they utilize all their natural advantages; and I believe they have more manliness than to ask the roads to discriminate in their favor. New York asks no favors; it demands only justice, and to be placed on an even footing in all respects with its competitors. There can be no antagonism between the people and our railroad organizations if they are not antagonistic to the people."

☞ At the annual election for directors of the Panama Railroad Company, held on the 5th inst., two changes were made: D. O. Mills and William B Dinsmore were chosen to fill the places of James M. Burke and H. H. Baxter. The present Board is therefore constituted as follows: T. W. Park, John R. Marshall, Chas. G. Francklyn, D. O. Mills, J. G. McCullough, Joseph Ogden, Wm. B. Dinsmore, Samuel C. Thompson, George Garr, Charles D. Leverich, George A. Hoyt, Thomas Maddock, Christopher Meyer.

Co-operative Railroading. Why Not?

The principle of co-operation has been so successfully introduced into almost every branch of manufacturing and commercial enterprise, both individual and corporate, in Great Britain, that it seems strange it has never been thought of, or at least publicly discussed, as a means of harmonizing the otherwise apparently inharmonious interests of stockholders and employes of railroad companies. Co-operative organizations, as is well known, were the outgrowth of the interminable conflicts between labor and capital, which began with the accumulation of money in the hands of the few, of whom the masses were compelled to seek employment, and grew with these accumulations, until they threatened not only the safety of property, but also the existence of the poorer classes and the stability even of the State itself. Against all these perils to the individual and the community, co-operation has proved the only permanent and human safeguard, because it protected the rights and dependence of both labor and capital upon each other by making their interests identical and their prosperity or losses mutual. There is no field of industry, in which such vast interests and enormous aggregations of capital are wholly at the mercy of labor, as in railroading. A manufactory can be stopped, but a railroad, like a newspaper, would be ruined by stoppage. The entire fabric of society and government even—the whole machinery of commerce and industry are dependent upon the employes of railroads for means of communication in person or by mail and for the food and clothing, the material and transportation necessary for their livelihood and operations, while their property is as dependent upon them for its value in store as it is for its safety while in transit. The railroad riots of 1877 gave the country a foretaste of the power of railroad employes for destruction, of which we hope the country may never be forced to a full realization. Never in the history of the world did so few men hold such power in a peaceful department of industry as they. These are the conditions which make it imperative that railroad employes should be placed in a position at once equitable to themselves and just to stockholders, above any other industry. Why, then, should not the co-operative principle be applied to railroading, as well as to other corporate industries?

Suppose for instance our railroads were organized with the minimum scale of wages and the rate of dividends fixed, by a Board of Arbitration having the power, upon a relative normal basis. That the wages were a first lien upon their property after it is paid for, ahead of all the mortgages, as the earnings and value, as well as the preservation of the capital represented by bonds and stocks, is dependent upon the continuance of the laborers' services. That mortgages come next, and that the capitalization be fixed at an honest construction limit. That after the payment of the fixed wages, interest on bonded debt, expenses of maintenance and operation and the fixed dividends as above proposed, the excess of earnings be divided pro rata between the capital and labor or stockholders and employes, upon the basis of the labor representing a capital equal to the amount on which the fixed wages already paid would be the interest at the rate per cent fixed as dividends on the capital stock of the company. Add this amount to the capital stock of the company and divide the surplus accordingly, each laborer drawing a dividend upon his labor or stock in the company, the value of which has thus been fixed by what the company has paid him in fixed wages at a fixed interest for its use. This would be equitable and make the employe a partner whose interest would be to preserve instead of neglect or destroy the property of the company and shippers, as is now almost invariably the case.

Effects of Railroad Discriminations on the Erie Canal, and on the Commerce of this City and State.

Another side of the question of Railroad Discrimination in freight rates in favor of large houses, of localities, and of the season of Canal and Lake navigation, was recently shown before the Assembly Committee on Railroads by Mr. W. C. Clark who appeared in behalf of the boatmen of the Erie Canal. He charges that the condition on which the New York Central road grants special rates to shippers on its line, is that they shall ship nothing by canal, and that extortionate rates of freight are charged in winter in order to enable the road to carry freight while the canal is open, at less than cost, hoping to eventually bankrupt the boatmen and get rid of competition by the canal entirely. He charged even that there was a conspiracy existing between the trunk lines to pursue this policy until the Erie Canal should be abandoned and become a "Dry Ditch," as they have threatened, after which nothing would prevent them charging extortionate rates the whole year. We must admit there is more truth than fiction in what Mr. Clark says as to the purpose of the railroad managers; but we do not see the possibility of their ridding themselves of water competition during Lake navigation, even, should the Erie Canal be abandoned; for the Welland Canal will soon be enlarged to increase that competition during the summer, while the opening of the mouth of the Mississippi is already affording a winter outlet by water from the West via the Gulf of Mexico. The effects of the high rail rates of freight from the West

this winter have been seen in a material increase in grain shipments via New Orleans until recently, when the railroads lowered their rates. On the other hand what Mr. Clark says of the supremacy of the commerce of this city and State being lost with that of the Erie Canal, is perfectly true; for neither the railroads of this State nor this city would get the business lost by the canal, which Montreal and New Orleans, as well as the shorter rail routes to the seaboard, would take from us.

Junction Railroad.

At the annual meeting of the stockholders of the Junction Railroad Company, held in the office of the Pennsylvania Railroad Company, on the 5th inst., the following officers were elected for the ensuing year: President, Isaac Hinckley; secretary Joseph Lesley; secretary pro tem., John C. Sims, Jr.; treasurer, John Calker, Jr. Directors, Isaac Hinckley, George B. Roberts, Henry M. Phillips, Franklin B. Gowen and Henry Lewis. The Junction railroad connects the tracks of the P., W. & B., Philadelphia and Reading and Pennsylvania railroads, in West Philadelphia, and is owned jointly by the three companies with the exception of about a mile running through the Pennsylvania Company's yards, over which that company claims exclusive ownership.

Panama Railroad.

The Earnings and Expenses of this road for the year ending December 31, 1879, are as follows:

Earnings of the Road:		
From freight		$1,531,653 93
" passengers		142,709 80
" mails		12 369 62
" treasure		20,028 56
		$1,706,761 91
Miscellaneous Receipts:		
Interest and exchange		178,321 80
Lighterage		132.755 35
Water supplied shipping		27,391 29
Rental of property, ballast, wharfage, light dues, telegraph, etc., etc.		81,071 75
Old rails taken up and shipped to New York prior to December 31, 1879		35,066 32
		$2,156,367 42
Expenses:		
Operating expenses on the Isthmus (including $33,182 43 spent for 1000 tons steel rails)	$463,168 91	
Lost & damaged freight	997 28	
New York office expenses	16,246 93	
Miscellaneous expenses in New York	24,204 52	
Total working expenses	$504,617 59	
Subsidy to U. S. of Colombia	250,000 00	
Drawback on Colombian produce	9,939 27	
Interest on bonds	270,853 10	
		1,035,409 96
Net profit		$1,120,957 46

—being 16 per cent on the capital stock, from which quarterly dividends have been paid equal to 13 per cect per annum, and $210,957 46 has been added to the surplus fund, increasing the same to $2,141,733 40.

The monthly payments due from the Pacific Mail Steamship Company, under the contract of February 1, 1878, were temporarily reduced for a period of two years from January 1, 1879, to $60,000 per month, causing a diminution in receipts of $120,000. At the expiration of the present year the steamship company will resume their stipulated payments of $70,000 per month.

The number of tons of freight transported over the road in 1879, was 161,744, against 152,477 in 1878, being an increase of 9,267 tons. In 1877 the tonnage was 146,943, and in 1876 113,781—showing a gain in four years of 47,963 tons, equal to 43 per cent. The number of tons of freight transported from New York to San Francisco in 1879 was 13,210; and from San Francisco to New York, 17,524—a total of 30,734 tons, out of a total tonnage, as stated above, of 161,744, or about 19 per cent; showing that the business between New York and San Francisco does not form the largest share of the traffic of the road.

The following is a comparative statement showing the principal productions of Central and South America transported over the Panama Railroad during the years named:

	1877.	1878.	1879.
Bark, bales	20,169	40,500	39,654
Cotton, bales	4,775	13,576	40,026
Cocoa, bags	115,019	59,466	186,110
Coffee, bags	233,131	191,561	351,070
Indigo, zeroons	11,884	7,438	9,531
Ivory nuts, bags	56 937	134,596	89,795
Rubber, bales	16,516	16,360	16,711
Sugar, bags	22,956	18,011	12,348

The extraordinary increase in shipments of bark, cotton and cocoa is attributed to the partial withdrawal of the rival steamship line via the Straits of Magellan, which now runs only one steamer per month, stopping at Caldera, whereas formerly they ran as far north as Callao, and that most of the steamers constructed for that line are now employed in the trade between England and Australia.

The increase in the shipments of coffee, the staple product of Central America, is attributed in part to the marvelous growth of these Republics, and to the fact that its cultivation was largely increased in lieu of indigo, the cultivation of which is gradually decreasing, as the land can be turned to better account in growing coffee. The decrease in ivory nuts for 1879 is due largely to the low prices ruling in the American and European markets. The falling off in the shipments of sugar is due to the fact that nearly all of this article exported from Salvador and Gautemala now finds a market in San Francisco instead of going to Europe or New York.

The number of passengers transported over the road in 1879 was 23,729, against 24,921 in 1878, 22,110 in 1877, and 22,940 in 1876. The decrease in the passenger traffic of the past over the previous year is attributable to the Chili-Peruvian war and exceptionally light travel between California and New York. The damage done by the floods of November, which interrupted freight traffic on the road during the month of December, has been repaired excepting the long bridge over the Chagres river, the stone piers of which are being rebuilt.

During 1879, 13 miles of new steel rails were laid, leaving 11 miles of the old iron to be taken up. All the steel rails and fish plates to replace these are on the ground, and the work is being carried along. A further small shipment of steel is now on its way from England with which to relay the yards at Panama and Aspinwall. The old iron was disposed of at $45 per ton—more than enough to pay for the steel, after deducting freight to New York, duties and all expenses.

The Company have 13 locomotives, 335 box cars, 75 flat cars, and 35 dump cars.

Treasurer's Statement, Dec. 31, 1879.

Assets:		
Cash in Bank		$10,400 27
Cash in London		17,284 19
Due from connecting steamship lines		542,988 52
Notes receivable		4,165 00
U. S. of Colombia, for advance of subsidy		56,250 00
900 shares Panama stock, cost		122,564 97
Loans on demand		753,000 00
Petty cash		157 17
Accrued interest on loans		4,818 08
		$1,511,628 15
Liabilities:		
Drafts advised	$1,520 00	
Due sinking fund	88,877 03	
Unpaid bills	6,208 14	
Accrued interest on bonds	60,189 58	
		109 794 75
Surplus		$1,401,733 40
Surplus Dec. 31st, 1878.		1,190,775 94
Increase for the year		$210,957 46

Besides the above, the Company holds steamship property transferred to it 1st February, 1878, by the Pacific Mail Steamship Company, for which this Company issued Sterling bonds amounting to £200,000, say $1,000,000.

Sinking Fund, December 31st, 1879.

The bonded indebtedness of the company consists of 3,989 seven per cent Sterling bonds of £200 each, equal to £797,800, (say $3 989,000 00) of which the first 2,989 are due in 1897, and the remaining 1,000 (issued February 1st, 1878,) in ten half-yearly payments of 100 bonds each, beginning on 10th October, 1884, and ending on 10th April, 1889. To meet this bonded indebtedness the company has the following sinking fund:

195 Panama 7 per cent Sterling bonds, cost	$178,255 01
1,500 shares Panama stock, cost	153,690 37
Six Pacific Mail steamers	400,000 00
Due from Panama Railroad Company	38,877 03
	$770,822 41

President.—T. W. Park.

Vice President.—J. G. McCullough.

Directors.—John R Marshall, T. W. Park, Chas. T. Francklyn, Joseph Ogden, Samuel C. Thompson, H. H. Baxter, George A. Hoyt, J. G. McCullough, Charles D. Leverich, John M. Burke, Thomas Maddock, Christopher Myer, George Garr.

Secretary and Treasurer.—W. J. Emmet.

Accountant.—E. Z. Penfield.

Gen. Sup't.—B. Mosley, Aspinwall.

☞ Articles of incorporation of the Stillwater and Hastings Railway Company, dated April 5, and extending over a period of 50 years, have been filed in the office of the Secretary of State of Minnesota. Its general nature of business is the building of a railway from Stillwater to Hastings. The amount of capital stock is $1,000,000.

☞ The Ontario Silver Mining Company has declared the regular monthly dividend of Fifty cents per share for March, payable at the office of the transfer agents, Wells, Fargo & Co, No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	10,409,300	.....	Feb. '80 3
Atlanta and West Point.	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.	14,216,800	M. & N	Nov.'79 4
" " pref.	4,569,578	J. & J.	Jan. '80 3
Washington Br.	1,650,000	A. & O.	Oct. '79 5
Berkshire*	600,000	quarterly	Apl. '80 1½
Boston and Albany	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bel.	1,247,600	— & —	.....
" " pref.	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar.	60,000	J. & D	June'78 3
Bost., Conc. & Mont.* pref	800,000	M. & N	Nov.'79 3
Boston and Lowell	3,250,000	J. & J.	Jan. '80 2
Boston and Maine	6,921,274	M. & N.	Nov '79 3
Boston and Providence	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*	960,000	J. & D.	Dec. '79 5
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl. '80 3
" " pref.	338,311	quarterly	Apl. '80 3½
Camden & Burl. Co.	381,925	J. & J.	Jan. '80 3
Cape May and Millville*	447,000	J. & D.	June '79 3
Catawissa*	1,159,600	October.	Oct. '79 $1
" pref.	2,200,000	M. & N.	Nov.'79 3½
" 2d pref.	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	Feb. '80 1
" " pref.	769,600	F. & A	Feb. '80 3½
Central of Georgia	7,000,000	J & D.	June'79 2½
Central of New Jersey	18,583,200	quarterly	Apl. '78 2½
Central Ohio*	2,425,000	J. & J.	Jan. '80 3
" pref.	400,000	J. & J	Jan. '80 3
Central Pacific	54,275,500	.....	Feb '80 3
Chemung*	380,000	quarterly	Apl. '80 1½
Cheshire, preferred	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton	10,065,400	M. & S.	Mar. '80 3
" " pref.	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.	31,004,456	M. & S.	May 80 2½
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebrsa*	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Apl. '80 3½
" " pref.	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.	14,988,807	J. & D	Dec. '79 3
" pref.	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton.	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref.	429,037	M. & N.	Nov.'78 4
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val.	2,500,000	F. & A.	Feb '80 4
Concord	1,500,000	M. & N.	Nov. '79 5
Concord and Porta.*	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Feb '80 1½
Connecticut River	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley	1,292,950	J.A.J.O.	Apl. '80 2½
" 1st pref.	241,900	A. & O.	Apl. '80 4
" 2d pref.	243,000	A. & O.	Apl. '80 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,525	A. & O.	Oct. '79 1½
" " pref.	1,211,250	quarterly	Apl. '80 2
Delaware*	1,230,950	J. & J.	Jan. '80 3
Del. & Bound Brook*	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor.	1,874,000	annually	Feb. '80 3½
" " pref.	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*	1,300,200	J. & J.	Jan. '80 3
East Mahanoy*	392,950	J. & J.	Jan. '80 3
East Tenn., Va. & Ga.	1,968,274	.....	May '79 3
Eastern (Mass.)	4,997,600	J. & J.	July '73 3
Eastern (N. H.)	492,500	J. & D.	Dec. '79 2½
Eel River	3,000,000	— & —	Mar. '80
Elmira, Jef. & Canand*	500,000	Sept.	Sept.'79 5
Elmira & Williamsport*	500,000	M. & N.	Nov.'79 2½
" " pref.	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*	1,090,250	quarterly	Mar. '80 1½
Fitchburg	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.	600,000	.....	Oct. '79 1½
Georgia	4,200,000	J. and D	Dec. '78 3
Han. June., Han. & Get.	116,850	M. & N.	Nov.'77 3½
Harrisburg & Lancaster*	1,182,500	J & J.	Jan. '80 2½
Housatonic, pref.	1,180,000	quarterly	Apl. '80 2
Illinois Central	29,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*	4,025,000	quarterly	Dec. '79 1
Iowa Railroad Land Co.	7,620,000	quarterly	Feb. 80 1
Ia. So. & Mo. Northern.	5,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*	1,500,000	quarterly	Dec. '79 1½
Kan. City, Top. & West.	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra	4,500,000	J. & D.	June'78 1
" pref.	500,000	J. & D.	June'78 3
Lake Shore & Mich. So.	19,466,804	F. & A	Feb. '80 4
" " (guar.)	533,500	F. & A.	Feb. '80 5
Lawrence*	450,000	quarterly	Apl. '80 2
Lehigh Valley	27,232,555	quarterly	Apl. '80 1
" pref.	106,300	quarterly	Apl. '80 2½
Little Miami*	5,871,486	quarterly	Mar. 80 2
Little Schuylkill*	2,646,100	J. & J.	Jan. 80 4
Louisv., Cin. and Lex.	$1,623,483	J. & J.	July '69 3
Louisville & Nashville.	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	Jan. '80 5½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A N	Feb. '79 2½
Manchester and Law.	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati	1,408,912	— & —	.....
" " 1st pref.	8,130,719	M. & S	Sep. '66 3a
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3a
Massawippi*	400,000	F. & A	Feb. '80 1½
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated.	6,500,000	quarterly	Apl. '80 2½
Michigan Central	18,738,204	F. & A.	Feb. '80 4
Middlesex Central	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill*	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery.	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J	Jan '80 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	Jan. '80 6
Nashua and Lowell	800.000	M. & N.	Nov.'79 3
Nashua and Rochester	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur.	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis.	6,575,296	A. & O	Oct. '79 1½
Naugatuck	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	Oct. '79 2½
N. Haven & Northamp.	605,000	quarterly	Oct. '74 3
New London Northern*	1,418,800	quarterly	Dec. '79 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	Apl. '80 2
New York and Harlem.	8,500,000	J. & J.	Jan. 80 4
" " pref.	1,500,000	J. & J.	Jan. '80 4
" City Line	....	annually	Apl. '80 3
New York & Long Br.*	2,000,000	.....	Oct. '79 3½
New York Elevated	6,500,000	quarterly	Apl. '80 2½
N. Y., Lake Erie & West.	77,107,700	.....	.....
" " pref.	8,149,700	.....	.....
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Feb. '80 2
Nag. Bridge & Canand*	1,000,000	J. & J.	Jan. '80 3
North Carolina*	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	Feb. '80 1½
Northern Central	5.842,000	A. & O.	Apl. '78 3
Northern N. Hampsh.	3,068,400	J. & D.	Dec. '79 7½
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	.....
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*	482,400	F. & A.	Feb. '80 4½
Panama	7,000,000	quarterly	Feb. '80 4
Paterson and Hudson*	632,000	J & J.	Jan. '80 4
Paterson and Newark*	250,000	J. & J.	.....
Paterson and Ramapo*	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*	342,150	J. & J.	July '78 3
Pennsylvania	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*	6,004,300	J. & J.	.....
" " pref.	2,400,000	J. & J.	Jan. '78 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	Mar. '80 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt.	11,572,760	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	Apl. '80 1½
" Special Imp.	5,504,300	quarterly	Apl. '80 1½
Pittsfield & N. Adams.	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia.	.....	.....	Oct. '79 4
Providence & Worces.	2,000,000	J. & J.	Jan. '80 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass.	175,575	— & —	Nov. '79 3
Richmond & Petersb.	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.	2,300,000	— & —	.....
" " " pref.	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.	4,600,000	.....	.....
" " pref.	4,600,000	.....	Feb. '80 1½
Salem and Lowell	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke.	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottav.*	869,450	F. & A.	Feb. '80 3
Shore Line*	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 3½
Stony Brook*	267,300	M. & N.	Nov.'77 3
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.)	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana	1,988,150	F. & A.	Feb. '80 4
Troy and Boston	1,609,000	F. & A.	Feb. '78 4
Union Pacific	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '79 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '80 3
Ware River*	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl.'79 3½
Warwick Valley	225,000	J. & J	J n. '80 3½
Westchest. & Phil. pref.	821,300	J. & J.	Jan. '80 2
West Jersey	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	.....
Baltimore City	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills.	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)	809,000	J. & J.	July '71 3½
Cambridge	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	— & —	Apl. '78 3
Continental (Phila.)	180,000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050.000	J. & J.	Jan. 75 1½
Highland	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	200,000	— & —	.....
Malden and Melrose	200,000	— & —	.....
Metropolitan (Boston)	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.	102.540	.....	Oct. '73 7
Ninth Avenue (N. Y.)	797,320	— & —	.....
Orange and Newark	282,555	— & —	.....
People's (Phila.)	206,054	.....	July '79 2
Philadelphia City	500	476,000	J. & J. Jan '80 5
Philadelphia and Darby	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov.'77 5
Somerville (Boston)	113,000	M. & N.	Nov.'79 3
South Boston	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	874,300	J. & J.	Jan. '80 5
Union (Phila.)	400,000	J. & J.	Jan. '80 6
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June'75 2
Delaware Division	1,633,350	M	ar. '80 $7
Delaware and Hudson	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat.	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79 6
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb. '78 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)*	1,908,207	annually	A.'79 70c.a
" " (pref.)	2,888,977	annually	A.'9 140c.a
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	Dec. '79 2
American Coal	1,500,000	M. & S.	Sept.'77 2½
American Express	18,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co.	3,000,000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 $	F.M.A.N	Feb. '80 $5
Central Mining Co.	100	Annual.	Feb '80 $5
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I.	100	.....	J. & J. Jan. '78 3
Gold and Stock Tel.	2,500,000	quarterly	Oct. '79 1½
Maryland Coal	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold	2,836,000	.....	.....
" pref.	3,693,400	.....	.....
Missouri Val. Land Co.	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works.	1,000,000	quarterly	Jan. 80 3
Pacific Mail Steamship.	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal	4,000,000	F.M.A.N	Feb, '80 3
Pullman Palace Car	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common	5,700,000	.....	.....
preferred	4,300,000	.....	.....
Quincy Mining Co.	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge	1,760,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co.	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co.	255,000	A. & O.	Oct. '79 5
United States Express	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp	6,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.	41,050,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,363	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,361	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	428,543	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 528,653
1879	1,008,000	889,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113 603
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17.
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,212	716,512	8,451,768
1879	591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101 000	1,061,000	10,009,000
1880	763,000	739,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,40 5
1880	169,380	157,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,396	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,796	206,757	207.514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	330,759	387,701	386,086	330,028	3,343,373
1880	367,337	326,306	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,256,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	1,016,278	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	376,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,146	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,316
1880	93,306	105,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Apr. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$18,366,000	6	Jan. & July.	1880	104½
.. ..coupon	3,421,000	6	" "	1880	104½
Oregon War Bonds of March 2, 1861...coupon	765 250	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	124,629,050	6	Jan. & July	1881	106
.. ..coupon	46,830,450	6	" "	1881	106
Loan of March 3, 1863.....registered	52,309,500	6	Jan. & July.	1881	106
.. ..coupon	15,067,450	6	" "	1881	106
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	200,660,050	5	F. M. A. & N.	1881	102½
.. ..coupon	208,302,850	5	" "	1881	108½
.. ..registered	170,058,800	4½	M. J. S. & D.	1891	109½
.. ..coupon	79,941,200	4½	" "	1891	109½
.. ..registered	514,793,950	4	J. A. J. & O.	1907	107½
.. ..coupon	224,223,400	4	" "	1907	107½
Refunding certificates of Feb. 28, 1879.....	1,830,450	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	9,022,965	...	.....	.....	....
Debt bearing no interest.....	391,067,928	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	126
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	65
.. Substitution (B) bonds; R. R. do.....	598,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871....	1,988,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1886	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	....
.. * Loan to N. O. & P. R.R. ('78)	$2,000,000	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bond s,1864.....	2,330,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct.	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,535	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1893	108
.. State Loans (1870 to 1874).....	910,000	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,463	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	106½
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	109½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1878.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	18
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Resistered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ..	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1859	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	31
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	31
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,664,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered.—	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable), coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates. (W. Va.).....	15,239,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,800	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	116
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	35
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	139½
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley.						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101½
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	107
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	2,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (goid)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and 2d Mort. age / 3d Mortgage (Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
	499,500	6	March & Sept.	Philadelphia.	1885	106
	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	56
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	57½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	116
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	124
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1898	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1892	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	90
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1922	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.		1899	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1900	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	95,000	7	April & Oct.	New York	1884	100
1st Mort. (W. to Minn. Lea'e)	34 000	7	Jan & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	...
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	85
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	105
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	103
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	103½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	102½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	10
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	45
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.		1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	605,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	68
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	190,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	330,900	6	Jan. & July.	Boston.	'82-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,879,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	113
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100½
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 per c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,830,500	7	June & Dec.	Boston.	1903	120½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,073,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200 000 ...	3,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C.&NW	402,400	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	113
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	115½
1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" "	" "	1908	109½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	112
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	591,000	7	" "	" "	1899	114
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
2d Mortgage.....	600,000	7	April & Oct.	" "	1884	....
Equipment and Bridge Bonds..	.....	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000....	7,304,000	7	Jan. & July.	" "	1905	111
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	....
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	108
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	109
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	109
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S. F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	" "	1895	....
New Mort. bonds for $12,500,000	8,920,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	93
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	105½
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	126
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	...
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	108½
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept	Philadelphia.	1.2.3.4.	109½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1861	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (")....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	110
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	101½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104½
Des Moines and Ft. Dodge:						
1st Mortgage (scrpos).....	2,400,000	6	Jan. & July	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,06',000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170.000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1878	...
2d Mortgage (").....	1,000,000	8	" "	"	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
Bonds of June 30, 1866.....	1 702,317	6a7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	113½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	...
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296.000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	...
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1883	....
Endorsed Bonds (East T. & Ga.)	93,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'86	...
Company Bonds (" new)	135,400	6	" "	" "	1886	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	90½
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	18,351,500	4½*	" "	Boston.	1906	91½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	...
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	106
3d Mortgage.....	4,852,000	7	" "	" "	1883	105½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	101
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	...
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	117
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	118½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	91½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	...
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	...
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.y.	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & Holly.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,400	6	Jan. & July.		1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	106½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R.R. 15 m)	433,500	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300 000	6	April & Oct.	Brpt. & Best	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1888	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	109½
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.).	940,000	8*	" "	" "	1903	109½
Income and Indemnity bonds	1,359,500		May & Nov.	"	....	98½
Consolidated Mortgage	2,864,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	117
2d Mortgage	367,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	71
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,398,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	73
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	84
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (" ")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	489,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1868	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lake Shore (P., L. & L. M.):						
1st Mortgage (with guar.)	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	600,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C.B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept.	" "	1890	107
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	107¼
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	96
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	7,925,000	7	J. A. J. & O.	" "	1900	123
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	117
Bonds of 1882 (Reg. & Coupon)	3,294,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	119
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	....
2d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg... }		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	111
General Mort., registered..... }		6*	" "	"	1923	112
Lewisb., Centre & Spruce C.(Pa & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 6	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	276,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1898	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	106½
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	83
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	49½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	100½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	111
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1887	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	61
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	64
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	89
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds.....	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 080	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	114
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	104½
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage..	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,2.9,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage.....	4,700,000	7	" "	"	1913	114½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	98-'00	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	759,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1859	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $3.000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage...	500,000	7	June and Dec.		1892	....
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,405,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	126
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	125½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	110½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000.....	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
1st Mortgage.....	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	116½
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,838,000	6*	Jan. & July.	Lond. & Balt.	1904	104
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	"	Baltimore.	1926	78½
Second General Mort. coupon..	1,000,000	6	"	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd....	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	115
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	113
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	116½
Cape Cod Railroad Bonds.....	265,500	7	Feb and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,960,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	117
(General Mortgage, registered.)		6	" "	"	1910	116
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg f'd	4,237,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1826 stg	184,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	118½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	868,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	19,686,000	7*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	1,803,000	7	June & Dec.	Philadelphia.	1896	99
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	86
Funding income	320,000	7	" "	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1876	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	321,800	7	April & Oct.	Philadelphia.	1900	86
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	115
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120½
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	115
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1880	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	...
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N. H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	...
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	78
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	116½
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	...
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	128
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	167,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	104½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1876	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,999	7	March & Sept.	New York	1890	93
2d Mortgage	460,000	7	Jan. & July	" "	1901	...
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	...
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	65½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	88
Equipment Mortgage	500,000	8	March & Sept.		1880	8
General Mort.	1,500,000	8	May and Nov.		1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110½
St. Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	112
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	94
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	113½
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	102½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	100½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	95
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $16,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	819,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500.000	7	Jan. & July.	New York	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1898	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,622,200	6	" "	U.S.Treasury	1898	....

Description of Bonds.	Amount	ate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (I.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,800	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	100½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1890	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	116
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	50
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	98
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	65
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100
Consol. 2d mort. gold	2,184,190	7*	Feb. and Aug.	"	1896	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	110¼
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	114¼
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	90
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112½
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	102½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. &B.).:						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1892	101½
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	84½
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	90½
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	48
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000	256,000	7g	Apr. and Oct.	" "	1901	35
Westchester and P[illegible]						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,188,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	8,920,000	7	"	"	1900	116½
Sterling Bonds, Sinking Fund.,	981,234	6g	March & Sept.	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108½
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	675,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	100½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	103
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	.....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,760,000	7	Jan. and July.	New York.	1887	105½
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,500	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	81½
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	85
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. / 3d series, Jan. 1, 1871	5,500,000	7	Jan. and July.	New York.	1884	104½
Coupon bonds of 1874.....	5,000,000	7	" "	" "	1891	109½
Registered bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	112½
Lehigh Coal and Navigation:	2,000,000	7	" "	" "	1894	112½
Loan of 1877, Debentures.....	702,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	106½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec.	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	138½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,905,000	6	Jan. and July.	Philadelphia.	1910	80½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,590	6	March & Sept.	Philadelphia.	'72-'9	102½
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'0	75½
Improvement bonds.....	260,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	76
Boat and Car Loan	621,600	7	" "	"	1916	81
Coupon Bonds.....	1,200,000	6	Jan. and July.		1898	....
Susquehanna and Tide Water:						
3d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	...
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	[illegible]
2d Mortgage	200,000	6			1885	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	296.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 29, 1879	290.0	—	715.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	389.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	187.2	—	51	25	14	2,160	Albany and Susq.¶(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	298,623	485,336	1,006,211	466,879	7	100	110
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,428,969	875,581	2,126,843	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....
—	—	—	—	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	62.6	241,709	54,174	433,529	271,658	102,650	—	50	....
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	23,854,000	*	1,180,481	664,993	6,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,960,868	2,035,676	—	100	136
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,087	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn.& O.	89,236,462	*	11,982,768	1,995,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶.. Georgia & Florida.	7,863,685	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,887	86,913	.....	959,378	352,918	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,782,710	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	8,484,000	.....	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	186,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	783,000	.....	.....	.....	783,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,309	37,670,850	5,319,729	37,111,919	557.8	3,303,053	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.... ....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	64
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,694	40,757	458,963	1,067,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,888	64,638	3,583,250	6,500,000	288,365	.....	90.2	571,460	909,548	284,681	639,078	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & so. Illinois(St. L.,A.& T.H.).Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,645	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec 31, 1878	67.6	1.1	52.2	—	45	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.3	—	10	6	5	161	Bennington and Rutlaud.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9 mos.)	.....	168,534	69.297	—	100	....
Sept. 30, 1878	201.6	48.0	173.8	—	243	184	55	4,90	Boston and Albany.... Mass. & N. York.	24,388,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,878,670	2,425,060	321.7	5,024,183	6,200,641	2,612,556	6,633,533	2,219,536	8	100	145
Sept. 30, 1878	6.3	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,494	155,962	1.462	82,101	869,002	564,300	263,133	—	52.8	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,619	—	100	20
Mar. 31, 1879	98.5	72.8	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	166.8	.....	.....	.....	590,550	201,618	6	100	121
Dec. 31, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	85,942	3,250,000	2,440,500	424,483	453,612	83.7	943,757	1,935,843	604,122	1,078,411	307,873	2	500	954
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,600	Boston and Maine.....Mass., N. H. & Me.	9,613,216	1,242,230	1,040,044	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,85	2,100,741	741,373	7	100	129
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,164	77,615	2,945,231	500,000	504,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,2 6,417	358,490	6	100	185
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	16	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,328	349,200	1,000	243,549	60,011	8.8	104,096	686,838	.....	181,265	37,324	2	100	99
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.L.E.&W.).N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240.100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	884,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	943,800	1,009,707	.....	197,695	67.2	162,729	101,021	138,227	221,650	49,993	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	340,016	150.000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	660,811	—	100	70
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,280	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,380,800	10,963,300	1,776,111	502,467	415.2	469,122	158,083	379,879	1,921,350	2,302,673	4	120	144
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	89	Burlington and Northwestern (3 ft.)...Ia.	174.437	32.234	7,183	9,423	135,142	....	62,82	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	108	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,122	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,849	df. 9,017	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	39 ,014	131,150	390,899	12,000,000	6,850,000	1,495,680	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,655	369,417	67.0	278,130	.....	.....	399.061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	...
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,589,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,4 0,270	233,045	—	100	61
Mar. 31, 1879	242.0	—	14.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	483,539	.....	.....	420,765	163,959	—	100	...
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,828	—	.....	.....	.....	232,000	228,000	7pf	50	32
Dec. 31, 1878	75.2	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	.....	.....	7,620 000	3,614,000	.....	.....	75.6	.....	.....	.....	.....	113.370	—	100	23
Sept. 30, 1878	294.8	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	712.6	952,966	.....	.....	.....	654,999	7pf	100	110
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4 325,000	180,545	.....	190.6	685,952	175,547	274,721	2,721,634	1,523,302	2½	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,669	.....	344.6	4,324,938	4,501,718	3,226,822	5,889,526	2,302,779	—	100	80
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	...
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,967,963	420.587	389,182	104,796	2,858.550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	80	80
Dec. 31, 1878	885.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,800	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	77
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	105.0	415,363	58,570	97,948	441,357	152,223	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,498,195	2,975,421	108,892	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,238,37	172,175	588,066	1,936,360	341,821	—	100	22
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,245	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,809	527,598	123,895	1pf	100	54
Dec. 31, 1878	243.5	121.9	126.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,063	—	377.8	2,709,466	781,931	1,967,306	4,691,519	2,156,385	7	100	112
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,865	3,327,845	27,956,816	27,088,725	13,568,354	1,482,847	1,624.1	6,784,874	2,187,020	3,975,910	14,119,665	6,596,539	8	100	147
June 30, 187	64.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,833	533,595	250,947	—	100	72
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,008	388,422	30,517	4	100	...
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois....Ill. & Ind.	3,949,594	*	352,407	71,556	823,054	3,714,164	220,611	115,719	152.2	563,489	111,058	495,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	645,537	10	100	142
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.& M.	58,755,181	*	2 848,298	1,480,429	27,983,744	32,098,500	791,593	2,523,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	82
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,333,059	36,514,220	34,588,000	3,241,088	4,342,772	1,816.5	11,185,659	3,328,427	4,265,937	18,420,606	6,816,812	7pf	100	95
Mar. 31, 1879	500.2	223.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,563,830	*	2,524,005	163,016	20,980,000	9,992,000	11,097	6,287,454	1,125.0	7,546,000	1,500,960	2,238,270	9,409,833	4,829,961	10	100	137
Dec 31, 1879	549.0	22.6	60.0	—	100	31	26	1,708	Chic., St. Louis & N.O..Ky., T., M. & La.	25 911 501	.....	.....	.....	3,662,650	17,247,851	120,695	.....	571.6	1,818,319	227,184	436,158	2,819,019	818,723	—	100	39

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Explanations concerning the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Dec. 31, 1878	40.4	484	3.671 6	—	495	178	86	10882	L. S. & Mich. S.N.Y.,P.,O.,Mich., Ind. & Ill.	68,866,354	14,378,709	5,810,852	3,429,037	80 000,000	37,024,000	1,925,820	3,246,182	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	108½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.). Pa.	1775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	96.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	.....	16,036,233	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	96	Lehigh Valley..... Pa.	14,647,081	8,282,317	22,784,411	2,850,676	27,528,855	24,891,000	2,924,178	646,462	302.8	3,547,393	807,482	7,676,955	5,582,788	3,075,811	4	50	103½
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	350,950	624,564	1,223.691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	55
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,534,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.).... Mo.	3,248,000	*	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	16
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,200	664,239	111,447	213.5	613,520	327,384	314,282	978.068	294,160	—	100	....
Jun. 30, 1878	195.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	154½
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	.....	.....	621,750	50,141	—	100	95
Jun. 30, 1878	187.3	87.9	188 5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.).... Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland... Ohio.	3,580,000	*	200,000	3,844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	16
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742,200	102,588	106,025	88.5	195,998	59,411	663,276	666,453	299,181	—	100	21½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,535	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central..... Mich.	28,437,938	*	6,159,161	845,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,483,937	1,530,737	6,872,094	2,707,353	4	100	92½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,655	.....	.....	123.5	280,174	64,235	263,356	359,350	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.).... Minn.	136,330	—	.....	28,569	15,000	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	—	—	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	.....	308,672	1,467,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas.. M.K. & Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	848,483	—	100	43
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard..... Alabama.	2,010,311	*	.....	.....	1,278,941	1,183,500	.....	.....	84.0	104,000	31,485	.....	195,008	60,336	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery ..... Alabama.	3,166,261	557,434	71,476	170,625	2,022,518	275,000	67,754	600,526	178.8	480,138	62,493	.....	680,183	258,891	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	2,098,500	879,351	—	100	22
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula ..... Alabama.	3,142,909	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.	—	21	28	9	275	Morris and Essex..... New Jersey.	17,710,701	12,144,940	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	107½
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua and Lowell..... N.H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	316,183	90,764	53.7	424,020	869,726	271,417	497,456	158,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)..... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	96,932	45,276	5	100	68½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. Chattanooga & St.L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	82
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Nashv. & Decatur (L.&N.)... Tenn. & Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	391,308	122.3	356,841	77,766	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.5	—	1.3	—	3	2	2	86	Naugatuck ..... Connecticut.	1,928,845	234,087	108,797	57,969	2,000,000	.....	20,696	309,002	61.2	286,638	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	78,998	937,400	800,000	149,102	.....	44.0	233,782	.....	.....	135,295	60,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3½)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	.....	.....	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada..... N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	23.7	—	20	18	8	458	Newcastle & Beaver Val. (Penn. Co.)... Pa.	834,083	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,881	130,508	982,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	.....	.....	.....	.....	141.0	.....	181,439	161,046	672,986	367,886	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15964	New York and Canada (D. & H.). N. Y.	8,158,683	*	.....	.....	3,525,000	3,525,000	.....	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York Central & Hudson River. N.Y.	82,168,689	17,730,466	29,967,488	.....	89,428,300	39,801,283	532,050	.....	1,018.3	5,998 941	8,927,565	7,695,413	26,405,017	10,969,940	8	100	133½
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	Included in City Line.								
Sept. 30, 1878	5.5	—	5.5	—	—	851	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y.	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	——	5.5	Lessees returns.					8½		
Sept. 30, 1878	460.0	96.5	1.179	—	475	311	96	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009,114	3	100	180
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	133,147	—	100	44½
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,867	1,006,287	197,890	—	100	51
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	1,378,773	1,597,029	15,500,000	.....	475,465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	160
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston.. Conn. & R.I.	2,645.022	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Dept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
ept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) ..... N.C.	4,933,778	—	.....	.....	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	Northeastern ¶ ..... S. C.	2,148,131	*	466,223	59,020	4,000,000	.....	1,142,000	89,181	102.0	272,509	46.141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern ..... New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	8.8	452,301	141,209	401,822	426,874	107,372	5	100	96½
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Central ..... Md. & Pa.	12,184,505	4,196,107	387,960	493,637	3,068,400	100	396,617	484,880	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	66½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	.....	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	29½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,667	251,639	4,264,.50	6,000,000	2,041,.56	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	100
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,087	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	137½
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain..... N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	30½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi..... O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	87½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,198,087	3,959,023	631,190	2,077,616	703,278	6	100	111½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
ent. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse..... N.Y.	1,782,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	175.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama..... New Grenada.	12,000,000	¾ *	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,539,515	12	100	180
78	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,869	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128		Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,209,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	105½
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	86	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31 1878	51.7	—	5.2	—	8	40	5	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,364,494	234,820	320,028	58,920	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	25,150,110	*	279,094	137,694	8,473,700	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	34½
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	2¼
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59		Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	68½
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,768,500	519,998	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	141
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 018,671	470,698	42,697	8,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,679,169	761,307	1,829,465	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & L	38,743,396	*	213,315	12,000	25,383,686	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	118½
Dec. 31, 1878	68.0	2.5	8.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	.....	50	.....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	39½
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitts., Wheeling & Kanawha	W. Va.	599,395	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,804	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564.544	292,538	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	93,750	.....	52.5	155,659	118,583	92,092	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	205	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	106
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,065	.....	47.5	76,503	51,040	18,647	58,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,160	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,897	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	58.6	—	30	33	6	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,858	2,000,000	1,176,000	629,130	110,585	66.7	468,928	1,027,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	.....	.....	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835.269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102.684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	67	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	107.6	212,688	93,177	134,771	214,444	32,402	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797.611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	408.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	26½
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	467,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,753	—	100	7
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847.208	*	2,309	39,188	284,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311.935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H. Belleville Branch	Ill. & Ind. Illinois.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	175.2	895,890	184,988	473,648	556,362	534,932	—	100	25
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	57½
Dec. 31, 1878	489.5	195.0	114.3	—	118	48	24	2,551	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	388,907	24,000 000	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	39½
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,203	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,448	168,685	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	488,349	121,008	—	100	27½
May 31, 1878	156.0	—	19.5	—	11	10	4	513	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	118,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,506	—	100	43½
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	657,832	234,227	—	50	....
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	26,046	—	100	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	85,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	79.0	125,679	50,345	88,376	99,155	20,072	—	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,633	349,229	254,039	135,281	—	50	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,306,800	.....	.....	158.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	190.0	552,986	79,038	718,952	844,689	243.649	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	Southern Central	N. Y.	3,278,492	337,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,860	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Minnesota ¶	Minnesota	6,424.100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southwestern	Ga.	4,291,300	.....	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Springfield, Athol and Northeastern	Mass.	1,876,126	58,899	49,800	26,278	816,480	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Sussex	New Jersey.	1,876,100	*	.....	.....	1,638,600	236,500	.....	.....	84.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,582	224,624	3	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,800,000	291,968	1,280,393	113.8	958,319	221,341	1,092,085	876,865	356,378	8	50	100
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0.000	1,142,000	548,854	125,095	103.0	.....	.....	86,398	220,137	74,284	—	100	....
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,999,000	18,806,225	1,349,576	327,908	443.9	1,892,777	968,149	407,114	2,136,143	955,455	—	100	47½
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	280,965	702,510	1,858,290	472 211	—	100	18½
Dec. 31, 1878	227.4	19.6	36.8	—	44	15	10	726	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,475,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Sept. 30, 1878	74.0	—	5.5	—	7	8	3	131	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	4,683,229	10	100	169½
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	5,846,580	188,516	844,019	11,121,272	7,744,686	—	100	90
Dec. 31, 1878	1 088	—	113.0	—	172	121	41	3,279	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,129	62,069	—	100	....
Apr. 30, 1879	216.0	—	10.5	160.0	16	4	2	318	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,389	218 258	108,560	453,144	239,292	4	100	....
Sept. 30, 1878	87.0	—	16.9	—	18	22	10	210	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	356,438	.....	118.0	211,252	108,566	88,120	147,542	def.3,911	—	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	86	Vermont and Mass. (Fitchb.)	Mass.	3,288,828	*	476,311	49,427	2,980,000	900,000	6,264	38,902	58.8	.....	.....	[rental.	153,197	150,197	5½	100	115½
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vicksburg and Meridian	Miss.	3,288,468	*	.....	83,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	46,597	329,175	70,315	—	100	....
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	58.7	458,810	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	884,018	172,291	678.0	5,816,700	858,879	1 952,003	4,798,872	1,854,123	—	100	49
Dec. 31, 1878	452.1	148.1	143.3	100.0	197	68	39	4,711	Wash. City, Va. Mid. & Gt. Southern	Va.	10,148,293	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.3	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	476	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	West Chester and Philadelphia	Pa.	1,541,108	200,250	447,922	65,159	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,963	312,487	146,127	8	50	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Jersey	New Jersey.	1,786,863	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	128.8	440,545	618,330	119,682	541,678	202,985	—	50	70
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....
Aug. 31, 1878	116.0	61.0	8.4	—	19	4	8	243	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	74
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Union (C., M &St. P.)	Wis. & Ill.	7,000,000	818,114	908.864	16,294	4,000,000	3,500,000	387,629	256,633	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	....
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	189.0	.....	53,860	.....	509,698	98,658	—	100	55
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,423	68,078	1,456,200	1,619,100	52,132	315,434	180.5	406,277	.....	.....	812,171	176,277	3	100	....
Sept. 30, 1878	168.5	17.0	13.2	—	28	19	13	350	Worcester and Nashua	N.H.& Mass.	2.136.480	390,086	534,960	76,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	64
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	438																					

Baltimore and Northern Railroad.

The bill to incorporate the Baltimore and Northern Railroad Company, the nucleus of the new through route between Baltimore and New York, was withdrawn from the Maryland Legislature Saturday morning. It had already passed the Senate, but there was a strong opposition at work and it was evident that it could not pass the House of Delegates, the probability being that it would have received one or two readings and be pocketed at the adjournment of the Legislature to-night. The corporators will now fall back upon the general railroad law of Maryland, which will give them authority to construct the proposed road. The proposed bill embodied certain special privileges which are not embraced in the State law and its semi-enforced withdrawal is a victory for the opposition to the extent of the value of those privileges.—[Wilmington Every Evening, April 5.

Statement of the Public Debt of the United States, April 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$17,286,000 00	$259,290 00
6 per cent. bonds, 1881 (Oregon,) 1861	765,250 00	11,478 75
6 per cent. 1881 bonds, 1861..	171,459,500 00	2,571,892 50
6 per cent. 1881 bonds, 1863..	67,376,950 00	1,010,654 25
5 per cent. funded loan of 1881	498,962,900 00	4,158,024 17
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	739,017,350 00	7,390,173 50
Refunding Certificates.....	1,830,450 00	18,304 50
3 per cent. navy pension fund, 1868.....	14,000,000 00	105,000 00
Aggregate of debt bearing interest.....	$1,760,698,400 00	$16,462,317 67
Interest due and unpaid		2,518,642 84

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,900 00	5,214 39
6 per cent. 5-20 bonds, called June, 1864	68,950 00	956 84
6 per cent. 5-20 bonds, called 1865	117,550 00	51,785 35
5 per cent. 10-40 bonds, called, 1864.....	4,013,400 00	287,435 79
6 per cent. Consol. bonds, called, 1865.....	655,100 00	9,333 98
6 per cent. Consol. bonds, called, 1867.....	2,913,500 00	292,529 71
6 per cent. Consol. bonds, called, 1868	1,060,050 00	100,922 69
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,065 00	2,355 25
5 per cent. 2 year notes, 1863.	36,360 00	1,892 99
6 per cent. compound interest notes, 1863-64.....	246,670 00	50,121 73
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,350 00	5,460 96
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$9,922,965 26	$881,566 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,195 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency, 1862-3-4	15,625,297 00	
Coin certificates, 1863.....	8,855,500 00	
Silver certificates, 1878.....	11,289,920 00	
Unclaimed interest.....		7,987 03
Aggregate of debt bearing no interest.....	$391,007,928 00	$7,987 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$256,887,700 00	
Bonds at 5 per cent.....	498,962,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,017,350 00	
Refunding certificates.....	1,830,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,760,698,400 00	$18,936,930 51
Debt on which interest has ceased since maturity.....	9,922,965 26	881,566 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,211 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency.....	15,625,297 00	
Coin and Silver Certificates.	20,145,420 00	
	$391,007,928 00	
Unclaimed interest.....		7,987 03
	$2,161,629,293 26	$19,870,513 99
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,181,499,807 25

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,518,642 84
Debt on which interest has ceased.....	9,922,965 26
Interest thereon.....	881,566 45
Gold and silver certificates.....	20,145,420 00
U S Notes held for redemption of certificates of deposit.....	9,495,000 00
Cash balance available April 1, 1880.....	159,143,388 48
	$201,104,983 03
Debt, less amount in Treasury, Apr. 1, 1880.	$1,980,392,824 22
Debt, less amount in Treasury, on the 1st ult.	1,995,112,221 17
Decrease of debt during the month.....	$14,719,396 95
Decrease of debt since June 30, 1879.....	$46,814,432 15

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,568 40
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	24,424 80
Totals.....	$64,623,512 00	$969,352 68

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $12,983,707 66; interest repaid by cash payments: 5 per cent net earnings $656,198 87; balance of interest paid by United States $32,012,249 41.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The Atchison, Topeka and Santa Fe Railroad Company has issued a circular to its stockholders proposing to unite the New Mexico and Southern Pacific with the main line, on the basis of eleven shares of the Atchison, Topeka and Santa Fe for fourteen shares of the New Mexico. This offer is made to subscribers under circulars 42 and 48. Those who accept this proposal before the 10th inst. will be entitled to participate on the same terms as stockholders in the Atchison, Topeka and Santa Fe in the subscription soon to be issued for the building of the Atlantic and Pacific Railroad. Parties entitled to stock under circular 42 will receive it at once, and those under circular 48 will be entitled to stock of the Atchison, Topeka and Santa Fe to be issued in exchange when the New Mexico stock is issued under such circular, but without any participation in dividends up to that time.

☞ The Trustees of the Mt. Gilead (Ohio) Short Line Railroad propose to issue bonds to the extent of $8,000 more to complete their railroad. This will make the total expenditure for this enterprise $21,000.

Philadelphia Stock Exchange.

Closing Prices for the week ending Apr. 6.

	W.31.	Th.1.	F.2.	Sat.3	M.5.	Tu 6
Allegheny Val. 7 3-10s.....	....	....	116	....	....	....
7s, Income.....	....	....	....	....	....	85
Camden & Am. 6s, 1885....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	112½	113½	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa.....	....	....	....	....	....	....
Preferred.....	52	....	....	52	....	....
New preferred.....	....	....	....	....	....	....
7s, new.....	114	....	114	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	115	....	116	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s.....	....	....	....	....	....	....
Hunt. & B. Top Mt ...	10½	10	....	....	....	10½
Preferred	13½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37½	37½	37½	37½	37½	37½
6s, 1884.....	....	....	....	....	....	106½
Gold Loan.....	106½	....	....	....	....	106
Railroad Loan.....	....	....	....	....	110	....
Conv. Gold Loan....	....	....	....	....	....	....
Lehigh Valley	51½	51½	51½	51½	51½	51½
1st mort. 6s, coupon.....	....	....	....	....	....	118½
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	112	....	....	....	....	....
Little Schuylkill....	53½	....	....	....	....	....
Minehill & Sch. Haven	....	58½	....	....	....	59
North Pennsylvania	....	....	....	50	....	49½
1st mortgage 6s.....	....	....	108	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	116	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central.	28	....	33½	....	....	....
6s.....	78	78	....	....	....	78½
Northern Pacific	30½	30½	29½	30½	31½	30½
Preferred	53½	53	53½	53½	54½	53½
Pennsylvania R. R. ...	52½	52½	52½	52½	53½	53½
1st mortgage.....	102½	....	....	....	....	....
Gen'l mortgage.....	....	116½	117	....	....	....
Gen'l mort. reg.....	115	115	....	116	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. & N.Y. Canal 7s.....	....	....	....	....	124	124
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series.	....	107½	....	....	....	....
do. 5s, new.....	115	....	....	....	....	....
Phila. and Reading.....	35	35½	34½	34½	35	34½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	118	....	....	....	....
Consol. mortgage reg 116	....	118½	118½	....	....	....
Philadelphia and Erie	17½	17½	....	17½	17½	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.... 112	....	....	112	112	....	....
Pittsb., Cin. & St L. 7s	....	....	....	115	....	....
Pittsb., Titusv. & Buff.. 20	20½	20½	20½	20½	20½	....
7s..... 81	80	....	85	86	....	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	15½	....	....	....	15½	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	80	....	....	80	....	....
United Co. of N. Jersey	160	160½	160½	160½	....	....
Hestonville, (Horse). 22½	22½	....	....	24½	....	....
Chestnut & Wal. (do.).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....
13th and 15th sts (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Apr. 6.

	W.31.	Th 1.	F.2.	Sat.3.	M.5.	Tu 6.
Baltimore and Ohio	....	....	....	....	.. .	158
6s, 1880.....	101½	....	....	....	....	....
6s, 1885.....	....	107x	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	110
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	....	....	....	109½	109½
2d mortgage, 7s..... 80½	80½	80½	....	81½	83½	....
3d mortgage, 8s.....	....	46½	....	....	....	50
Northern Central ($50)....	33½	....	....	33½	33½	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	110	....	....	....
6s, 1900, Gold.....	110	....	....	110	....	....
6s, 1904, gold..... 104	....	104	104	....	104	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	80½	....	....
4th mortgage, 8s..... 48	....	....	....	....	....	....
O., Alex. & Manassas 7s 85	84½	84½	84½	84½	84½	....
Pittsb. & Connellsv. 7s 115	115	....	115	....	115	....
Virginia 6s, Consol .. 53½	52½	53½	....	....	....	....
Consol. Coupons	....	83	83	....	....	93½
10-40 bonds..... 37½	38	38½	....	37½	....	....
Deferred Certificates.....	....	8½	....	....	....	....
Western Maryland ... 7½	7½	7½	....	....	7½	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	115	....	....	....	....
1st M., unendorsed.....	....	....	....	108½	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	100
City Passenger R. R.....	39	....	....	39	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6	W.7.
Adams Express..	113†	....	113¼	113	113¼	112¼
Albany and Susq.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
American Express.....	59	59	....	58¼	58	58¼
Atlantic & Pacific Tel.	44	43	42	43	43	42¾
Balt., O.R. & Nor.....	73¼	71¼	....	75¼	73	70¾
1st mortgage 6s	91¼	....	91¼	91¼	92¼	91
Canada Southern.....	67¼	62	62¼	68¼	68¼	59¼
1st mortgage guar....	91¼	90¼	90¼	90¼	89¼	90
Central of N. Jersey ..	84¼	84¼	83¼	83¾	81¼	77¼
1st mortgage 1890	116¾	....	....	....	....	....
7s, consolidated, ass..	106¼x	105¼	....	105	....	....
7s, convertible, ass.....	....	....	....	....	107¼	107¼
7s, Income.....	86¼	85	....	....	....	....
Adjustment.....	....	107¾	107¼	107¾	....	107¼
Central Pacific.....	80¼	79¼	78	77¼	79	77
6s, gold.....	112¼	112	112	112	112	....
1st M. (San Joaquin).	102¼x	....	103	103¼	103¼	103¼
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s.....	....	....	103x	103	102¾	....
Chesapeake and Ohio...	24	24	23¾	24¼	23¼	22¼
Chicago and Alton ...	114	115	....	....	....	111
Preferred.....	126	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
Sinking Fund.....	....	....	....	....	....	....
Chic., Burl. & Quincy	149¾	148	....	149¾	146	....
7s Consol, 1903.....	120¼	....	....	....	....	....
Chic., Mil. and St. Paul.	82¼	81¾	82¼	82¼	82	81¼
Preferred.....	105	103¾	104	104¼	103¼	103
1st mortgage, 8s.....	....	....	....	....	....	....
2d mortgage, 7 3-10s.....	....	....	....	....	....	....
7s, gold.....	....	....	....	....	....	....
1st M. (La Crosse div.	113	....	....	112¼	....	....
1st M. (I. and M. div.)....	....	....	....	....	....	....
1st M. (I. and D. ext.)....	....	....	....	....	....	....
1st M. (H. & D. div.)....	....	....	....	....	....	....
1st M. (C. & M. div.)....	....	....	....	....	....	115¼
Consolidated S. F....	111	111	111	111	111	111
Chic. & Northwestern.	96¾	95¾	96¼	95¾	95¾	95
Preferred.....	110¼	108¾	108¾	109	109¾	107¾
1st mortgage.....	....	....	....	....	....	108
Sinking Fund.....	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds.	116¾	117	116¾	117	117	117
Do. reg.....	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	189	186	186¼	....	189¼	187¾
6s, 1917..	....	....	117¼	....	....	....
Clev., Col., C. and Ind.	79¼	79	79	79	78¼	76¼
1st mortgage.....	....	....	....	....	....	....
Clev. & Pittsburg guar.	111¾	....	....	....	....	111¾
7s, Consolidated.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	....
Col., Chi., & Ind Cent	16¾	16¾	16¾	16¾	16¼	16
1st mortgage.....	....	....	82¼	79	....	80¼
2d mortgage.....	....	....	....	....	....	....
Del. & Hudson Canal.	86¾	85¼	84¼	83¾	82¼	80¾
Reg. 7s, 1891.....	....	109¾	....	....	....	....
Reg 7s, 1884.....	....	....	....	....	....	....
7s, 1894.....	....	....	....	....	....	....
Del., Lack. & Western.	93¾	93¾	93¼	92¾	92¼	89¼
2d mortgage 7s.....	....	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage.....	....	....	106	....	106	....
2d mortgage.....	....	....	105¼	....	....	105¼
3d mortgage.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	101x
5th mortgage.....	....	....	....	....	....	....
7s, Consol. gold.....	118¾	118¾	118¼	....	118¾	118¾
Great Western 1st mort....	....	....	....	....	....	....
2d mortgage.....	104¼	104	....	....	104	104¼
Hannibal & St. Joseph	36¾	35¾	35¾	36	35¾	35
Preferred.....	71¾	71¾	71	....	69¾	69
8s, Convertible.....	106¾	106¾	106¾	108¾	....	....
Houston & Tex. Cent..	81¾	81	80	79	77¾	79
1st Mortgage.....	....	110	109¾	110	....	110
Illinois Central.....	109	106¾	108	107	107	105¾
Lake Shore & Mich So.	109¾	108¾	108¾	108¾	108¾	107¾
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg....	....	....	....	....	....	....
2d Consolidated.....	119	119	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds.....	....	....	....	....	....	....
Louisville & Nashville..	160	164	163¾	159	156	155¼
7s, Consolidated.....	114¼	....	....	....	....	....
Manhattan	27	28¾	31	28¾	28¼	27¾
Metropolitan Elevated..	94	98	101¼	95	95¾	100¾
1st Mortgage	102¾	101	101	101¼	100¾	100¾
Michigan Central.....	93¾	91¾	92¼	91¾	91¾	91¾
7s, 1902.....	....	121	....	....	121	....
M. S. and N. I. 1st, S.F	....	....	....	111	....	....
Morris and Essex	108	108	108	107¾	108	107¾
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	114	....	....	....
7s of 1871.....	....	....	....	....	111¼x	....
7s, Convertible.....	....	....	....	....	....	....
7s, Consolidated.....	110¾	....	....	....	....	....
N. Y. Cent. & Hud. Riv	135¾	131¾	132¾	132¾	132	131¾
6s, Sinking fund, 1883	....	....	....	....	106	....
6s, Sinking fund, 1887.....	....	....	....	....	....	....
1st mortgage.....	126	....	....	....	....	126¾
1st mortgage reg.....	....	....	....	....	....	....
N. Y. Elevated.....	113	115¾	115¼	114	115¾	115
1st Mortgage.....	112	..	111	111	111	110¾
N. York and Harlem.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
1st mortgage, reg.....	....	....	....	....	126	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
N.Y., Lake Erie & W..	45¾	44¾	45¼	45¼	44¾	43¾
Preferred.....	70	70	68¾	69¼	69¼	68¾
2d Consolidated.....	92¾	91¾	92	92	91¾	90¾
New 2d 5s fund.....	86¾	86	86	86	....	....
N.Y., N. Haven & Hart	160	....	159¾	....	....	160
North Missouri 1st M.....	....	....	116¼	....	116	....
Northern Pacific.....	30	30	30¾	31¾	30¾	29¾
Preferred.....	52¾	52¾	54	54¼	53¼	53¼
Ohio and Mississippi..	38¼	38	38¼	38¼	37	35¼
Preferred.....	76	....	78¾	75¼	74	....
2d mortgage	114x	114¾	....	....	....	....
Consolidated 7s.....	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co..	42¼	43¼	43¾	44¼	43	40¾
Pacific R. R. of Mo....	....	....	....	....	....	....
1st mortgage.....	106¼	106¾	....	....	....	106¼
2d mortgage.....	....	....	....	....	....	....
Panama	....	....	....	185	185	....
Philadelphia & Reading	70¼	69¾	69¾	69¼	69¾	68¼
Pitts., Ft. W. & Chi. gtd	....	118	118¼	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car.....	....	....	....	115	116	116
Quicksilver Mining Co	....	16	15	....	....	....
Preferred.....	66	65	....	61	60¼	....
St. Louis & San Fran..	40¾	40	40	40¼	39¼	....
Preferred.....	58¼	57	58¼	....	54¼	54
1st Preferred.....	....	....	79	....	78	....
St. L., Alton and T. H.	25	25	....	....	....	....
Preferred.....	....	69	....	....	....	69
1st mortgage.....	....	....	....	....	112	....
2d mort. preferred.....	....	....	....	....	....	....
Income bonds.....	....	....	....	93	....	94
St. L., Iron Mt. & S. As	58	58	58	57¾	57	56¼
1st mortgage.....	....	....	113¾	118¾	....	....
2d mortgage.....	102¾	....	102¾	102¾	103	102¾
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	90¾	89¾	90¾	90¾	90	88¼
1st mortgage	....	111¾	111¾	111¾	112	112
Land Grant 7s.....	....	....	110¼x	....	....	....
Sinking Fund 8s.....	115	115	....	....	....	115¾
United States Express.	48¾	49	....	48¾	48	48
Wabash.....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	109
2d mortgage.....	104¾	....	....	....	104¾	....
7s, Consolidated.....	....	....	....	100¾	100	....
St. Louis Division ...	106	....	....	....	106	106
Wabash, St. L. & Pac.	44¾	44¼	43¾	43¾	43¼	41¾
Preferred	69¼	69	69	68¾	68¾	32¾
New Mort. 7s.....	....	....	95¾x	....	....	....
Wells-Fargo Express.	107	105¾	107¼	106¾	....	105¾
Western Pacific bonds.....	....	....	....	....	....	....
Western Union Tel....	108	108¾	106¾	106¾	106¼	105¾
7s, S. F. conv., 1900.....	....	117¼	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Apr. 7.

	Th.1.	F 2.	Sat.3.	M.5.	Tu.6.	W.7.
Atch., Top. and San. Fe	139¼	....	....	137	137¼	136¾
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	139¼	....	....	....	....	....
Land Grant 7s.....	....	....	....	....	114	....
Boston and Albany.....	....	....	....	145¼	145¼	145¼
7s, reg.....	....	....	....	....	....	....
Boston and Lowell	95	....	....	95¼	95¼	....
Boston and Maine.....	....	....	....	....	129	....
Boston and Providence....	136	136	136	136	136	....
Boston, Hart. & Erie 7s	57¼	56¾	56¾	....	55¼	55¼
Burl. & Mo. R. L. G. 7s....	114¾	....	....	....	....	....
Burl. & Mo. R. in Neb.	136	146	....	145	145	144
6s, exempt.....	....	....	108¼	....	....	108¼
Chi., Burl. and Quincy	148¾	148¾	148¾	148¼	148	144¼
7s.....	....	118¾	....	118	....	....
Cin., Sand. and Clev...	15¾	15	....	14	13¾	12¾
Concord ($50).....	....	....	....	....	....	87¼
Connecticut River.....	....	....	....	....	....	....
Eastern.....	....	89¾	....	....	27¼	35¼
New 4½ Bonds.....	92¼	92¼	92¼	92¾	92¾	91¾
Fitchburg.....	123	....	....	121	....	....
Kan. C., Top. & West.....	....	....	....	....	....	....
Michigan Central.....	93¾	....	....	....	....	....
N. Y. & New England..	53	....	....	....	....	51
7s.....	111¾	111¾	....	....	111¾	111¼
Northern, N. H.....	....	....	96	95¾	....	....
Norwich & Worcester..	136	....	....	....	....	....
Ogden. & Lake Champ	32	32	32	....	31	30¾
Preferred.....	79	....	....	....	....	76¾
Old Colony.....	112	112	112	111¾	112	111¾
7s.....	....	....	....	....	....	....
Ph., Wil. & Balt. ($50).	72	....	....	....	....	70¾
Portl'd, Saco & Ports.....	....	....	....	....	106	....
Pueblo & Ark. Val.....	....	....	....	....	90	....
7s.....	110	....	110¾	110	110¾	116¾
Pullman Palace Car.....	....	....	....	114¾	117	....
Union Pacific.....	94¼	....	....	....	91	90
6s.....	....	....	....	....	110	110
Land Grant 7s.....	....	....	109x	....	....	....
Sinking Fund 8s.....	114¾	....	....	....	114¼	....
Vermont and Canada.....	....	....	....	....	....	....
Vermont and Mass....	115¼x	....	....	....	....	....
Worcester and Nashua	63¾	64	64	....	....	....
Cambridge (Horse).....	....	....	....	....	....	....
Metropolitan (")...	63¾	....	....	....	....	....
Middlesex (").....	....	....	....	....	....	....
Cal. & Hecla Mining Co.	237¾	239	240	240	239¾	240
Quincy.....	....	34¾	34	31	30¾	30

New York Stock Exchange.

Closing Prices for the week ending Apr. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	106¾	106¾	....	107¼	....	....
U. S. 4s, 1907, coup.....	106¾x	106¾	106¾	107¼	107¼	107¼
U. S. 4½s, 1891, reg.....	109	....	....	....	....	....
U. S. 4½s, 1891, coup.....	109	....	109¼	....	....	....
U. S. 5s, 1881, reg.....	....	....	....	102¼	....	....
U. S. 5s, 1881, coup.....	....	103¾	....	103¾	....	103
U. S. 6s, 1881, reg.....	105¾	....	....	....	105¼	105
U. S. 6s, 1881, coup.....	....	....	....	....	....	106
U. S. 6s, 1880, reg.....	....	....	105¾	....	....	....
U. S. 6s, 1880, coup.....	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.....	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.....	92¾	93	92¾	92¾	....	....
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Mar. 12.	Mar. 19
Atlantic & Gt. W. 1st mort., Certs.	61 — 63	61 — 63
Do. 2d mort., Certs.....	26 — 28	26 — 28
Do. 3d mort., Certs.....	14 — 15	13½ — 14½
Baltimore and Ohio (sterling).....	112 —114	112 —114
Central of New Jersey $100 shares..	87 — 90	85 — 88
Do. Cons. Mort. Oct. '79 coupon...	108 110	106 —108
Do. Adjustment bonds.....	108 —110	108 —110
Do. Income bonds.....	89 — 91	89 — 91
Det., Gd. Haven & Mil. Equip. bds.	110 —112	107 —109
Do. Con. M. 5 p.c. till '84 after 6 p.c.	98 —100	96 — 97
Erie shares $100 Recon. Ass. $6 pd.	45¾ — 46¼	45¾ — 45¾
Do Pref. Shares, R. T. Ass. $3 pd	70 — 75	70 — 75
Do. 1st Con. M. ex-Certs. 6 Cou..	119 —121	119 —121
Illinois Central $100 shares.....	104¾ — 105¼	104 —105
Illinois & St. Louis Bdge 1 mort. stg.	— —	— —
do. do. 2 mort. stg	78 — 82	78 — 82
Lehigh Valley Consol. mortgage....	110 —112	110 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares.....	136 —137	134 —135
Do. Mort. bonds (stg.).....	115 —117	115 —117
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds.....	120 —122	118 —120
Do. do. 2d do.	85 — 87	85 — 87
Do. 2d Consol. Mort. bonds.....	92 — 94	91 — 93
Do. Gold Income Bonds.....	70 — 75	70 — 75
Pennsylvania, $50 shares.....	52¾ — 53¾	52¾ — 53¾
Do. Con. Sink. Fund Mort.....	111 —112	111 —112
Philadelphia and Reading $50 shs..	35 — 36	35 — 36
Pittsbg, Ft. W. & Chic. Equip. bds.	107 —109	109 —111
Union Pacific Land Grant 1st mort.	115 —117	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 8, 1880.

The close of our last review was upon an unsettled Stock Market, caused by the collapse of the Elevated Railroad stock balloon led by a heavy break in the Manhattan shares, while the other stocks were stronger except as they where affected by the Elevateds. Since then the money market has been the great bug bear of the Street, and and has constantly hung over the market like the April storms, which have literally dropped out of the skies without warning; as every one had looked for easier money after April 1st, and especially after the $5,000,000 Government purchase of bonds last Wednesday a week. Next to this has been the incubus of the Elevated Railroad stocks and bonds, even all of which still further and heavily declined on the adverse decision of the higher Courts rendering all these roads liable for damages to adjoining property along their entire length, thus reversing the decisions of the lower Courts in favor of these roads.

With these movements all stocks have sympathized, until near the close, when other shares, notably those for which Keene stands supporter, were the weakest spots in the market, aided still by tight money, which ruled throughout the week at a premium over 6 per cent, with but one or two days exception, while as high as 1 per cent commission was at one time paid. This state of the money market is so unexpected that the sale of new bonds is almost wholly stopped and dealings in old issues are limited to the realizations nesessitated by the wants of legitimate trade a

speculations in money. Foreign Exchange as well as domestic has been influenced by this same cause, and State and Investment bonds have been generally neglected without much change in prices of investments, while all speculations have fallen off with stocks.

The Stock Market has been on the verge of a panicky feeling at times and needed only a large failure to precipitate it, which occasion fortunately did not occur although there were some minor failures on the street. It is the general opinion that the leading large operators, namely Gould and his following, are sold out of their stocks and heavily short of the market generally, as well as the inside elevated operators, who unloaded their long stock last week before the public were aware and undoubtedly went short on the same knowledge that caused them to get out of their holdings. The only support to the market of importance is supposed to have been the Vanderbilt clique and syndicate in New York Central which is not believed yet, to be rid of their last fall's loads. It is even thought that while they have been engaged in holding up the market to get out of Central, Vanderbilt has been selling out his other stocks, if not this, on the market thus made for him, and hence the break during the week in Canada Southern, the blind for which, was that hostile legislation either at Washington or Quebec was probably upon the ground that it was a foreign corporation or affiliated with them. With this Michigan Central sympathized. The other support was Keene and his following, which appears to be getting small since his unfortunate operations in Wall Street of late, and his signal failure in the Breadstuffs Deal, by which he must have lost heavily, and is destined to fare no better in his Provision Deal than last year, when he lost more than he made on his June Wheat Corner. As a consequence Jersey Central, which he has been holding so high, relatively, for months, dropped off sharply on Wednesday and carried the coal shares with it. Pacific Mail has been stronger and would no doubt have advanced had not the general market been against it, since Monday when the decline began to be general.

We stated last week, in common with the other papers, that it was believed the reduction in the public debt would amount to $10,000,000, whereas by referring to the Public Debt Statement in another column it will be seen that the reduction was $14,719,356 95.

The Bank Statement shows a decrease in surplus reserve of $1,271,025 making it $310,000 less than the legal 25 per cent.

Foreign Exchange was dull and steady until Monday when it was put up ½ cent to be let back again on the renewal of the stringency in money. There have been a fair amount of Breadstuffs and Provision bills, but they have been absorbed by the importers

Exports have been quite fair being over $7, 000,000, while imports have kept up to the late large aggregate of about $11,000,000.

Mining stocks have been depressed as usual both Eastern and Pacific, and there does not appear to be any reaction in the future or bottom to the market. Yet reports come that there is going to be something startling in the Comstocks before ong. In this connection we would ask the Manipulating Managers of the Bonanzas why they are holding back dividends for the last three months when they have money enough in the Treasury to pay two dividends.

Breadstuffs have moved into export quite freely at steady prices until the close, when demand slackened and prices receded. There are appearances that the Keene Wheat Clique has broken up and that its smaller members have gotten out and left the load on Hoyt and Keene, who do not appear to know what to do themselves. It has been thought for a long time that they were engineering a large short interest in order to squeeze out of the bears what they will loose on their long stock; but this belief has so long been entertained that it is being abandoned, for the opinion that the time to do this has gone by, with good cheap prospects ahead. This Wheat Deal is another 13, 15, 14, Puzzle. It was all right as the clique had originally placed the numbers in the box—their official organ—but wheat from some unknown source kept pouring into Europe until it upset the box, and they could not put their numbers back as they had them before. Yet they have been working, like the man for the Herald premium, for the past three months to get the 15 out from between the 13 and the 14. As 15 represents the clique, 14 the old crop and and 13 the new, it will readily be seen why they can't get 15 around 14 nor away from 13.

The Provision Deal is in statu quo, in the hands of Davis who is supposed to represent Keene, while others say he represents a Wall Street Clique and that Keene is out since February. Either may be true, but whom is not out is most certainly in for a long, tedious lagging of the bulk of the stock through the summer, to drop it as Keene did last Fall at heavy lose or for a loss sooner. We are told on usually correct authority that the clique, who ever comprises it, have made up their minds they are wrong, and that they have been unloading futures as fast as possible and not break the market, and that between the 20th of April and the middle of May they will let the market take care of itself.

In other merchandize markets there has been no marked activity or change, except that ocean freights have fallen back about as sharply as they advanced early in the week, on a cessation of the grain Exports towards the close.

The Produce Exchange has appointed a committee of prominent grain merchants to confer with the trunk line freight agents, at the request of their managers, on a plan for the equalization of terminal charges on grain at the five Atlantic ports. It would be a good plan for this committee to return the compliment and invite the trunk line managers to a conference based upon an offer to equalize terminal charges if the railroads will guarantee equal through freight rates from the West to Europe by these five Atlantic ports.

The closing quotations on Thursday were: Adams Express, 112½@113; American Express, 57⅛@58½; Atlantic and Pacific Telegraph, 43 @43¼; Canada Southern, 61@61¼; Central of New Jersey, 80¼@80⅜; Central Pacific, 76⅛@ 77½; Chicago and Alton, 111@112; do. pref., 125@130; Chicago and Northwestern, 95¾@96; do. pref., 108@108¾; Chicago, Burlington and Quincy, 146⅛@147½; Chicago, St. Paul and Minneapolis, 56¾@57; Chicago, Milwaukee and St. Paul, 81⅞@82; do. pref., 104¼@104¾; Chicago, Rock Island and Pacific, 184@188; Chicago, St. Louis and New Orleans, 35¼@35½; Cleveland, Columbus, Cincinnati and Indianapolis, 78⅛@79½; Col., Chicago and Indiana Central, 15¾@16¼; Delaware and Hudson Canal, 83⅛@ 83¾; Delaware, Lackawanna and Western, 92@ 92⅛; Hannibal and St. Joseph, 35⅛@36; do. Illinois Central, 107¾@108¼; Lake Shore and Michigan Southern, 108⅞@109; Louisville and Nashville, 158@159½; Louisville, New Albany and Chicago, 90@96; Michigan Central, 92⅛@ 92⅜; Morris and Essex, 107@108; Manhattan Railway, 30⅞@31; Metropolitan Elevated, 96⅛ @97½; Nashville, Chattanooga and St. Louis, 81 @83⅛; New York Elevated, 115½@117; New York Central and Hudson River, 133⅛@133¼; Northern Pacific, 30⅜@30½; do. pref., 53⅞@ 54; Ohio and Miss. 37⅛@37⅝; do. pref., 75½@ 75½; Pacific Mail, 42⅜@42½; Philadelphia and Reading, 68⅛@69; St. Louis and San Francisco, 38¼@39; do. pref., 54½@55¼; do. 1st pref., 74 @76; St. Louis and Iron Mountain, 57¼@57½; Union Pacific, 89@90; United States Express, 47¾@48; Wells Fargo Express, 106@107; Western Union Telegraph, 106⅛@106⅝; Wabash, St. Louis and Pacific, 42¼@42¾; do. pref., 68⅜@ 68½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York,—Chicago, St. Paul and Minn. R. R., 56; Chicago, St. Louis and New Albany R. R., 38; do. 1st, 110; Missouri, Kansas and Texas R. R., 40¾; do. consol. ass., 100; do. 2d, 61½; St. Paul and Sioux City R. R., 42½; do. pref., 78¼; do. 1st, 101; Nashville, Chattanooga and St. Louis R. R., 79; do. 1st, 114⅝; New York, Ontario and Western R. R., 27⅞; Mobile and Ohio R. R. ass., 22; do. 1st deben., 73¼; do. 2d deben., 40; do. 1st, 101½; Louisville, New Albany and Chicago R. R., 95; Lake Erie and Western R. R., 33½; do. 1st, 98½; Ind., Bloom. and Western R. R., 35; do. inc., 50; do. 1st, 72¾; do. 2d, 63; Boston and New York Air Line pref., 47¾; Rome, Watertown and Ogdensburg R. R., 26¼; do. 1st consol., 65½; Peoria, Decatur and Evansville R. R., 26; do. 1st, 96¼; do. inc., 55¾; Ohio Central R. R., 28¾; do. 1st, 90; do. inc., 54; Rensselaer and Saratoga R. R., 120; do. 1st, 128; Oregon Railway and Nav. Co., 108; do. 1st, 93; Cedar Falls and Minn. R. R., 23; do. 1st, 105¼; St. Paul and Duluth pref., 66; Chesapeake and Ohio 1st pref., 31; do. 2d pref., 25¼; 1st, Series B, 68; do. cur. int., 42½; Marietta and Cincinnati 1st pref., 10½; St. Louis and Iron Mountain 1st pref. inc, 90; do. 2d, do., 79½; do. Cairo, Arkansas and Texas 1st, 100¾; Denver and Rio Grande 1st, 104¾; Clev., Col., Cin. and Ind. consol., 114½; Lehigh and Wilkesbarre consol. assented, 96; Col. Chi. and Ind. Cent. 1st Trust Co. certif. ass., sup., 80; Louisville and Nashville 2d, 105¼; International and Gt. Northern 1st, 101⅜; do. 2d int., 72; do. 2d, pur. com. rec., 39; Boston, Hartford and Erie 1st, 56; Erie and Pittsburg consol., 105; Texas and Pacific Income, L. G., 65; Galena and Chicago 1st, 104; St. Louis and San Francisco, class B, 75; Albany and Susq. 1st

consol., 109½; Kansas Pacific 1st consol., 95½; do. 6s, 1895, F. & A., 118; do. 6s, J. & D., 1896, with coupon certif., 116; Toledo and Wabash fund int. consol., 87; Belleville and Southern Illinois 1st, 116; Cairo and Fulton 1st, 107¾; Kansas Pacific 6s, Denver Div., ass., with coup. certif., 107½; Delaware and Hudson 1st, Penn. dir., 112½; Chicago, Burlington and Quincy 8s, 109; St. Louis, Kansas City and Northern R. E. 7s, 1895, 107; do. Omaha div., 1st, 109⅞; do. St. Charles Bridge 1st, 105; Houston and Texas Central 1st, Inc. and Ind., 98⅛; do. 2d, M. L., 110⅞; Keokuk and Des Moines 1st, 96; Central Iowa 1st, 94; Laf., Bloom. and Muncie 1st, 100½; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 131; Am. Dock and Imp. 7s, ass., 109½; Michigan Central 6s, 1909, 107¾; Indianapolis, Decatur and Springfield 1st, 99⅞; Ohio and Mississippi 1st, Springfield div., 80; Southern Pacific (of California) 1st, 97½; Buffalo, New York and Erie 1st, 1916, 124; Louisiana 7s, consol., 50; Missouri 6s, 1887, 106; North Carolina 6s, old, J. & J., 29; do. A. & O., 29; Alabama, Class A, 65; Virginia 6s, def., 8; Missouri 6s, 1888, 108; Tennessee 6s, new, 31; do. old, 36½; Sutro Tunnel, 2; Am. Dist. Tel., 72; Little Pittsburg Mining Co., 8¾; Climax, 2⅜; Silver Cliff, 4½; Homestake, 85½; Standard, 80; Central Arizona, 6⅝; Caribou, 2⅞; Deadwood, 20; New Central Coal, 31½; Colorado Coal and Iron, 40¾; Montauk Gas Coal, 51.

Boston.—Chicago, Clinton, Dubuque and Minnesota R. R., 72⅛; Flint and Pere Marquette R. R., 24½; Republican Valley R. R., 143; do. 6s, E. D., 102; do. W. D., 100¾; Rutland R. R., 7; do. pref., 29½; do. 6s, 1902, 95½; Little Rock and Ft. Smith R. R., 55; do. 7s, 101; Kansas City, St. Joseph and Council Bluffs R. R., 70; do, 1st, 107; do. inc., 84; Old Colony 7s, 1894, 116½; Chicago and West Michigan R. R., 60; Cedar Rapids and Missouri River R. R., 110¾; do. pref., 112¼; Wisconsin Central pref., 20; do. 1st series, 64; do. 2d series, 40⅛; Fremont, Elkhorn and Missouri Valley R. R., 47⅛; Wisconsin Valley R. R., 68; do. 7s, 62; Detroit, Lansing and Northern pref., 108; Kansas City, Lawrence and Southern R. R., 82½; do. 4s, 86½; Kansas City, Fort Scott and Gulf R. R., 51; do. pref., 82½; Atchison and Nebraska R. R., 76½; Cheshire pref., 52½; Summit Branch, 14; Eastern (N. H.) R. R., 80; Burlington and Missouri River in Nebraska, 6s, non-exempt, 102½; Wichita and Southwestern R. R., 80; Connotton Valley R. R., 87; Sioux City and Pacific pref., 73¾; New Mexico and Southern Pacific R. R., 109; do. 7s, 109½; Boston and Maine 7s, 120; Cincinnati, Sandusky and Cleveland 7s, 90; Atchison, Topeka and Santa Fe 7s, guar., 109¼; do. inc., 108; Oregon Railway and Nav., 92; Portsmouth, Gt. Falls and Conway R. R., 29; do. 7s, 78; do. 4½s, guar., 77½; Nashua and Lowell R. R., 113½; Connecticut and Passumpsic Rivers R. R., 65; do. 7s, 110; Kansa City, Topeka and Western 1st, 114¾; Michigan Air Line 8s, 1890, 105½; Boston and Lowell 5s, 1899, 101; Florence, El Dorado and Walnut Valley 7s, 1907, 101; Metropolitan Horse R. R. 6s, 1897, 106¼; Boston Land, 9½; New Hampshire Land, 8⅝; Brookline Land, 5; ¼ Boston Water Power, 14⅝; Waverick Land, 4⅜; Indianapolis 7.30s, 1898, 114½; Atlantic Mining, 21; Allouez, 15; Aztec, 1¾; Blue Hill, 9⅛; Brunswick Antimony, 24; Catalpa, 1¾; Central, 40; Copper Falls, 12¼; Dana, ⅞; Duncan, 3⅛; Franklin, 18⅛; Huron, 7¾; Humboldt, 1; Harshaw, 23½; International, 50c.; Mesnard, 2¼; Minnesota, 8½; National, 3; Osceola, 39½; Pewabic, 24; Ridge, 6½; Rockland, ¾; Silver Islet, 17; Sullivan, 12¾; Star, 2½; Waukeag, 7; West Minnesota, ⅜; Washington, ¾; Winthrop, ¾.

Baltimore.—South Side R. R. 2d mort., 100⅛; do. 3d mort., 94; Union Railroad bonds endorsed by Canton Co., 113; Marietta and Cincinnati 1st mort. Sterling, 106; Atlanta and Charlotte 1st, 96½; Chesapeake and Ohio Canal 6s, 85; Baltimore and Ohio 1st pref., 117; do. 2d pref., 108; Maryland Defense 6s, 108; Virginia Peelers 24; City 6s, 1890, 113¾; do. 6s, 1900, 119; do. 6s, 1884, 106; do. 5s, 1894, 111; do. 5s, 1916, 112¾; do. 5s, 1900, 111; Atlantic Coal, 1.50; George's Creek Coal, 90. The latest quotations are: Atlanta and Charlotte Air Line 7s, 96@97; Baltimore and Ohio, 157½@160; do. 6s, 1885, 105@107; Northern Central 33@33⅜; do. 6s, 1900, 108¼@109; do. 1900, gold, 109¾@110; do. 6s, 1904, gold, 104@105; do. 5s, 77¾@78½; Marietta and Cincinnati 1st mort., 1892, 109½@110; do. 2d mort. 7s, 82¾@82½; do. 3d mort. 8s, 49¼@50; Pittsburg and Connellsville 7s, 114¾@115; Orange, Alex. and Manassas 7s, 84¼@84½; Virginia consol. 6s, 53⅜@53½; do. 2d series, 24@—; Virginia Consol. coupons, 83½@83¾; Virginia 10-40 bonds, 37¾@38¼; Virginia 10-40 coupons, 84@—; City 6s, 1902, 119½@—; do. 1883, 111@—; do. 1890, 113½@113¾; do. 1900, —@119; do. 5s, 1894, 110½@111; do. 1900, 111@111¼; do. 1916, 112¾@—; City Pass. R. W., 39@39½; Citizens Pass. R. W., 20@21.

Philadelphia.—Pittsburg, Titusville and Buffalo pref., 30¼; People's Pass. R. R., 17; Am. S. S. Co., 30; do. 6s, 102½; East Pennsylvania R. R., 46⅜; Central Transp., 47¼; Union Pass. R. R., 110; Delaware Division Canal, 38; Oregon Steam Nav. Co., 60; Nesquehoning Valley R. R., 54½; Allegheny Valley 7s, 103; Pennsylvania Co. 6s, 106¼; Oil Creek 1st mort., 99½; Lehigh Nav. consol. mort. 7s, 103½; do. scrip, 90; Philadelphia and Reading Gen'l mort. 6s, 85½; do. scrip, 87½; do. income 7s, 89; Perkiomen R. R. 6s, 60; Warren and Franklin 7s, 101¼; Pennsylvania Canal 6s, 80½; Union and Titusville 7s, 90; Erie and Western Transp. 6s, 101; Western Pennsylvania 6s, 103; Chartiers 7s, 106; Cincinnati 7.30s, J. & J., 119½; Pittsburg Water 7s, 115. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 101@105; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 107@107½; do. 5s, new loan, 114¾@115¼; do. 4s, new, 104@105; Philadelphia and Reading, 34@34; do. consol. mort. 7s, coup., 118¼@118½; do. reg. 118@118½; do. mort., 6s, 101@102; do. 7s, 1893, 115½@120; United New Jersey R. R. and Canal, 160@161; Pittsburg, Titusville and Buffalo R. R., 19⅝@19¾; do. 7s, 85¾@86¼; Camden and Amboy mort. 6s, 1889, 113⅞@114¼; Pennsylvania R. R., 52⅞@52⅞; do. 1st mort., 102½@103; do. gen'l mort., coupon, 115@117; do. reg., 115@118; do. consol, mort. 6s, reg., 114½@115; Little Schuylkill R. R. 54@55; Morris Canal, 60@64; do. pref., 145@150; Susq. Canal 12@16; do. 6s, 75@82; Schuylkill Nav., 7@8; do. pref., 15¼@16; do. 6s, 1882, 79@80; do. 1872 101@101⅞; Elmira and Williamsport pref., 50@56; do. 7s, 108@110; do. 5s, 82½@88; Lehigh Coal and Navigation, 87⅛@87¼; do. 6s, 1884, 106¼@107; do. R. R. loan, 109@110½; do. Gold Loan, 106@106¼; do. consol. 7s, 103@103½; Northern Pacific, 29¾@29⅞; do. pref., 52¾@53; North Pennsylvania 6s, 107½@108¼; do. 7s, 117@118; do. Gen'l mort. 7s, reg., 115@116; Philadelphia and Erie, 17@17⅞; do. 6s, 101@—; do. 7s, 112@113; Minehill, 58¼@59; Catawissa, 15@15¾; do. pref., 51¾@53; do. new pref., 50@52; do. 7s, 1900, 113@114; Lehigh Valley 51½@52; do. 6s, coupon, 118@119; do. reg., 118@120; do. 2d mort. 7s, 125@130; do. consol., mort., 111@112; Fifth and Sixth streets (horse), 110@118; Second and Third, 100@110; Thirteenth and Fifteenth, 75@85; Spruce and Pine, 55@57; Green and Coates, 95@100; Chestnut and Walnut, 76½@88; Hestonville, 28⅝@23⅞; Germantown, 69@71; Union, 110@120; Lombard and South, 15@20; West Philadelphia 80@82½; People's, 17@18; Ridge Av., 75@90; Continental, 90@94.

☞ The Sheboygan and Fond du Lac Railroad, which was sold, with all its property and franchises, at Fond du Lac, Wis., on the 3d inst., was bid in by Albert and Martin L. Sykes for $1,500,000. The road has lately been operated by the Chicago and Northwestern Railway Company, and will, probably, now be extended to a Westerly connection with the Minnesota line of the Chicago and Northwestern Railway.

☞ Work has been commenced on the Lookout Mountain Railroad, the contemplated line connecting Chattanooga Tenn., and Rome Ga., and it is expected to have it completed by Jan. 1, 1881. All rival companies and hostile charters have been consolidated into the company. It will be operated in connection with the Cincinnati Southern Railway.

☞ Water has been let into the West Branch Division of the Pennsylvania Canal, and large quantities of logs are being floated down. A number of boats are loading with lumber along the course for the Eastern markets. Water has also been let in on the Wyoming and Juniata division and the boats are preparing for an active business.

☞ A company has been organized for the purpose of building a railroad between Portage and Baraboo, Wis., a distance of about 18 miles. The proposed road will connect the Chicago, Milwaukee and St. Paul, the Chicago and Northwestern, and the Wisconsin Central Roads.

☞ A company has been organized in Esmeralda County, Cal., for the purpose of constructing a narrow gauge railroad from Wadsworth, on the Central Pacific Railroad to Callville, on the Colorado river. The capital required—$1,500,000—has been guaranteed.

☞ The entire amount of the capital stock of the Jerome Park Railway Company ($50,000) has been subscribed.

Denison and Pacific Railroad.

The Gainesville, Texas, Register says that the Denison and Pacific Railroad—which is virtually the Missouri, Kansas and Texas—has decided to extend its road from Gainesville, by way of Fort Worth, to Belton. At Belton it will connect with the Gulf, Colorado and Santa Fe Railroad, now being built from Galveston, which has reached Brenham, where it will cross the Western Branch of the Houston and Texas Central Railway, passing between the Houston and Texas main line and its Western Branch to Belton. It is expected that it will be completed to Belton by September 1. The new line will give to the Missouri, Kansas and Texas a direct line through the heart of Texas to the Gulf, and a direct communication with the Texas and Pacific Railway. Respecting the new route the Register says:

A line built from Gainesville through Denton and Fort Worth to Cleburne, and finally on to Belton, there to connect with the Gulf, Colorado and Santa Fe coming out from Galveston, will give the Missouri, Kansas and Texas Railroad an outlet through the very heart of the State to the Gulf, rendering it independent of the Houston and Texas Central. * * * The proposed line will run through not only the best agricultural section of the State, but in actual wealth the line of counties through which it will run, from Cooke to Bell, assessed thirty millions more than the like tier of counties along the Central Road, and that, too, when the latter had the advantage of the assessed value of the Central Railroad. * * * By the building of this road from Gainesville we are placed directly on the main line of the great road from the Atlantic to the Pacific. We are given a new and direct outlet to the Gulf.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending December 31, 1878 and 1879, have been as follows:

	1878.	1879.
From freight	$11,152,178 68	$11,650,622 56
" passengers	2,439,180 46	2,566,652 19
" mail, express and miscellaneous	522,148 92	562,440 66
" interest and exchange	6,162 40	37,390 31
	$14,119,665 46	$14,817,105 72
Expenses:		
Train service	$647,841 39	$654,324 69
Engine service	826,659 95	843,365 43
Station service	760,174 12	782,267 23
Water service	76 678 90	73,782 57
Repairs, track	1,441,799 28	1,255,957 17
Repairs, bridges	483,888 50	357,602 84
Repairs, fences	58,541 97	51,547 17
Repairs, buildings	134 308 48	81,252 52
Repairs, docks	3,849 84	5,920 53
Miscellaneous loss and damage	86,515 23	60,225 90
Fuel consumed	676,950 14	682,147 87
General expenses	588,565 98	688,690 82
Foreign agencies	106,693 48	129,126 12
Stationery, printing and advertising	65,021 38	79 662 22
Repairs, cars	779,696 54	826,968 07
Oil and waste	108,379 90	96,060 64
Repairs, locomotives	568,836 96	565,039 68
Rent of cars	118,733 08	44,281 91
Taxes, State, County and City	338,780 03	328,844 35
	$7,871,915 15	$7,557,067 23
Net earnings	$6,247,750 31	$7,260,038 49
Add balance from previous year	3,946,531 71	4,181,818 17
Total	$10,194,282 02	$11,441,856 66

From which deduct—	
Rent of tracks and depots	$179,092 58
Interest on bonds and bills payable	2,110,937 65
Dividend No. 37, March 15, 1879	1,225,830 87
Dividend No. 38, Sept. 15, 1879	1,237,486 20
Dividend No. 39, December 15, 1879	618,718 10
Sinking fund for C. B. & Q. 5 per cent bonds issued for the Albia, Knoxville and Des Moines R. R.	16,810 00
Sinking fund for C. B. & Q. 5 per cent bonds issued for the St. Louis, Rock Island and Chicago Railroad	55,875 00
Amount transferred to C. B. & Q. 8 per cent Sinking fund for investment in Sinking fund bonds for 1879	157,808 54
Amount transferred to Renewal fund	1,000,000 00
Balance of accounts written off	423,084 81
Balance to credit of Income Account, December 31, 1879	4,416,262 91
Total, as above	$11,441,856 66

Compared with the previous year the gross earnings show an increase of $697,440 26, with a decrease in expenses of $314,847 92, making an increase in net earnings of $1,012,288 18. Percentage of operating expenses (including taxes) to gross earnings, 51; in 1878, 55.75. The President in his report says:

The conditon of the road-bed, track, bridges, buildings, and rolling stock, has been carefully maintained, and in many respects materially improved. During the year, 107 miles of single track have been re-laid with steel rails, and 19 miles of new second track, the 15 miles of the Chillicothe and Chariton road, and 35 miles from Knoxville to Des Moines, have been laid with steel rails, making the total number of miles of steel rail single track in the road December 31st, 1879, 894. This includes the whole main line in Illinois, and 256 miles of main line in Iowa.

The total length of the main line now laid with iron, is 24 miles, all in Iowa. There are 99¾ miles of double track in Illinois, and 4½ miles in Iowa.

We have added during the year, 15¼ miles of second track in Illinois, and 4 miles in Iowa. Three and three-quarter miles of track in Iowa, which is in fact used as second track, appears under the head of the Chariton, DesMoines and Southern Railroad, and 15 miles under that of the Chillicothe and Chariton Railroad.

We have, as will be observed, expended considerable money for additional land in and near Chicago, for freight purposes; and during the year a new elevator of 1,750,000 bushels capacity has been built by Armour, Dole & Co., for the accommodation of our increasing grain traffic.

REDUCTION OF GRADES IN IOWA:

The work laid out in 1878 of reducing the grades as far west as Chariton, on the Iowa road, has been completed. The question of further reductions west of Chariton is being considered, and its determination will depend in some measure upon the result of experiments now making with heavier Locomotives than those in ordinary use.

NEW BRANCHES.

During the year branch roads have been built in Iowa, in whole or in part, as follows:

1st. The completion of the Chariton, and Des Moines and Southern Railroad to Indianola, 16 miles; opened for business February 23d, 1879.

2d. The completion of the Creston and Northern Railroad, from Greenfield to Fontanelle, 7 miles; opend for business May 6th, 1879.

3d. The Leon, Mt. Ayr and South-Western Railroad, from Leon to Mt. Ayr, 35 miles; opened for business September 26, 1879.

4th. The Chillicothe and Chariton Railroad, from Frederic to a point on the main line in Iowa, about 4 miles west of Albia, 15 miles; opened for business October 10th, 1879. (Changing grades).

5th. The extension of the Brownville and Nodaway Valley Railroad, from Clarinda to Burlington Junction, Missouri, 21 miles; opened for business October 19th 1879.

6th. The DesMoines and Knoxville Railroad, from Knoxville to DesMoines, 35 miles. Track was completed to DesMoines December 31st, 1879, but the line was not opened for business until January 10th, 1880.

7th. The Red Oak and Atlantic Railroad, from Red Oak to Griswold, 18 miles. The track was about completed December 31st, 1879; but the line was not opened for business until January 17th, 1880.

8th. The Moulton and Albia Railroad, grading bieween Albia and Moravia, partly done; no track laid; but will probably be completed and in operation by May 1st, 1880.

CHICAGO AND IOWA RAILROAD.

Prior to the date of the last report, a stipulation had been entered of record in the proceedings to forclose the second mortgage on this road to the effect that if, on the first day of January, 1880, the net earnings of the road should not be sufficient to pay all arrears of interest on the first and second mortgage bonds, to settle all freight and ticket balances, to pay all liens and charges for taxes and other claims which might be a charge against the mortgage property or the Receiver, except the principal of the first and second mortgage bonds then the road to be sold under the decree of foreclosure entered in the cause without redemption; in the meantime the road and equipment to be put and kept in first class condition.

On the other hand, if the net earnings should prove to be sufficient for these purposes, then the decree of foreclosure was to be set aside, the receiver discharged, and the mortgage property returned to the company.

On the 5th day of January a reference was ordered by the court to the Master to ascertain and report the facts, so that the court could be informed of what action it should take under the stipulation.

The Master is now proceeding with this investigation. Until this report comes in and is considered by the court, it cannot be determined whether the property will be sold under the decree or returned to the company.

SUMMING UP.

It was suggested in the last annual report that any further loans we may need ought to attract capital at much lower rates of interest than heretofore.

Acting upon this idea we have practically suspended the issue of our consolidated 7's, except in exchange for other similar bonds maturing at a considerable distance of time; and we have placed upon our Iowa property, except the Keokuk branch which our consolidated mortgage covered, a new mortgage, covering not exceeded 900 miles of single track, at $16,000 per mile, and providing for bonds, for a second track at the rate of $14,000 per mile, all to bear interest at not over 5 per cent per annum, and having an annual sinking fund of one and one-half per cent.

Of the road thus pledged, 647 miles are now in operation, and we have negotiated a sale of $3,000,000, of five per cent bonds, running 40 years from 1st of October, 1879, at par, less a commission, to provide for construction and equipment expenditures already incurred or authorized, but of this, the proceeds of only $600,000, appear in this year's account.

In pursuance of the policy indicated in the last year's report, we have during 1879, added 148 miles of branches in Iowa, to meet what we considered the natural and healthy wants of the country, and we are making arrangements for some others of a similar character. We have also added at the moderate prices of the past year a considerable amount of rolling stock, one effect of which has been to reduce the amount

paid for car hire from $118,783, in 1878, to $44,-281, in 1879.

We have continued to replace our wooden bridges with iron and masonry, and our iron rails with steel, as rapidly as could be done economically, and we have been fortunate in securing contracts with responsible parties for a large quantity of steel rails deliverable ahead, at the times when we are likely to want them. It may be of interest to note that the earnings per ton per mile, have decreased from 8.7 cents in 1866, to 1.1 cent in 1879. In other words, the gross earnings per ton per mile of to-day would have fallen considerably short of paying operating expenses thirteen years ago. The fact that we can do business at such rates as we now receive is due largely to the increase of tonnage, in part to improved methods, and greater economy of material, and somewhat to very favorable weather during the year for out of door work; but with the late rise in prices, it is of course doubtful, if the present low rates can be maintained.

The year has been marked by the revival of activity in railroad building at the west, and still more by the re-organization of a very large number of insolvent companies, and by certain very important combinations of lines in our own neighborhood. At first view this has caused some alarm as threatening dangerous competition to ourselves and the other large lines from Chicago, west and southwest, which may well be allayed by the reflection that there is no competition so mischievous as that of a bankrupt road with no dividends or coupons to pay.

While we might with apparent advantage have joined in some of the great enterprises which have sprung into life during the year, we have thought it better to devote our resources chiefly to doing such work of improvement on our own line, and the building of such branches and extensions as the unquestioned wants of the country have pressed upon us, and as tend rather to improve than injure our friendly relations with other companies.

We have, however, made considerable progress in a negotiation for consolidation with the Burlington and Missouri River Railroad Company in Nebraska, which, when completed, will be laid before you for confirmation, the details for which it is not expedient to discuss at this time.

But it may be said in general terms that the Burlington and Missouri River Railroad Co., in Nebraska, was originally one of the branches of the B. & M., in Iowa, having a very valuable land grant from the United States Government. It now, with its leased lines, holds about 845 miles of productive road, in the best part of Nebraska, and if the negotiation is consummated, we think it will add to the strength of our company, and will tend strongly to the continuation of a good understanding with our neighbors.

An examination of the detailed accounts given will show that our funded debt, contingent and otherwise, now consists of,

C., B. & Q. bonds of various issues	$21,993,475
B. & M. R. R. R. bonds of various issues	5,276,750
Sundry Branch Bonds (for which C., B. & Q. is contingently liable)	3,233,000
Outstanding bonds of all issues	$30,503,225
From which may be deducted the following:	
Cost of investment for C. B. & Q. 8 per cent sinking fund in other than C., B. & Q. 8 per cent bonds, worth considerably more than cost	$1,273,415
Amount of B. & M. Land Grant bonds as being fully provided for by proceeds of lands already sold and in process of sale	4,621,250
	5,894,665
Leaving practically net funded debt	$24,608,560

Part of which, say $655,000 may be converted into stock.

To the net funded debt add amount of capital stock Dec. 31st, 1879	$31,004,456
Total stock and funded debt	$55,613,016
A result which is reached by estimating as an asset the land notes, and unsold land in Iowa, valued at about	2,894 336
Making	$58,507,352
These liabilities for stock and bonds stand against a property which has cost about	69,997,600
Showing a cost not at present represented by either stock or bonds, of	$11,490,248

It will be observed that our balance is struck this year after making our first quarterly dividend, which has heretofore been included in the first semi annual dividend of the new year.

Besides keeping up our road to a high standard of efficiency, we have by our sinking funds and our use of earnings for construction, accumulated a surplus beyond our dividends of 8 per cent per annum—and it becomes a grave question what part of this might prudently be represented by stock and distributed to the stockholders of to-day rather than held undivided for the benefit of future owners, always reserving a reasonable amount to meet bad crops or other contingencies. Our accounts for the past few years show that with average crops, in a rapidly growing country, there is every promise of our being able to pay fair dividends upon the whole cost of our road. The rates at which we are doing our business are moderate, and the facilities which we are giving to both freight and passengers seem to be satisfactory to the public, while our rate of dividends is less than the average rate of interest at the West on good security, and very much less than the returns which enterprising men claim upon all investments involving risk.

The length of road owned and leased by the company at the beginning of the year, including all branches, and also the St. Louis, Rock Island and Chicago Railroad, was 1,606.107 miles; there have been added during the year 154.283 miles—making a total of 1,760.890. Add for roads leased and operated jointly with other companies, and roads for which a fixed yearly rental is paid, 96.892 miles—making the total number of miles operated by the company December 31, 1879, 1,857.282.

The equipment consists of 374 engines, 140 passenger, 70 baggage, mail and express, 8,412 box, freight and cattle, 2,415 platform and coal, 202 way, 5 dining, 4 officers', 6 wrecking and tool, 2 pile drivers, 457 hand and 868 rubble cars.

The total number of passengers carried in 1879, exclusive of those carried on mileage and season tickets, was 2,076,184, against 2,014,511 in 1878—an increase of 61,673. Total number of tons of freight carried in 1879 (including the Illinois Central in their own cars 331,474 tons) was 4,-686,353; in 1878 (including Illinois Central 293,-905 tons,) 3,975,010 tons—an increase of 711,343 tons.

The number of tons carried increased 17.9 per cent, and the receipts from freight increased only 4.5 per cent. These figures indicate that the increase in the volume of business, in proportion to the earnings, has been greater than the previous year.

The increase of freight cars has been 14 94 per cent—somewhat greater than the increase of business. The payments for rents of cars in 1879 amounted to $14,281 91, as compared with $118,-733 08 paid in 1878—showing a decrease of $74,-451 17.

GENERAL ACCOUNT, December 31, 1879.

Capital stock		$30,883,600 00
Amount of B. & M. R. R. R. stock outstanding December 31, 1879.		120,856 51
		$31,004,456 51
Funded debt:		
Trust Mortgage 8 per cent bonds, payable January 1, 1888		150,000 00
Trust Mortgage Inconvertible Sinking Fund 8 per cent bonds, payable January 1, 1888		2,561,000 00
Trust Mortgage 7 per cent bonds, payable October 1, 1890		653,000 00
Seven per cent bonds, payable January 1, 1896		838,475 00
Seven per cent Mortgage bonds, payable July 1, 1903		13,695,000 00
Second Mortgage bonds, issued on account Northern Cross Road, payable at Frankfort-on-the Main; interest at 4½ per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1, 1890		741,000 00
5 per cent bonds, payable June 1, 1895		899,000 00
5 per cent bonds, payable October 1, 1901		2,356,000 00
5 per cent Mortgage bonds (Iowa division), payable Oct. 1, 1919		600,000 00
B. & M. R. R. R. Land Grant bonds	$4,621,250	
B. & M. R. R. R. Convertible bonds of 1879	6,000	
B. & M. R. R. R. Convertible bonds of 1894	279,000	
B. & M. R. R. R. Convertible bonds of 1889	270,500	
		5,276,750 00
Total funded debt, bearing an average rate of interest of 6.79 per cent.		$27,270,225 00
Contingent liabilities for branch roads ($3,233,000):		
Ottawa, Oswego and Fox River Valley R. R. bonds		$1,076,000 00
Illinois Grand Trunk R. R. bonds.		890,500 00
Quincy and Warsaw R. R. bonds.		720,000 00
Dixon, Peoria and Hannibal R. R. bonds		546,500 00
Unclaimed dividends	$4,179 10	
Unpaid accounts and vouchers	708,327 86	
Bills payable	29,000 00	
Unpaid coupons and pay rolls	408,221 55	
Land Grant, B. & M. R. R. R. (Iowa)	62,152 95	
Amount due Boston office	95 509 90	
		1,807,391 86
Profit and loss		76,602 04
Total receipts for local aid to B. & M. R. R. R. and branches		366,189 96
Income account		4,416,262 91
Renewal fund		2,000,000 00
Land Grant Sinking fund		2,164,014 92
Sinking Fund, C., B. & Q 8s		2,742,147 18
Sinking Fund, C., B. & Q. 5s, account Albia, Knoxville and Des Moines R. R. bonds		69,295 00
Sinking Fund, C., B. & Q. 5s, account St. Louis, Rock Island and Chicago R. R. bonds		151,644 44
		$74,801,229 82
Cost of construction		$41,196,272 03
Cost of equipment		11,181,682 96
Cost of telegraph lines		17,179 16
		$52,845,184 15

Cost of branch roads:

American Central Railroad.....		1,378.825 70
Dixon, Peoria and Hannibal R. R.		965,345 61
Dixon and Quincy Railroad.....		87,791 35
Carthage and Burlington Railroad		828,294 29
Illinois Grand Trunk Railroad....		1,451,932 77
Keokuk and St. Paul Railroad....		1,524,888 93
Ottawa, Oswego and Fox River Valley Railroad.....		1,876,644 46
Peoria and Hannibal Railroad....		970,726 98
Quincy and Warsaw Railroad		934,108 44
Chicago and Rock River Railroad.		606,804 75
Albia, Knoxville and Des Moines Railroad		462,000 00
St. Louis, Rock Island and Chicago Railroad		3,427,899 85
Nebraska City, Sidney and Northeastern Railroad.....		217,287 32
Chariton, Des Moines and Southern Railroad.....		341,836 23
Creston and Northern Railroad...		203,984 78
Leon, Mt. Ayr and Southwestern Railroad.....		583,161 90
Leon, Mt. Ayr and Southwestern Extension.....		3,023 56
Hastings and Avoca Railroad.....		927 66
Des Moines and Knoxville R. R...		671,817 45
Brownsville and Nodaway Valley Railroad Extension		170.054 18
Red Oak and Atlantic Railroad...		168,689 98
Moulton and Albia Railroad		22,837 49
		$16,898,878 63
Material on hand for future use...		753,588 93
Trustees of B. & M. P. R. R. (Iowa) Land Grant.....	$1,695,841 53	
Trustees of C., B. & Q. Sinking fund...	1,273,415 05	
		2,969,256 58
Due from Post Office Department	$60,434 00	
Due from accounts and bills receivable, including $408.123 38 suspended debt accounts	1,244,275 71	
Cash in Treasury ...	529,661 82	
		1,834,371 03
		$74,801,229 82

President.—J. M. FORBES.

Vice Pres't & Gen'l Manager.—C. E. PERKINS.

Directors.—John M. Forbes, Sidney Bartlett, Charles J. Paine, T. Jefferson Coolidge, John L. Gardner, Jr., Henry S. Russell, Edward Bangs, Boston, Mass.; John N. A. Griswold, Peter Geddes, New York City; Charles E. Perkins, Burlington, Iowa; James M. Walker, Chicago, Ill.

Chairman of the Board.—J. N. A. GRISWOLD.

General Solicitor and Counsel.—J. M. WALKER.

Treasurer.—AMOS T. HALL.

General Auditor.—GEORGE TYSON.

Assistant Treasurer.—J. N. DENISON.

Secretary.—J. G. WALKER.

Clerk of the Board.—W. J. LADD.

☞ The Grand Canon of the Arkansas, together with the entire line from Canon City to Leadville, has been turned over to the Denver and Rio Grande Railroad Company by the Atchison, Topeka and Santa Fe. The former company takes all the material, rolling stock, &c. Receiver Ellsworth will turn over the road now in his possession as soon as an inventory of the property can be made.

☞ We have received from the National Railway Publishing Company, a new General Railway map which gives the latest railroads constructed, and presents a comprehensive view of the railroad system of the United States and Canada to date. It is a very useful office map for all interested in railroads and railroad construction.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool....	$1,326,169	$1,988,007
" cotton...	1,500,817	2,517,589
" silk	2,346,075	3,157,151
" flax.....	963,380	1,753 656
Miscellaneous dry goods..	621,167	963,193
Total.....	$6,757,608	$10,374,596

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool.....	$587,434	$535,790
" cotton ..	245,746	202,014
" silk	372,613	472,776
" flax	368,227	388,916
Miscellaneous dry goods..	252,913	226,366
Total	$1,827,933	$1,820,862
Add entered for consump.	6,757,608	10,374,596
Thrown upon market...	$8,585,541	$12,195,458

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool....	$649,967	$468,156
" cotton...	267,242	184,088
" silk.....	493,425	467,462
" flax.....	284,956	508,609
Miscellaneous dry goods.	160.394	235,439
Total.....	$1,855,984	$1,863,754
Add entered for consump.	6,757,608	10,374,596
Total entered at the port.	$8,613,592	$12,238,350

The imports of dry goods at New York during the first quarter of the year, were:

	1879.	1880.
January	$5,987,719	$10,714,881
February	12 589,363	15,691,575
March.	8,613,592	12,238,350
Total 3 months.....	$27,190,674	$38,644,806

The imports of dry goods at New York for three months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$4,450,604	$6,421,101
" cotton ..	5,112,480	8,036,824
" silk.....	7,145,526	9,371.417
" flax.....	3,095,907	5,548,704
Miscellaneous dry goods	1,780,234	2,921,571
Total	$21,584,751	$32,299,617

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$1,673,980	$1,846,196
" cotton ..	953,915	1,110.575
" silk	1,162,516	1,465,508
" flax	1,119,825	1,361,669
Miscellaneous dry goods.	625,230	653,157
Total withdrawn from warehouse.....	$5,535,466	$6,437,100
Add entered for consump.	21,584,751	32,299,617
Total thrown on the market	$27,120,217	$38,736,717

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$1,797,155	$1,657,114
" cotton..	949,784	910,586
" silk	1,447,268	1,247,836
" flax....	928,899	1,831,369
Miscellaneous dry goods	483,367	698,284
Total entered warehouse.	$5,605,923	$6,845,189
Add entered for consump.	21,584,751	32,299,617
Total entered at port.....	$27,190,674	$38,644,806

American Steamship Co.

At the annual meeting of this company, held in Philadelphia on the 5th inst., the report of the directors for the year ending December 31, 1879, was presented, from which we learn that during the year the four steamships accomplished 85 round voyages, the receipts being $359,971 04, and that the expenses—some of which were extraordinary in their character—left a deficit of $62,086 96. The report says:

Of the extraordinary expenses $45,574 26 was in settlement of the verdict and legal expenses in the collision case of the Steamship Pennsylvania, in December, 1877, with the ship Oasis.

Owing principally to the very low rates of freight existing during the past year on eastward bound traffic, the receipts from all sources show a decrease of about $17,000 from those of the previous year, but a corresponding decrease has been effected in the expenditures for ordinary operating and shore expenses, and the deficit of the year is mainly attributable to the settlement of the Oasis case, and extraordinary repairs and alterations to the ships.

To meet the interest coupons maturing April 1, 1879, on the bonds of the company, $45,000 was borrowed of the Pennsylvania Railroad Company. The interest due October 1 was paid out of the earnings of the company.

The steamers of the company are now being improved by the addition of steam steering gear and the erection of iron pilot and deck houses, iron bridges and other additions, so as to render them equal to any steamers in the transatlantic service. The regularity of the departures and arrivals, and the satisfactory time made by the steamers, has continued during the past year, while they have been kept in thorough repair, and the service, it is believed, has given entire satisfaction to the patrons of the line.

The report was accepted, and an election was held for Directors, with the following result: Henry D. Welsh, President; Josiah Bacon, John Price Wetherill, D. B. Cummins, N. Parker Shortridge, Strickland Kneass, Wm. D. Winsor, G. B. Roberts, George N. Allen, Henry C. Butcher, J. N. Du Barry.

Rapid Transit in Westchester Co.

The Westchester County Rapid Transit Commissioners have decided upon the route of their road, which will be as follows:

It forms a large loop, the bight of the loop being at Corson's Corners, in Mount Vernon. The easterly line then runs to Chester Hill, crossing the New York, New Haven and Hartford Railroad at Franklin Avenue, and continues thence, running between Franklin and Fulton avenues to a little below Third-street. It then takes a curve to the westward, going across the village north of Fourth-street, and proceeds to a point near the White Plains road, at Washingtonville; then curving to the south, it runs about parallel with the White Plains road to the head of Fourth-street, in Wakefield, and keeps the west side of that street to near William's Bridge when it crosses Briggs-avenue, near Brigg's store. Continuing for half a mile on the east side of the "old road," it enters the Lorillard estate, west of the Bear Swamp road. Thence, following a valley on the Lorillard property for nearly a mile, it terminates at the Bronx River, just north of Pelham-avenue bridge, where it will connect ultimately with the Second-avenue road out of this City into the Twenty-fourth Ward. The western branch of the loop, starting, as before, from Corson's Corners, goes through a ravine to the New York and Harlem Railroad, crossing the Bronx River at or near Bridge-street. It then continues along the east bank of the Bronx for a mile and a half, to the southern line of the county, at Woodlawn Heights, where it will connect with the central route of the Surburban Company. The east branch is

given a connection with the New York and New Haven Railroad by a branch running east from Union-avenue and Fourth-street, and the west branch will connect with the New York and New Haven Railroad by a branch across the Bronx, north of Woodlawn Heights. The engineer estimates the total length of the lines at eight miles.

Bradshaw's Railway Manual for 1880.

This well known work, of which the present issue is the 32nd since its first appearance, fully maintains its character as an invaluable repertory of facts for the information and guidance of the railway shareholder and investor. Besides giving an official directory, arranged both under the separate companies and in an alphabetical appendix, and including every gentleman connected with the administrative and executive staffs of the three kingdoms, the Manual gives a history and an account of the financial position of every British line, together with the similar details with regard to the chief Canal and Rolling Stock Companies. In addition to these facts, which are of more or less importance to all who have money or who contemplate putting money in railway securities there is a variety of other useful and interesting information in the work. Thus with reference to the representation of the railway interest in the Parliament now expiring we learn that the House of Lords contains no fewers than 43 peers who are directors of railway companies. In the House of Commons the number of railway directors is still greater, being no fewer than 119.

The subsidiary information found in this volume, including accounts of the chief Colonial, Continental, and American lines, auxiliary associations connected with railways, railway dividends, railway legislation, with the results of the session of 1879 and the notices of bills of 1880, railway commission, and many other kinds of intelligence, cannot fail to be found useful by various classes of readers.[—Herapath.

☞ The new pipe line known as the Union Tank Line, which is being laid by the Standard Oil Company between Bradford and New York, has progressed eastward as far as Wellsville. From there the route passes through Greenwood, about fifteen miles south of Hornellsville, thence to Addison and to Painted Post. No attempt is made to follow the valleys, as distance is avoided, and not grade. Wherever the pipe passes over cultivated land it is buried twenty inches, but along the line of farmers' lands, or in timber land, it is hardly covered.

☞ The President of the Cumberland Valley Railroad Company, in his report, refers to the Shenandoah Valley Railroad as now approaching completion, and officially announces a connection between it and the Cumberland Valley railroad a short distance south of Hagerstown. He says a satisfactory agreement by the new company has been made with his company for the use of depot and other facilities at Hagerstown.

☞ A surveying party has commenced work at Atlanta, Ga., locating the Georgia Western railroad. The Louisville and Nashville Railroad Company will construct the line at once to Decatur, Ala., where it will intersect one of their main lines. This new road will effect railroad combinations in the South, and will, it is said, give the Louisville and Nashville Company a stronger hold than ever.

☞ A preliminary survey is being made for a railroad from Manchester to Ashburnham, Mass. The line will cross the Wilton Railroad at a point four miles from Nashua. It is stated that this route from Manchester to Boston via the Fitchburg Railroad is but two miles further than by way of Nashua and Lowell.

Progress of the Anthracite Coal Trade.

Messrs. P. W. & W. S. Sheafer have published a chart illustrating the progress of the Anthracite coal trade of Pennsylvania. This chart was compiled to accompany a paper read by P. W. Sheafer before the meeting of the American Association for the advancement of Science, at Saratoga in September, 1879, an abstract of which was given in these columns at the time. The chart includes Mr. Sheafer's familiar "coal pyramid," showing the increase in the volume produced yearly from the beginning of the trade, in 1820. The product for 1879 is added, forming the base of the pyramid, and the sudden expansion in that year is strikingly shown.

An entirely new and no less striking feature than the "pyramid" is a series of blocks drawn to scale, representing the comparative amount of coal in each of the Anthracite fields, the proportion mined, the proportion of the remainder that will probably be made available and the probable waste. The Schuylkill field, for instance, is represented by a block 5 inches long by 2 3-16 inches wide. The amount that has been mined up to the present time is represented by a strip across the width of the block but 5-16 in. wide. The amount of available coal is shown by a section 2 1-16 by 2 3-16 and the waste by a section 3⅛ by 2 3-16.

In addition to these, there is a large number of important statistical tables of coal, iron, oil, etc., the whole forming a valuable collection for reference.

Bessemer and Siemens-Martin Steel.

In a new volume on "Steel, its History, Manufacture, Properties and uses," written by the Secretary of the British Iron and Steel Association, the following table of the production of Bessemer and Siemens Martin steel is given, showing the remarkable development in the steel manufacture from 1870 to 1878:

	Production in 1870.—Tons.	Production in 1878.—Tons.
Austria	22,112	97,470
Belgium	9,563	88 000
France	90,000	818,000
Germany	169,951	466,000
Great Britain	245,000	1,020,000
Russia	8,788	18,050
Sweden	6 640	22,000
United States	40,000	768,000
Total tons	572,054	2,797,520

☞ The American Express Company has purchased the personal property and good will of the United States and Canada Express Company owned by B. P. Cheney, of Boston, and Nathaniel White of Concord. The business is a very extensive one, and has been worked up by these gentlemen, who have been in business for thirty-eight years. The route covers 2 000 miles, extending from Boston to Montreal, with many branches.

☞ Valentine L. Lary (formerly receiver) has been elected President of the New Jersey and New York Railway Company. Isaac D. Demarest is Vice President, and Henry C. Denning Secretary and Treasurer. The directors are: Garrett Ackerson, Jr., Charles L. Atterbury, Robert W. De Forest, Isaac D. Demarest, Louis Fitzgerald, Joseph E. Gay, V. L. Lary, John J. McCook, Jacob Van Buskirk, Peter Ward, J. C. Westervelt, Edward P. Carpenter, and Henry C. Deming.

New York and Brooklyn Bridge.

The suit of Abraham B. Miller against the cities of New York and Brooklyn and the Trustees of the Brooklyn bridge was before Judge Blatchford, in the United States Circuit Court on the 31st ult., for trial and final argument. The suit was begun to enjoin the construction of the bridge and to have it declared an obstruction to navigation. Judge Blatchford said that he would hold in accordance with Judge Johnson's decision that the proper and necessary consent of the Secretary of War had been given, and that so long as the bridge was being properly constructed under the plans as approved by Gen. Humphreys and the Secretary, the matter was ended, unless Congress again interposed.

New York, Lake Erie and Western R. R.

The following is the official statement of earnings of the New York, Lake Erie and Western Railroad Company for the month of February:

	1879.	1880.
Gross earnings	$1,207,390 93	$1,252 217 69
Working expenses	934,076 16	909,633 94
Net earnings	$273,314 77	$342,583 75

—showing an increase in earnings of $14,826 76, a decrease in expenses of $24,442 22 and an increase in net earnings of $69,268 98.

October to February inclusive:

	1878-9.	1879-80.
Gross earnings	$6,415,248 10	$7,176,376 21
Working expenses	4,513,491 89	4,860,288 45
Net earnings	$1,901,751 22	$2,316 087 76

—showing an increase in earnings of $761,133 11, an increase in expenses of $346,796 57, and an increase in net earnings of $414,336 54.

ATLANTIC, MISSISSIPPI & OHIO R. R. CO. In view of the present arrangements for the harmonious fusion of all interests, the undersigned hereby withdraw their protest dated the twenty-eighth February.

Signed, FOSTER & BRAITHWAITE,
HESELTINE, POWELL & CO.,
VIVIAN GRAY & CO.,
B. G. GOLDSMID,
JOHN TAYLOR & CO.,
WALKER, RUSSELL & CO.,
HELBERT, WAGG & CAMPBELL,
TOM NICKALLS & CO.,
BORTHWICK, WARK & CO.,
CREWS & LICHTENSTADT,
F. L. SLOUS,
HAES & SONS,
L. MESSEL &CO.,
GOWAN & MARX,
T. E. TWYCROSS,

OFFICE OF THE ONTARIO SILVER MINING CO.,
31 BROAD ST., NEW YORK, April 5, 1880.

DIVIDEND NO. 54.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for March, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.
H. B. PARSONS, Assistant Secretary.

LONERGAN'S
SECRET SERVICE
NEW YORK AND ST. LOUIS.

T. E. LONERGAN - - - - Correspondent
82 & 84 NASSAU ST., New York. S. W. COR. 7TH & OLIVE STS., St. Louis.

The investigation of frauds on Railway Companies a specialty.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending March 27, as reported by the several carrying companies, amounted to 356,852 tons, against 447,360 tons in the corresponding week last year, a decrease of 90,508 tons. The total amount of anthracite mined for the year is 4,431,438 tons, against 5,888,630 tons for the same period last year, a decrease of 457,192 tons. The quantity of bituminous coal sent to market for the week amounted to 27,381 tons, against 63,721 tons in corresponding week last year, a decrease of 36,340 tons. The total amount of bituminous mined for the year is 820,050 tons against 649,906 tons for the corresponding period last year, an increase of 170,144 tons. The total tonnage of all kinds of coal for the week is 384,233 tons, against 511,081 tons in corresponding week last year, a decrease of 126,848 tons, and the total tonnage for the coal year is 5,251 488 tons, against 5,538,536 tons to same date last year, a decrease of 587,048 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of March was 135,342 tons, of which 92,108 tons were coal and 43,234 tons coke. The total tonnage for the year thus far has been 1,468,853 tons, of which 1,095,120 tons were coal and 373,733 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region has ceased, owing to the strike on the Cumberland and Pennsylvania Railroad. The shipments for 1880 down to March 27 were 352 878 tons, an increase of 113,051 tons as compared with 1879. The shipments to the Baltimore and Ohio Railroad for the year have been 309,333 tons, an increase of 110,897 tons over the corresponding period of last year. The shipments to the Chesapeake and Ohio Canal for the year have been 3,160 tons, a decrease of 75 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the year were 40,385 tons, an increase of 7,219 tons over the corresponding period of 1879.—[Phil. Ledger, April 5.

☞ A copy of the proceedings of the Board of Directors of the Lexington and Southern Railway Company has been filed with the Secretary of State of Missouri, extending the road from a point 10 miles south of Butler, Bates county, in a southern direction, through the counties of Bates, Vernon, Barton, Jasper, Newton and Mc Donald, to the southern boundary line of the State, a distance of about 145 miles. This establishes the line of the road from Pleasant Hill, Cass County, to the southern boundary of the State, a distance of about 200 miles.

☞ In the case of the New Orleans and Selma Railroad, special Chancellor Ward has rendered a decree dismissing Robertson's bill, and ordering a sale of the road, the proceeds to be divided pro rata among the indorsed bondholders. No priorities were given. The road will probably be sold on the same day as that fixed for the sale of the Selma, Rome and Dalton Railroad.

☞ A company has been organized at Pioche, Utah, to build a railroad which shall connect with the Utah Southern extension. The latter is open to Black Rock Springs, 87 miles from San Francisco.

☞ The gross earnings of the Philadelphia and Erie Railroad Company for the month of February, 1880, were $245,372 01; the expenses, $162,353 94; and the net earnings, $83,018 07.

☞ The Southwest Pennsylvania Railroad will be completed to Fairchance, five miles south of Uniontown, by the 1st of May.

A. G. DAY,

MANUFACTURER OF

Kerite Insulated Telegraph Wire and Cables,

Of all kinds made to order, for Ocean, River, Aerial and Subterranean Lines.

The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

☞ Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

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NEW YORK, LAKE ERIE & WESTERN RAILWAY.

TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN, General Superintendent.

JNO. N. ABBOTT, General Passenger Agent.

WM. A. COLE & CO.,

PRESSERS OF OILS,

AND

DEALERS IN STEARINE, GREASE, &c.

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BRANCH OFFICE, 41 BROAD ST., NEW YORK.

W. A. COLE,
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TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

WILLIAM EUCLID YOUNG,

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, April 16, 1880.

Railway and other Land Grants.

We are in receipt of an interesting pamphlet containing valuable data regarding railroad and other land grants by the General Government, published by the Railway Age Publishing Co. and prepared by E. H. Talbott, Secretary of the Association of Land Commissioners. The object of the work is to show the groundlessness of existing prejudice against land grants to railroads, which is done most conclusively by a comparison of the results of their grants, with those made for other purposes by the Government.

The author traces the history of land grants in this country from the original charter of Virginia, dated May 1609, and signed by James I., down to the last grant by our Government to railroads. In the former a large part of the territory of the United States was conveyed, it being then regarded by the British Government, and since by our own, as the public domain by right of might or conquest, on which alone, the editor justly says, the right and title to property in the soil depends. Without touching further this vexed question of natural or moral right to ownership of land, for which an excuse has been as anxiously sought by the highest legal commentators and as vainly, as was that of air and light, under the window light tax which Great Britain attempted to enforce, upon the same principle of Government ownership of the common gifts of nature, for the equal use and benefit of each being, brought by nature into existence, the editor accepts this right of conquest as it is accepted by civilization, and thereupon demands of the Government as a duty under such assumption, to administer this public estate or domain for the greatest good of the public and therefore of the individual. We find no cause for quarrel in this latter proposition, for it virtually admits the fallacy of the former by making the Government the custodian of each individual's right in the land to be distributed by it among the individuals as they may ask for their share for actual use.

Indeed the editor makes another capital point when he strikes at the old system of land grants because it did not thus redistribute these lands but allowed them to pass into the hands of speculators who monopolized the public domain to the exclusion of actual settlers as in the case of Michigan. He also makes another claim which cannot be controverted, that the granting of lands to railroads has largely broken up the evils of the old system because the railroad's first interest is to have the lands on their line settled and cultivated to make themselves traffic, and hence they have aided settlement and prevented speculation. To support his views the editor then gives some interesting statistics of land grants and of railroads built under them together with the number of acres for which certificates have been issued and the number of acres left of the public domain State by State. The conclusions drawn from these figures is rather misleading than correct for the reason that all the poorest and worthless lands are left while of those taken all are valuable and in many localities include all that are worth the Government price.

The Interoceanic Canal.

The comparative merits of the Panama and San Blas routes were presented before the Committee of the House of Representatives on the Interoceanic Canal at Washington on the 10th inst. by Mr. Frederick M. Kelly and Mr. Sidney F. Shelburne, both of New York, with a view to demonstrate the superiority of the latter. They desired to exhibit the difference between the physical features and estimates by the two routes in thirteen propositions, viz:

First, in respect of length, the Panama route will be 45 miles long from sea to sea. The San Blas route has a total length of 30 miles, or only two-thirds that of the Panama.

Second, in respect of length of canalization, the Panama route will require an artificial cutting for the whole 45 miles, the San Blas route for only 24 miles, thus reducing the actual canal to nearly one-half the length of the Panama. The Bayano River already affords ship navigation for six months on the Pacific side of San Blas.

Third, in respect of harbors, the Panama route has indifferent harbors on both sides of the isthmus. The destruction of ships at Aspinwall last November illustrates this point. Here it is proposed to wall in a harbor by an immense breakwater, more than a mile and a quarter long, at a cost of $2,000,000. This expense is entirely avoided on the Atlantic side at San Blas, where there is an inclosed natural bay and harbor of nine square miles of secure anchorage. On the Pacific side the Panama route ends in the open ocean bay of Panama, with a cutting of submarine rock to reach deep water. The cutting of the Pacific end of the San Blas route ends in the Bayano River, which affords for six miles an anchorage ground, two miles of which has a width of half a mile. The Island of Chepillo, two and a half

miles off in the Bay of Panama from the mouth of the Bayano, affords a perfect protection against the sea.

Fourth, in respect of interfering channels of natural drainage, on the San Blas route there are absolutely none. On the Atlantic side the canal commences at Mardinga Harbor, and extends five miles through a gradually upward slope to the mouth of the proposed tunnel; on the Pacific side, from the opening of the tunnel through an easy downward slope to the Bayano River, a distance of 12 miles. On both sides of the mountain the small streams run parallel with the proposed canal. The Panama route presents the situation of an extensive system of river drainage, of which the Chagres occupies the central position. Crossing the line of the canal are some thirty considerable rivers. These intersecting rivers will require, in addition to a $20,000,000 dam, an artificial channel on either side of the central ship canal; in fact, three canals side by side.

Fifth, in respect of width, the width of the Panama Canal will be but 72 feet at the bottom. That of the San Blas Canal will be 100 feet.

Sixth, in respect of excavation of material, the amount of rock and earth to be excavated on the Panama route will be 98,100,000 cubic yards. This does not include the amount necessary for the construction of the two side canals for the drainage of the intersecting rivers, whose cost is estimated at not less than 75,000,000 francs. The amount of rock alone to be excavated on the Panama route (46,231,260 cubic yards) is almost exactly equal to the total amount of both rock and earth which will have to be excavated on the San Blas route. The rock to be excavated in the central or Culebra section of the Panama Canal (33,789,564 cubic yards) is more than the total amount of rock to be excavated on the San Blas route.

Seventh, in respect of the cost of the work, the estimate for the engineering work alone upon the Panama Canal is $168,600,000, but the estimates for additional expenditures swell the total first cost to $224,535,000. The total cost of the San Blas Canal will not exceed $90,000,000.

Eighth, in respect of disposition of materials excavated, the millions of cubic yards of rock and earth to be excavated from the main canal on the Panama route will have to be carried over the two side-drainage channels, in addition to that taken from the latter channel, before it can be disposed of. The conformation of the country about the Panama route is such that it is doubtful whether a place could be found where these vast excavations could be dumped. No inconvenience of the kind mentioned exists upon the San Blas route.

Ninth, in respect of weather, it is a well-known meteorological fact that the Pacific side of the isthmus is the dry and the Atlantic the wet side. It is highly important that, during the prosecution and after the completion of the proposed canal, it should not be subject to rains and floods. The Panama canal will have on the Atlantic side 35 miles; the San Blas will have but five. On the Pacific side the San Blas route will have 18 miles; the Panama route will have but 10.

Tenth, in respect of time of construction, the difference in length, amount of excavation required and local advantages would, if the Panama Canal can be completed in eight years, enable the San Blas Canal to be finished in six years.

Eleventh, in respect of cost of maintenance, the San Blas Canal, being rock lined, and not intersected by rivers, can be maintained at one-third the cost of the Panama Canal.

Twelfth, the amount of towage necessary, and the cost thereof, would be but two-thirds as great upon the San Blas as upon the Panama route; and,

Thirteenth, the amount of revenue received from the San Blas route would permit larger dividends on the capital invested than on the stock of the Panama Canal, because the amount of capital required for the completion and maintenance of the work would be but one-half as great.

Mr. Kelly, who has spent twenty-nine years and $125,000 from his private fortune in investigating this route, desires to secure a new survey thereof by United States Army engineers. He claimed that naval officers were not competent to survey land routes, and that this was the opinion of nine-tenths of the engineers, constructors, contractors and other persons conversant with the subject.

New York and Brooklyn Bridge.

A special meeting of the Trustees of the Brooklyn Bridge was held at the office of the company in Brooklyn on the 12th inst. to take action on the bill passed by the Legislature on the 7th inst. ordering the City of New York to pay $750,000, and the City of Brooklyn $1,500,000, to enable the Trustees to complete the bridge. The President Henry C. Murphy occupied the chair. The other Trustees present were Mayor Cooper, of this City; Controller Steinmetz, of Brooklyn, and Messrs. W. C. Kingsley, J. S. T. Stranahan, H. W. Slocum, William Marshall, J. T. Agnew, William Taylor, R. B. Roosevelt, A. C. Barnes, and J. Adriance Bush. A session of the Executive Committee was held before the regular meeting, and during this session everything to be done was agreed on, and subsequently ratified in open board. The Treasurer's report, which was read and accepted, shows that the receipts to March 31 were $11,562,734 17, and the cash expenditures $11,382,557 40—leaving a balance on hand of $180,176 77, and outstanding liabilities amounting to $78,281 96. A resolution was presented authorizing the President to notify the Edgmoor Iron Company that the board has elected to complete the bridge, and to call on that company to fill its contract for steel for the superstructure as rapidly as possible. A bill for principal and interest, amounting to $50,188 75, due to St. Ann's Church, in Brooklyn, for land purchased June 1, 1878, was ordered paid. The President read a certified copy of the bill passed by the Legislature ordering the completion of the bridge, and said that all contractors would be notified to fill their contracts, and work would proceed at once and as rapidly as possible. The board then adjourned.

☞ At the recent annual election for directors of the Chicago Division of the Baltimore and Ohio Railroad, the following gentlemen were chosen. John King, Jr., William Keyser, C. H. Hudson, J. R. Cowen, G. R. Dennis, Jas. Walsh, Jno. Tyrrill, Nelson Ludington and D. A. Jones. John King, Jr., was elected president, J. H. Sutor, secretary and treasurer, J. H. Randolph, chief engineer. Two new elevators have been erected on the line, and 505 tons of new steel rails laid during the year. Vice President Keyser, of the Baltimore and Ohio, stated that the company expected largely to increase its business this year; that 49,000,000 bushels of grain were exported from Baltimore last year, and 55,000,000 were expected to be exported this year.

Chicago and Grand Trunk Railroad.

Articles of consolidation of the Indiana Railway Company, Michigan Railway Company, Chicago and Northeastern Railroad Company, and the Northwestern Railroad Company, were filed in the office of the Secretary of State of Illinois on the 8th inst. The title of the consolidated company is the Chicago and Grand Trunk Railroad Company, and the capital stock is $6,000,000. The first Board of Directors is as follows: Joseph Hickson and S. J. Sergeant, of Montreal; E. W. Middaugh and James McMillan, of Detroit; John McCaffrey, F. A. Howe, J. Whitman, A. H. Dolto, and William Munro, of Chicago; D. J. North, Albany, N. Y.; N. L. Beardsley, Auburn, N. Y.; W. S. Shepherd, Bath, N. Y.; Thomas S. Stanfield, South Bend; Deforest Skinner, Valparaiso, Ind.; and C. F. Harrington, Port Huron, Mich. The company had been formally admitted to membership in the Joint Executive Committee, and will be represented at future meetings by Charles B. Peck, General Manager.

Immigration.

During the month of March, 1880, there arrived at the Port of New York 23,616 passengers, 21,658 of whom were immigrants. During the corresponding period of 1879 the total number of passengers arrived at the port was 7,736, of whom 5,965 were immigrants. Of the 21,658 immigrants 6,503 were from Germany, 4 007 from Ireland, and 2,780 from England. Scotland sent 775, Sweden 2,183, Norway 496, Denmark 391, France 306, Switzerland 814, Austria 681, Italy 886, Holland 509, Hungary 678, Russia 195, and Poland 250.

The arrivals for the three months ended March 31, 1880, were: Immigrants, 35,825; citizens of the United States returned, 4,498; sojourners, 868; total, 41,191. For the three months ended March 31, 1879: Immigrants, 11,114; citizens of the United States returned, 3,878; sojourners, 842; total, 14 834.

For the twelve months ended March 31, 1880: Immigrants, 163,656; citizens of the United States returned, 32,022; sojourners, 6,004; total, 201,682. For the twelve months ending March 31, 1879: Immigrants, 83,833; citizens of the United States returned, 34,897; sojourners, 6,075; total, 124,805.

☞ The Atchison, Topeka and Santa Fe Railroad has completed its line to Albuquerque, New Mexico. This point is to be the junction for the Western and Southern branches of the road, the Western branch going to Los Angeles and San Francisco, Cal., over the old Atlantic and Pacific route, and the Southern branch to Guaymas, Mexico, on the Gulf of California. The work on both lines will be pushed with all possible vigor. It is expected to make the junction with the Southern Pacific Railroad at or near Tucson about October.

☞ The deed has been filed conveying from the St. Paul, Stillwater, and Taylor's Falls Railroad Company to the St. Paul and Sioux City Company, all the property, real estate, rolling

stock, &c., belonging to the former company. This completes the consolidation arranged last Fall. The St. Paul and Sioux City Road will build nearly 200 miles of new road this season.

Pacific Railroad of Missouri.

A decision was rendered in the Supreme Court of the United States at Washington on the 12th inst. in the case of Geo. E. Ketchum et al. v. the County of St. Louis, appeal from the Circuit Court of the United States for the Eastern District of Missouri. The Court holds first, that the act of the General Assembly of Missouri, approved January 7, 1865, under authority of which the County of St. Louis issued bonds to the extent of $700,000 and loaned them to the Pacific Railroad Company of Missouri, created when accepted by the Railroad Company and the County an equitable lien or charge in favor of the county upon the earnings of the railroad to an extent neccessary to meet the interest upon the bonds as it should become due, such payments and lien to continue until the bonds were paid.

Second, That this equitable lien or charge exists and is enforceable against funds in the hands of the Receiver, against the purchaser under the decree of foreclosure heretofore rendered, and against whomsoever may hold the property or have custody of its earnings. The judgment of the court below is affirmed. Justice Harlan delivered the opinion, Jutices Strong and Bradley dissenting.

Bessemer Steel Manufacture.

Some figures on the magnitude of the Bessemer steel interest of the United States will not prove uninteresting. This industry was projected in 1864, and in the following year the first steel rails made in this country were rolled at Chicago by Captain E. B. Ward. There are at present in this country 11 important establishments—five in Pennsylvania, three in Illinois, and one in each of the States of New York, Ohio and Missouri. Production has steadily increased, until, in 1879, the number of gross tons manufactured reached a total of 606,397, and the price has as steadily decreased from $166 per ton currency, in 1867, to $18 33 per ton in the year just expired. In the last ten years, and in the experimental years preceding them, this country has produced a grand aggregate of 2,522,107 gross tons of rails, enough to lay 26,750 miles of railway track with 60-pound rails. According to the highest authority recognized in the trade, no other country has in these ten years made half the progress in building up a Bessemer steel industry that the United States has made. Our industry is to-day abreast of that of Great Britain, of which the present producing capacity does not exceed 750,000 gross tons of rails annually, and it is predicted that before this year closes the United States will take the first rank in this branch of manufactures.—[Pittsburg Chronicle.

☞ It is stated that the Philadelphia and Reading Railroad Company will take hold of the Jersey Shore and Pine Creek Railway and complete it this summer, as it will give the former a western outlet from Williamsport. The road is graded from Williamsport quite a distance, and will connect with the Buffalo, New York and Philadelphia Railroad at Port Allegheny. A corps of engineers are now looking over the route.

☞ Work is being vigorously prosecutsd on the line of the Shenandoah Railroad, between Hagerstown, Md., and Shepherdstown, W. Va., and will be completed by the 1st of October. There is but little heavy work between the two points, the line of the road following a natural valley the greater part of the distance.

St. Johnsbury and Lake Champlain Railroad.

The Receivers of the Vermont Division of the Portland and Ogdensburgh Railroad have taken measures for paying their indebtedness for labor and material, amounting to eighty thousand dollars, which amount the Supreme Court decreed last fall was a prior claim on the earnings of the road. The Receiver offers seventy-five cents on the dollar, and at a recent meeting of the creditors the offer was accepted and the cash paid in liquidation of the greater portion of the debt. It is expected that the new organization formed by the bondholders of the road, under the name of the St. Johnsbury and Lake Champlain Railroad Company, will take formal possession of the line on the settlement of the claims. The new company propose making improvements along their line and enlarging their terminal facilities at Maquam.

Reported Injury to the Peach Crop.

The Wilmington, (Del.) Daily News publishes discouraging reports as to the damage done the peninsula peach crop by the frosts of last week. The following summarizes the report from the points named:

Summit Bridge, Del.—The peach blossoms are seriously injured, as they were in the stage of bloom when most easily killed." Harrington—"The late frosts have badly injured the peaches in this city. One grower says all his are killed; others that theirs are very much hurt." Milford—"Whole orchards are entirely destroyed." Frederica—"More than one-half of all buds examined were found to be dead. Enough are left, however, to guarantee a hope that we shall have at least one-quarter of a crop." Frankford—"The general opinion is that peaches are badly injured by the late frosts. I think it safe to say that the crop is reduced to one fourth in this locality." Lewes—"Some varieties are undoubtedly killed." Denton, Md.—"The frosts and freezing weather of Wednesday and Thursday nights have greatly damaged the peach crop in this section. I heard one peach grower remark this morning that he would sell the entire crop in his orchard of several thousand trees for $50. It is variously estimated here that the crop is injured from one-half to two-thirds, and some even go further, and say that 99 out of every 100 of the buds are killed."

☞ An agreement has been made by which the Baltimore and Ohio Railroad Company is to acquire control of the Atlantic, Tennessee and Ohio Railroad, (from Charlotte, N. C., to Statesville,) and is to use it as part of the proposed extension of the Virginia Midland Railroad from Danville to Charlotte. In return the Baltimore and Ohio Railroad is to provide for the debt of the company, which consists of $65,000 bonds, $10,000 floating debt, and a judgment for $92,000, known as the Childs debt, and now held by the sinking fund of the North Carolina Railroad Company.

☞ Articles of incorporation of the San Francisco and Northern Railroad Co. were filed on the 9th inst. The company is owned by a New York syndicate, which has purchased and consolidated the North Pacific Coast Railroad, the San Rafael and San Quentin Railroad, and the steamers and redwood timber lands of the Russian River Land and Lumber Company.

Large Locomotives.

Referring to the new locomotives recently placed on the Boston and Albany Railroad, the Boston Herald says:

The dimensions of these big freighters are: running weight, 77,000 pounds; weight on two pairs of 55-inch drivers, 52,000 pounds; diameter of boiler, 49 inches; cylinders, 18¾x28 inches; steam ports 10 and 8x1¼ inches; exhaust ports, 2¼, and exhaust nozzles, 2⅞ inches; throw of valve, 5 inches, with ¾-inch outside lap, and ⅛ and 1-10 inch inside lead; fire-box (without brick), 59x41⅛x54 inches; 173 two-inch tubes, 12 feet 4 inches long; grate surface, 47 square feet; total heating surface, 1,186.61 square feet; length of frame (4 inches square), 26 feet 4⅛ inches; weight of bed board, nearly 5,000 pounds; 2 injectors, Mack, Nos. 7 and 8; capacity of tender 2,500 gallons. These engines, have therefore, a cylinder capacity of 15,462 cubic inches, or 384 over that of the 52-ton consolidation engines on the Pittsburgh, Fort Wayne and Chicago Railway, which have 20x24 inch cylinders.

Oregon Steam Navigation Co.

Pursuant to a resolution passed at a meeting held in Portland, Oregon, on the 31st ult. by the stockholders and Board of Directors of the Oregon Steam Navigation Company, all the property, real and personal, belonging to that corporation was formally transferred to the Oregon Railway and Steam Navigation Company. The deed was filed in the office of the County Clerk; consideration, $710,000. The transfer includes all the real estate, docks, wharves, landings, etc., owned by the corporation in Portland, Astoria, Oregon City, Salem, The Dalles, Umatilla, Wallula and Lewiston; also all railroads, rolling stock, road beds, etc.; also all telegraph lines between Portland and Walla Walla, including branches, etc. The transfer also includes the following steamers: Dixie, Thompson, Emma Hayward, Bonita, Welcome, Wide West, S. G. Reed, R. R. Thompson, Mountain Queen, Annie Faxon, John Gates, Spokane, Almota, Harvest Queen, D. S. Baker, Idaho, Bonanza, Willamette Chief, Champion, E. N. Looke, Ocklahama, Orient, Occident, Fanny Patton, S. T. Church, McMinnville, Alice, Northwest. There were also ten large barges included in the transfer; also several wharf boats. The consideration for the floating stock of the company was $726,000.

☞ The gross earnings of the Great Western Railway of Canada (excluding leased lines) for the month of February, 1880, were $299,900, the working expenses (including transfers to reserve funds) $226,000, and the net earnings $78,400; for the month of February, 1879, the earnings were $311,000, the expenses, etc., $227,500, and the net earnings $83,500—showing a decrease in earnings of $11,100, in expenses, etc., of $1,000, and in net earnings of $10,100.

☞ The Homestake Mining Company has declared the regular monthly dividend of Thirty cents per share for March, payable at the office of the transfer agents, Wells, Fargo & Co., No. 65 Broadway, New York, on the 26th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov.'79 4
" " pref.100	4,549,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '79 $2
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov '79 3
Boston and Providence.100	4,000,000	M. & N.	Nov.'79 3½
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '79 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3½
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June '79 3
Catawissa*..... 50	1,159,500	October.	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June '79 2½
Central of New Jersey..100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" " pref.... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb '80 3
Chemung*.....100	880,000	quarterly	Apl. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	May 80 2½
Chi., Clin., Dub. & Minn.....	6,166,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chicago, Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'78 4
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord..... 50	1,500,000	M. & N.	Nov. '79 5
Concord and Ports.*..... 100	350,000	J. & D.	Dec. '79 5½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Feb '80 1½
Connecticut River..... 100	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '79 2½
Detroit, Lans. & Nor...100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga.... 100	1,968,274	.....	May '79 3
Eastern (Mass.)..... 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.)..... 100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg..... 100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia..... 100	4,200,000	J. and D	Dec. '78 3
Gen. Junc., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '80 2
Illinois Central..... 100	29,000,000	M. & S	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,630,000	quarterly	Feb. 80 1
Ja. Riv. & Mo. Northern. 25	5,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*..... 100	1,500,000	quarterly	Dec. '79 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra 100	4,500,000	J. & D.	June '78 1
" pref.100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So..100	49,466,850	F. & A	Feb. '80 4
" " (guar.)100	533,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,332,550	quarterly	Apl. '80 1
" " pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*..... 50	5,871,450	quarterly	Mar. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 80 4
Louisv., Cin. and Lex... 50	$1,623,482	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3a
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 1a
Massawippi*..... 100	400,000	F. & A	Feb. '80 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'79 3
Nashua and Rochester .100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	June'79 3
Nash., Chat. & St. Louis. 25	6,675,256	A. & O	Oct. '79 1½
Naugatuck.....100	2,000 000	J. & J.	July '79 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Dec. '79 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref.100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S. C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	3,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7,000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*..... 100	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl. '80 1½
" Special Imp.100	5,204,300	quarterly	Apl. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,000,000	.....	.....
" " pref.100	4,000,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'79 3½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	996,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*..... 100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston..... 100	1,600,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,800,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,150,000	A. & O.	Apl. '80 3
Ware River*..... 100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.)..... 100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley..... 100	225,000	J. & J.	Jan. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey..... 100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,465,200	J. & D.	Nov. '79 2
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City..... 100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge..... 100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	— & —	Apl. '78 3
Continental (Phila.)....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 8
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 79 1½
Highland..... 100	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)..... 100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '74 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'79 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,933,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	Mar. '86 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'79 4
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '73 2
" (preferred).....100	1 175,000	F. & A.	Feb. '73 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	Dec. '79 2
American Coal..... 25	1,500,000	M. & S.	Sept.'77 2½
American Express..... 100	12,000,000	J. & J.	Jan. '79 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80 $10
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,000	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Jan. 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common...100	5,700,000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,760,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	800,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	Feb. '80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219 370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679.103
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,863
1879	314,732	369,107	508,608	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,980
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1.590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,056,691	1,280,272	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038.000	1,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369.311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445 597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	428,543	602,624	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 523,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,963	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,641	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,723	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,969
1880	392,632	375,619	392,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137.454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137.047	137,038	211,899	165,444	134,070	107,569	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,096	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,893	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207.514	219,926	294,935	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127,079	1,172,961	1,258.990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134.216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,631	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	1,016,278	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879	334,029	339,161	353,147	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77 624	91,253	112,375	108,879	89,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Apr. 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$13,865,000	6	Jan. & July.	1880	104
.. ..coupon	3,421,000	6	" "	1880	104
Oregon War Bonds of March 2, 1861...coupon	765,250	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	124,629,050	6	Jan. & July	1881	105¼
.. ..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	111
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	110
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	116
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	5,402,900	7	" "	Pittsburg.	1894	35
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,600,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	117
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	115
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	120½
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	767,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850–'80	579,500	6	Jan. & July.	Baltimore.	1880	101½
Loan of 1853–'85	1,710,000	6	April & Oct.	"	1885	107
Loan of 1855–'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872–1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874–1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. C. & I.	463,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	110
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	66½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	67½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	998,500	7	" "	"	1892	116½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	117
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	124
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1892	370,000	8	" "	Boston.	1893	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	107½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1863	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	.....	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sks fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	90½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	..
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,600,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.	"	80-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105½
1st Mort. (W. to Minn. Lake)	24,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	85
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	106
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'96-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	103½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	104
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	103
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central)..	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	45
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	103
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil.&Balt.Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	117½
Bonds of 1875, Sinking Fund....	415,000	5	June & Dec.	"	1895	100½
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	une & Dec	Boston.	1903	122
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. gurr. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500,000	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb. & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	118
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	113½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	115½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	112
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127
2d Mort. (")	1,316,000	7-3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4 000,000	6	" "	" "	1907	....
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	111
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	108
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	108
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	107½
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	109
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	117
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26.000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	116
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	491,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.& D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	105½
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	120½
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600.000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	109½
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	113½
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109½
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	81
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	551,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Loganaport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	108
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1903	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	101½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	106½
Des Moines and Ft. Dodge:						
1st Mortgage(ecrpos).....	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	...	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage ( ).....	1,000,000	8	" "	" "	1875	..
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	376,784	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	..
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	...
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	123½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $8,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	..
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1893	96½
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	92½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	...
2d Mortgage	200,000	6	April & Oct.	"	1886	...
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	106
3d Mortgage.....	4,852,000	7	" "	" "	1883	105½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	101
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	..
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116
1st Consol Mortgage gold....	16,656,000	7*	March & Sept.	N Y & London.	1920	118
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	90½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	282,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	..
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	760,000	7	April & Oct.	" "	1890	...
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	...
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25.000 p m.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & Holly guar.	109,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	76,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,400	8	Jan. & July.		1876	..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgave	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103½
2d Mort., " " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.& W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	109½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	200 000	6	April & Oct	Brist. & Beat	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,305 000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	109½
Income and Indemnity bonds	1,350,500		May & Nov.	"	....	98½
Consolidated Mortgage	2,864,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	68
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	376,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (Mich. C.), (I., L. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept.	" "	1890	107½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	107½
1st Mort. (1,000,000 acres).....	---....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	94
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	95
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93½
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	7,925,000	7	J. A. J. & O.	" "	1900	125
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	121
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	117
Bonds of 1882 (Reg. & Coupon)	3,244,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	118
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg... }		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	111
General Mort., registered .... }		6*	" "	"	1922	111½
Lewisb., Centre & Spruce C.(P.& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	82
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	750,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	6	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarkev. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $5,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	335,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,798,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	82
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	48½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	94-'95	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	102
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	122
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	111
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1856	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	60
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	60½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	38,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 5*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 5 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	115
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	114½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111
2d Mortgage gold	206,900	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willim.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $3.00(000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1886	104
2d Mortgage	592,200	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	108
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	126
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	128½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	125½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	112
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	111
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1896	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,538,000	6*	Jan. & July.	Lond. & Balt.	1904	104
Consol. General Mort. Coupon.	1,635,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	" "	Baltimore.	1926	79
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & K.):						
1st Mort. Mass. Loan, skg. fd.	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	115
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	112½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	6	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,368	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	117
General Mortgage, registered.		6	" "	"	1910	116½
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg f'd	4,287,323	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	66
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1831	101
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	7,852,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1826 stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	118½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	" "	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	Philadelphia.	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	86
Income Mortgage of 1876	2,331,000	7	June & Dec.	Philadelphia.	1896	89
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	85½
Trading income	890,000	7	"	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	108½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	58
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1860	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	115
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	120½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	249,000	6*	May & Nov.	"	1901	10
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77½
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	105½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1891	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	114
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	128
New Gen'l Mort. for $6,000,000	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,706,000	6	May and Nov.	New York.	'75-'90	105
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,425	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W.& R.) Skg Fund	799,990	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	64½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	85
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	103
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	105
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.& Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	95
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	92
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	" "	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	78
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,613,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St.Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	100
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	97½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	250,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie June. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	113
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	33
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	98
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	66
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	59
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	103
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	100
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	260,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	110
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	89
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105½
Morig. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	114
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	147
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	102½
6th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	101
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	84½
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort " ")	600,000	8	May and Nov.	"	1873	90
4th Mort " ")	700,000	8	March & Sept.	"	1880	48
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	217,982		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,50,000	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118
Western North Carolina:						
1st Mortgage.....	865,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,188,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	116½
Sterling Bonds, Sinking Fund..	981 234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108½
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	575.000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	104
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	108
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200.000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1880	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	251,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108½
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,600	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	50½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	51½
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	85½
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. / 3d series, Jan. 1, 1871	2,500,000 / 5,000,000	7	Jan. and July.	New York.	1884	104½
Coupon bonds of 1874.....	3,000,000	7	" "	" "	1891	109½
Registered bonds of 1874.....	2,000,000	7	Apr. and Oct.	" "	1894	112½
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	106½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	134
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	102½
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	78½
Improvement bonds.....	260,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	76
Boat and Car Loan	621,600	7	" "	"	1916	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	...
3d Mortgage (Susqueh. Canal)	1,211,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susquen. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	....
2d Mortgage	298,000	6	" "	"	1918	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisked (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	296.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,650,000	350,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,481	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	111
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,503,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	81
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,346	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	137
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,628	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,652,829	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	28	19	8	378	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,586	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,065,809	3,706,158	2,427,860	423.0	1,433,025	149,577	540,966	1,781,719	706,984	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	3,484,000	—	.....	.....	2,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	228	185	11414	Baltimore and Ohio ¶.....Md. & W. Va.	38,042,577	12,116,258	57,305,282	3,031,49[illegible]	18,277,300	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	158
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,639	198,023	—	100	6[illegible]
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,508,450	7,744,000	3,426,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,785	696,010	37,838	64,639	3,633,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	35,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	—	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	182,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,90[illegible]	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,570	2,425,060	321.7	5,024,183	5,200,641	2,612,555	6,633,633	2,219,636	8	100	146
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	283,133	—	52.5	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	638,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	39	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	592,485	165.8	.....	.....	.....	590,550	201,618	6	100	12[illegible]
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,463,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	95[illegible]
Sept. 30, 1878	115.5	11.0	107.5	—	77	183	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,044	206,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	128[illegible]
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	2,522,798	*	9,164	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,814	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	589,751	1,216,417	358,490	6	100	137
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	99[illegible]
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	—	.....	.....	.....	.....	40,000	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia.. Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,245	884,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,921	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern. Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,782	560,311	—	100	72
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,083	379,879	1,921,350	1,302,673	4	100	150
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,185	9,423	135,142	.....	62,828	25,007	33.9	22,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	—	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,893	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	8.7	—	12	10	4	208	Canada Central..... Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	2,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,4[illegible]0,270	233,045	—	100	69
Mar. 31, 1879	242.0	—	12.3	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,539	.....	.....	420,765	163,959	—	100	...
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,687,000	1,487,000	.....	—	75.6	.....	.....	.....	.....	13,370	—	100	23
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	110[illegible]
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	503,458	7,500,000	3,617,000	396,718	—	712.6	952,986	.....	.....	2,721,624	1,523,309	2[illegible]	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	34
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,583,200	31,850,276	4,203,658	.....	344.6	4,324,938	4,501,718	3,223,822	5,589,526	2,302,770	—	100	77[illegible]
Dec. 31, 1878	100.0	—	5.6	—	6	3	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	189,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,947,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,869,421	54,275,000	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,520,858	8,744,740	—	100	77
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta.. N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,880	195.0	415,353	58,570	97,948	441,357	152,228	—	100	97[illegible]
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,238,377	172,175	538,066	1,936,360	341,621	—	100	21[illegible]
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,835	1pf	100	53
Dec. 31, 1878	243.5	121.9	126.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,408	12,490,872	11,394,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,395	7	100	109[illegible]
Dec. 31, 1878	486.5	1,117	455.8	103.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,665	3,327,845	27,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	5	100	124[illegible]
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,833	634,595	260,947	—	100	74[illegible]
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	80,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,556	823,034	3,714,154	220,611	115,718	152.2	583,439	111,058	498,127	784,556	229,516	—	100	98
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	—	82.4	.....	.....	.....	1,454,765	545,537	10	100	142[illegible]
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,181	*	2,848,298	1,480,429	27,683,744	32,098,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,461,768	3,659,454	7pf	100	77
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,378,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,135,659	3,328,427	4,265,937	18,420,606	6,816,812	7pf	100	93[illegible]
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,992,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	194[illegible]
Dec 31, 1878	549.0	22.6	60.0	—	100	84	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25 911 501	.....	.....	.....	9,063,650	17,247,851	120,695	.....	571.6	1,818,319	227,184	436,158	2,819,019	818,723	—	100	33

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Explanations.—The column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Liabilities: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Passengers.	Operations: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484	3.671 6	—	495	178	86	10282	L. S. & Mich. S. N.Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,769	5,510,852	3,429,087	60 000,000	37,024,000	1,925,820	3,248,182	1,176.8	8,767,042	2,746,082	6,098,445	13,979,766	5,959,501	—	100	106½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	—	—	375,100	600,000	—	—	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Nov. 30, 1878	101.0	192.2	346.6	—	235	72	36	6	Lehigh Valley..... Pa.	13,802,986	—	16,035,233	1,178,758	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	858,536	276,994	1,874,053	961,579	4	50	105½
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,224,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	6,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	54½
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	—	.....	.....	3,280,600	1,881,750	1,167,861	.....	322.9	1,609,250	1,157,715	251,580	1,531,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	16
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978 053	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	152½
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	429	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	.....	.....	621,760	50,141	—	100	95
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1.373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	187.3	87.9	183 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,605,983	*	2 584,932	891.220	3,932,050	11,307,811	7,509,691	—	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,706	Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	—	200,000	3 844	—	3,536,000	20,113	—	99.7	171,215	74,140	45,114	110,777	9,467	—	—	....
Jun. 20, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	182,436	4,565,627	4,242 200	102588	106,025	88.5	195,998	59,411	663,276	866,453	299,181	—	100	21½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4,220,000	1,309,525	—	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	208,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central..... Mich.	28,437,938	*	6,169,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,353	4	100	90½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	—	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324.445	—	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	.....	308,672	1,457.225	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,488	—	100	36½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,448	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard..... Alabama.	2,010,311	*	17,000	8,5'0	1,278,941	1,133,500	8,039	—	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	50	24	14	1,010	Mobile and Montgomery ..... Alabama.	3,166,261	557,454	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,188	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	869,751	5,320,000	15,484,249	719,729	—	528.6	1,166,773	238,967	186,638	2,098,500	879,321	—	100	22
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula ..... Alabama.	3,142,999	*	49,967	77,278	1,149,354	1.810.000	1,129,688	—	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Morris and Essex ..... New Jersey.	17,710,791	12,144,940	4,141,925	625,044	15,000,000	19,923,000	.....	—	120.6	.....	.....	.....	2,710,117	782,328	7	100	108
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua and Lowell..... N. H. & Mass.	948,146	201,688	.....	257,163	800,000	200,000	816,183	90,764	53 7	424,020	869,726	271,417	497,456	168,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)..... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	—	48.8	.....	.....	.....	95.932	45,278	5	100	60½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,728	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	73
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	781,832	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,756	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.8	—	1.3	—	3	2	2	86	Naugatuck ..... Connecticut.	1,928,845	234,087	108,797	57,969	2,000,000	—	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	—	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3½)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	—	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	—	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	468	Newcastle & Beaver Val. (Penn. Co.)... Pa.	834,083	—	55,358	52,472	605,000	—	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,880	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.6	16.0	—	—	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15964	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,058	.....	4,000,000	4,000,000	279,741	—	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York Central & Hudson River. N. Y.	82,163,689	17,730,466	29,967,488	.....	89,428,300	39,801,233	532,050	—	1,018.3	5,998.041	8,927,565	7,695,413	26,405,017	16,369,040	8	100	137½
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.7	—	—	951	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	—	Included in 5.5		Lessees returns.		.....	.....	8	100	....
Sept. 30, 1878	460.0	96.5	5.179	—	475	311	96	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,019,931	*	44,851,219	.....	85,254,400	66,818,204	.....	—	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	42½
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,629	22.1	181,874	1,056,871	16.740	298,147	134,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. Y. & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	50½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,778	1,537,029	15.500,000	—	475.465	1,940,276	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	160
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston.. Conn. & R. I.	2.645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC & HR.) N. Y.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	222.2	433,744	98,763	98,763	494 022	159,659	6	100	....
Sept. 30, 1878	92 0	—	8.1	—	13	13	5	142	Northeastern ¶ ..... S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35.896	102.0	272,509	46,141	.....	363,845	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	552	Northern ..... New Hampshire.	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	8.5	452,301	141,209	401,922	426,874	107,372	5	100	96
Dec. 31, 1878	137.0	13.0	192.9	—	152	64	42	5,296	Northern Central ..... Md. & Pa.	12,184.505	4 196.107	5,156,440	560.455	5,842,000	15,393,000	1,828,583	—	322.7	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	66
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130.694 587	120,347	100,000,000	—	50,341,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	27½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,647	251,639	4.264, 50	6,000,000	2,041,.55	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	100½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	138
Sept. 30, 1878	116.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	31½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi..... O., Ind. & Ill.	33,981,476	*	50,578	377,737	24.030.000	12,841,000	1,924,750	—	615.0	.....	.....	.....	3,137,136	861,547	—	100	38½
Sept. 30, 1878	249.4	52.4	76.3	—	72	168	27	1,311	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	820,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	708,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	—	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	15	6	285	Oswego and Syracuse..... N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8.801	—	35.0	206,076	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4.277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,642	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24.921	152,478	2,114,859	1,569,515	12	100	99
	78	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	$144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128		Pennsylvania ¶	Pennsylvania.	59,787,686	*		77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569		5,205,737	10,946,752	20,317,140	9,396,037	2	50	108																
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,536	1,183,126				5,061,700	3,000,000			105.1			149,478	650,344	1,424,468	518,042	—	50																
Apl : 0 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*				800,000	850,000			50.0	52,657		15,274		102,680	36,755	12	100																
Apl : 0 1878	44.0	6.0	3.0	—	6	3	1	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*				1,239,700	2,000,000	47,174		83.0	293,285		94,911	148,964	227,501	32,818	—	100																
Jan. 30, 1878	88.0	—	15.7	—	13	7	4	80	Petersburg	Virginia.	2,334,700	*			263,822	1,324,200	1,010,500	426,489		64.0	130,326		34,077	81,296	190,729	26,519	—	100																
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*				300,620	230,900	300,000		51.7	140,376				78,004		—	100																
Dec. 31 1878	51.7	—	5.2	—	8	40	8	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,364,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568		57.0	155,261		211,115	131,308	257,870	86,849	—	50																
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*		279,094	137,694	8,473,700	17,656,000	1,330,539		287.4	2,284,430		459,344	2,810,466	2,921,130	876,111	—	50																
Dec. 31, 1878	287.4	—	143.0	—	123	39	19	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495			2,246,500		57,636		29.3					278,495	263,668	12	50																
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13		Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,505,396	34,278,175	75,309,797	11,196,128			799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50																
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	58		Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*		2,320,062	61,746	11,567,750	2,758,500	619,996	662,099	112.2	1,613,926		2,243,781	793,365	2,660,446	1,196,048	8	50																
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	13,942,295	*		1,249,156	1,814,337	8,437,200	12,497,000	2,363,455		200.9	2,746,013		747,455	2,142,155	3,176,370	1,186,763	—	50																
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,800	4,045,687			174.0	1,579,169		761,307	1,829,465	1,542,754	578,312	—	50																
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	—	206	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*		213,315	12,000	25,381,586	18,510,000		75,125	468.4	7,348,579		2,253,731	3,026,250	7,820,110	3,689,197	7	100	118																
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsburg and Lake Erie	Penn.	3,418,553	*				1,258,853	1,675,000	483,700									—	50																
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*				4,950,450	4,050,923	75,022		120.0	433,165		281,919	522,402	526,701	184,563	—	50	46																
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	283	Pitt'sb., Wheeling & Kenucky	W. Va.	599,392	*			34,827	399,600	200,000	32,620		24.0	44,475		47,991	45,653	49,315	10,304	—	100																
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,533	77,496	48,317	1,062,166	2,642,500	231,094	54,215		108.0	192,748		84,210	109,875	270,783	88,574	—	100																
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Rochester	Me. & N. H.	1,966,211	*				636,011	1,500,000	59,455		52.5	155,659		118,583	92,092	148,151	29,334	—	100																
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000			93,750									—	100																
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	208	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*				850,000	535,000	41,005		47.5	76,503		51,040	18,647	56,296	11,121	—	100																
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	800,000		40,498		22.8	49,919		92,207	35,466	86,497	41,812	—	100																
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,585		66.7	458,923		1,627,427	624,722	870,876	290,815	4	100																
Sept. 30, 1878	43.4	8.0	63.6	—	30	33	8	1,282	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500		97.0			44,615		242,478	107,185	—	100																
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507			332.6	712,320		1,126,484	602,540	1,823,359	754,346	8	100	120																
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575			200.9	608,646		87,824	235,962	942,386	310,948	—	100																
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553		82.9	174,311		128,000	48,321	312,032	151,858	—	100																
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741		24.8	73,787		102,355	80,760	62,553	4,479	—	100																
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond, York Riv. & Chesapeake	Va.	598,372	*				480,100	273,000			41.0	52,160		18,214	52,293	92,803	1,956	—	100																
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Rochester and State Line	N.Y.	2,081,345	229,032				22,094	2,187,400	109,386		107.6	212,668		93,177	134,771	214,444	82,402	—	100																
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125			91.0	207,201		109,369	191,428	366,489	96,278	3	100																
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304			3,147,600	7,749,900	608,688			408.9	1,053,608		576,974	370,905	1,213,785	350,747	—	100	26																
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402		6,480,000	2,546,400	559,741			136.0				[rental, et c.	295,812	278,758	—	100	64																
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000		177,901		34.8	64,559		37,707	44,957	84,952	51,967	—	100																
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784		22.0	25,066		11,516	38,633	38,568	15,425	—	100																
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Joseph and Denver City	Kansas.	9,500,000	*	51,689		3,300,000	6,200,000	48,704			227.0	408,887		26,638	157,266	641,391	61,181	—	100																
Dec. 31, 1878	27.0	—	11.4	—	13	4	12	154	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792		175.2	395,390		184,988	473,648	506,459	239,621	—	100	25																
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	Belleville Branch	Illinois.																																		
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083			684.5	2,217,586		600,556	694,601	4,514,321	1,945,956	—	100	49																
Dec. 31, 1878	489.5	195.0	114.3	—	118	48	24	2,551	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	—	—	—	2,347,800	2,725,000	—	—						[rental.	240,000	240,000	—	100																
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000,000	10,181,500	1,287,500	538,000		598.8			499,441	960,466	3,324,496	1,347,500	—	100	35																
Dec. 31, 1878	265.5	118.3	67.2	—	100	42	20	2,600	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166		427,174	21,642,100	5,292,000	289,435	130,431		327.3	872,626		63,132	264,389	1,201,662	603,517	—	100																
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*			10,841,100	5,145,000				208.2	668,203		183,359		954,333	168,210	—	100																
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	669	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525		3,928,015	4,499,000	237,808			168.3	966,978		204,058	659,765	1,059,443	158,685	—	100																
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	*St. Paul and Duluth*	Minn.	8,832,523	*			8,832,523					109.0	360,670		46,568	224,767	483,349	121,008	—	100	25																
May 31, 1878	156.0	—	19.5	—	11	10	4	313	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	118,278	255,270	133,584		121.3	286,669		86,179	206,913	602,754	239,505	—	100	44																
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800		116.3	841,442		191,069	731,146	657,682	234,227	—	50																
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Savannah & Charleston	S. Car. & Ga.	2,288,966	*			1,000,000	1,427,800				111.2					303,883	20,046	—	100																
July 31, 1878	106.0	5.3	4.9	—	20	9	6	80	Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,800,000	94,170	9,471		100.0	333,049		155,114	147,842	282,163	125,873	—	100																
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*			1,350,400	215,000	120,372	1,222,462		80.0	214,315		35,051	202,890	487,797	160,376	7	100																
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*			1,410,500	1,600,000	66,749			79.0	125,679		50,345	38,376	99,185	20,012	—	100																
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101			46.0			33,533	349,229	254,039	135,281	—	50																
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	—	—	—	1,000,000	200,000	—	—		50.0	246,988		299,154	43,405	317,978	101,539	8	100																
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*			2,068,400	3,056,900				158.5	165,745		59,315	136,055	414,477	100,090	—	100																
Sept. 31, 1878	107.4	—	12.6	—	18	8	6	160	South and North Alabama	Ala.	10,058,632	*			3,461,767	6,181,000	575,875			190.0	552,986		79,038	718,952	844,689	283,649	—	100																
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,086			243.0	691,202		104,065	252,366	1,011,862	409,305	—	100																
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	Southern Central	N.Y.	3,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415			114.0	413,552		149,484	440,071	462,906	142,850	—	100																
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Minnesota ¶	Minnesota	6,424,100	*			1,984,200	4,639,900				167.0	326,497		64,978	175,342	643,036	311,152	—	100																
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Pacific	California.	63,995,530	1,780,031	1,035,716	76,275	36,763,900	29,186,000	1,558,925			712.0					4,327,086	1,156,704	—	100																
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southwestern	Ga.	4,291,300	*			3,892,300	339,000				310.5	431,390				739,223	352,631	8	100																
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Springfield, Athol and Northeastern	Mass.	1,376,126	53,399	49,800	26,278	816,480	600,000	271,361			48.5	94,204		56,000	55,926	91,924	21,979	—	100																
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Sussex	New Jersey.	1,875,100	*			1,638,600	236,500				34.0	104,230				98,538	38,118	—	100																
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804		81.0	378.111		150,916	810,886	610,532	224,624	3	100																
Dec. 31, 1878	87.0	—	23.0	—	13	9	2	380	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,000,000	291,968	1,280,393		113.8	953,319		221,341	1,092,085	876,865	356,378	8	50	100																
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Texas and New Orleans (of 1874)	Texas.	4,142,000	*			3,000,000	1,142,000	548,864	125,095		108.0					220,137	74,284	—	100																
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,999,000	18,506,225	1,349,675	327,908		443.9	1,392,777		268,149	407,114	2,136,143	955,455	—	100	47																
May 31, 1879	179.7	264.1	39.4	89.0	42	21	11	977	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*			5,700,000	6,450,000				247.0	1,022,612		280,965	702,510	1,358,290	472 211	—	100	13																
Dec. 31, 1878	221.4	19.6	36.3	—	44	15	10	726	Troy and Boston	New York.	2,453,762	*			1,609,010	2,179,500	436,022			52.9	405,324		294,879	595,904	560,344	274,747	2	100																
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Ulster and Delaware	New York.	1,052,357	*			1,152,100	1,478,000	57,982			74.0	104,753		82,965	85,467	168,158	31,658	—	100																
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845		20,190,400	20,095,548	1,545,956			378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	169																
Dec. 31, 1878	275.5	—	369.8	—	255	310	34	2,762	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224		36,732,300	77,424,512				103.8	5,846,580		188,315	844,019	11,121,272	7,744,686	—	100	87																
Dec. 31, 1878	1.038	—	113.0	—	172	121	41	3,279	Utah and Northern	Utah and Idaho.	5,040,000	*			2,520,000	2,520,000				111.5				[9 mos.	193,12	62,069	—	100																
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956		180.1	339,339		218 258	103,560	453,144	239,292	4	100																
Sept. 30, 1878	87.0	—	15.9	—	18	28	10	210	Utica, Ithaca and Elmira	New York.	2,854,090	*			1,004,160	1,500,000	355,438			118.0	211,252		108,365	88,120	147,542	def. 3,911	—	100																
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,284	38,902		58.8				[rental.	163,197	150,197	5	100	115															
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vicksburg and Meridian	Miss.	3,288,468	*		33,163	1,397,603	3,166,973	38,474			142.0	187,892		43,666	45,597	329,175	70,315	—	100																
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000				52.7	458,810			507,922	1,604,443	725,092	12	100																
Feb. 28, 1879	52.2	1.5	37.0	—	24	10	4	357	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291		678.0	5,316,700		858,879	1,952,003	4,798,372	1,664,123	—	100	49																
Dec. 31, 1878	462.1	143.1	143.3	100.0	197	68	39	4,711	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*			4,265,297	6,747,067	1,859,661			296.2	795,119		149,248	192,197	925,044	225,564	—	100																
Sept. 30, 1878	258.5	121.5	18.0	—	31	34	14	473	Washington and Ohio	Virginia.	1,942,297	*			1,777,927	387,300	142,300			51.7	99,745		29,169	27,126	102,363	22,337	—	100																
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	West Chester and Philadelphia	Pa.	1,641,105	200,250	447,922	65,150	821,300	1,100,000	95,601	237,435		35.3	258,976		756,469	84,953	312,487	146,127	8	55																
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Jersey	New Jersey.	1,786,862	469,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592		128.5	440,545		615,330	119,632	541,678	202,985	—	50	70																
Dec. 31, 1878	59.5	—	18.4	—	20	62	11	222	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,583,000	207,757			167.0	292,286				544,107	176,657	—	100																
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610		90.0	419,331		368,956	136,021	347,201	129,926	—	100	71																
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	818,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633		212.7	870,604		289,094	462,341	1,067,654	304,401	—	100																
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Wilm., Colum. and Augusta.	N. C. & S. C.	4,992,540	*	30,221	204,285	300,000	1,248,000	1,008,944			189.0			53,850		509,698	98,658	—	100	55																
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,466,200	1,619,100	52,132	315,434		140.5	406,277				312,171	176,277	3	100																
Sept. 30, 1878	162.5	17.0	13.2	—	28	19	13	350	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	534,980	76,045	1,789,800	1,000,000	117,024	229,767		94.5	342,755		325,977	313,962	473,240	168,351	—	100	64																
Sept. 30, 1878	45 7	—	35.4	—	20	22	7	438																																				

Atlantic, Mississippi and Ohio Railroad.

A circular has been issued proposing a plan for the reorganization of the Atlantic, Mississippi and Ohio Railroad Company, under which the road is to be bought by a Purchasing Committee and a new company organized, which shall have $6,921,900 capital stock and shall issue four classes of bonds. First mortgage 6 per cent bonds shall be given in exchange for the present divisional bonds issued by the old Norfolk and Petersburg, South Side and Virginia and Tennessee Railroad Companies. The present consolidated bonds are to be replaced by second mortgage bonds, to bear 4 per cent interest the first year and 5 per cent thereafter. There will also be first income 4 per cent bonds to the amount of the unpaid interest on the present consolidated bonds, and second income 6 per cent bonds for the claims of the State of Virginia for $4,000,000.

Statement of the Public Debt of the United States, April 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$17,286,000 00	$259,290 00
6 per cent. bonds, 1881 (Oregon,) 1861	765,250 00	11,478 7
6 per cent. 1881 bonds, 1861..	171,459,500 00	2,571,892 50
6 per cent. 1881 bonds, 1863..	67,376,950 00	1,010,654 25
5 per cent. funded loan of 1881	498,962 900 00	4,158,024 17
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	739,017,250 00	7,390,173 50
Refunding Certificates	1,830,450 00	18,304 50
3 per cent. navy pension fund, 1868.....	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,760,698,400 00	$16,462,317 67
Interest due and unpaid		2,518,642 84

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858.....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,900 00	5,214 39
6 per cent. 5-20 bonds, called June, 1864	68,950 00	956 84
6 per cent. 5-20 bonds, called 1865	117,550 00	51,786 35
5 per cent. 10-40 bonds, called, 1864.....	4,013,400 00	237,405 79
6 per cent. Consol. bonds, called, 1865.....	655,100 00	9,333 98
6 per cent. Consol. bonds, called, 1867	2,913,500 00	292,529 71
6 per cent. Consol. bonds, called, 1868	1,060,050 00	100,922 69
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,065 00	2,345 35
5 per cent. 2 year notes, 1863.	36,360 00	1,892 99
6 per cent. compound interest notes, 1863-64.....	246,670 00	50,121 73
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,350 00	5,460 96
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$9,922,965 26	$881,566 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,195 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency, 1862-64	15,625,297 00	
Coin certificates, 1863.....	8,855,500 00	
Silver certificates, 1878.....	11,289,920 00	
Unclaimed interest.....		7,987 03
Aggregate of debt bearing no interest.....	$391,007,929 00	$7,987 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$256,587,700 00	
Bonds at 5 per cent.....	498,962,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,017,350 00	
Refunding certificates.....	1,830,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,760,698,400 00	$18,980,960 51
Debt on which interest has ceased since maturity.....	9,922,965 26	881,566 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,211 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency.....	15,625,297 00	
Coin and Silver Certificates.	20,145,420 00	
	$391,007,928 00	
Unclaimed interest.....		7,987 03
	$2,161,629,293 26	$19,870,513 99
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,181,499,807 25

AMOUNT IN TREASURY.

Interest due and unpaid.....		$2,518,642 84
Debt on which interest has ceased.....		9,922,935 26
Interest thereon.....		881,566 45
Gold and silver certificates.....		20,145,420 00
U S Notes held for redemption of certificates of deposit.....		9,495,000 00
Cash balance available April 1, 1880.....		159,145, 88 48
		$201,104,983 03
Debt, less amount in Treasury, Apr. 1, 1880.	$1,980,392,824 22	
Debt, less amount in Treasury, on the 1st ult.	1,995,112,221 17	
Decrease of debt during the month.....		$14,719,396 95
Decrease of debt since June 30, 1879.....		$46,814,432 16

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303.000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,568 40
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	24,424 80
Totals.....	$64,623,512 00	$969,352 68

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $12,983,707 66; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $32,012,249 41.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ A preliminary survey is being made by the Missouri Pacific Railroad Company for a new narrow-gauge road from the point where the present narrow-gauge of the Kansas City and Eastern crosses the Little Blue, seven miles east of Independence, to Kansas City, by way of the Missouri River bottoms. If a practicable route is found, the present track from Little Blue to Kansas City will be torn up and removed to the new route, and the Independence business transferred to the Missouri Pacific main line. The change is to avoid the heavy grades on the present line, over which it is impossible to make the freight traffic a success.

☞ A survey is now being made by the St. Louis, Iron Mountain and Southern Railroad Company for a branch from Allenville north-east to Jackson Mo., 16 miles, to be built this summer. This company is also running a line from Gardoc, Ark., south-west to Camden, a distance of 34 miles, the object being to reach Camden, and eventually Alexandria, La., both of which are large cotton shipping points. Camden alone having exported over 3,000 bales this year.

Philadelphia Stock Exchange.

Closing Prices for the week ending Apr. 12.

	W. 7.	Th. 8.	F. 9.	Sat. 10	M. 12.	Tu. 13.
Alleghany Val. 7 3-10s.....	....	....	116	....	....	
7s, Income.....	35	....	....	....	....	
Camden & Am. 6s, 1885....	....	....	....	....	....	
6s, 1889	....	....	....	....	....	
Mort. 6s, 1889.....	114	114	....	....	114	
Camden and Atlantic.....	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
2d mortgage.....	....	....	....	....	....	
Catawissa	....	....	....	....	....	
Preferred.....	52	....	52½	52½	....	
7s, new.....	....	....	....	....	....	
Del. & Bound Brook.....	....	....	....	....	....	
7s.....	....	....	....	116½	....	
Elmira & Williamsport....	....	....	....	....	....	
Preferred.....	....	....	....	....	....	
Hunt. & B. Top Mt	....	10½	....	....	9	
Preferred	12½	....	12½	....	....	
2d mortgage	....	....	....	....	....	
Lehigh Navigation	37½	37½	37½	37½	37	37½
6s, 1884.....	106	....	....	....	....	106½
Gold Loan.....	....	....	....	101	....	
Railroad Loan.....	....	....	....	....	....	
Conv. Gold Loan...	....	....	....	....	....	
Lehigh Valley	51½	51½	51½	51½	51½	51½
1st mort. 6s, coupon.....	....	....	....	....	....	
1st mort. 6s, reg.....	....	....	....	....	....	
2d mort. 7s..... 125	....	....	....	....	....	
Consol. mort. 6s, reg.....	111½	....	....	....	....	
Do. do. coup..... 111	....	....	....	111	....	
Little Schuylkill.....	....	....	....	55	55	
Minehill & Sch. Haven 59	....	....	....	....	....	
North Pennsylvania .. 50	50	....	50½	....	50½	
1st mortgage 6s.....	....	....	....	....	108½	
2d mortgage 7s.....	....	....	....	....	....	
Gen'l mort. 7s, coup.....	116	....	....	....	....	
Gen'l Mort. 7s, reg.....	....	....	....	....	....	
Northern Central. .. 33	33	33	.....	32½	....	
6s.....	78½	79	....	....	....	
Northern Pacific 29½	30	29½	28½	27½	27½	
Preferred 53	53½	53	54½	52	52	
Pennsylvania R. R. ... 52½	53	53	53½	53½	53½	
1st mortgage.....	102½	102½	....	....	....	
Gen'l mortgage.....	....	....	....	117	....	
Gen'l mort. reg.....	....	....	117	116½	....	
Consol. mort. 6s, reg.....	....	....	....	....	....	
Penn. & N.Y. Canal 7s.....	....	....	....	....	....	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series....	107½	....	107½	....	....	
do. 5s, new.... 114½	....	....	114½	....	....	
do. 4s..... 104½	....	....	....	....	....	
Phila. and Reading..... 33½	34½	34½	34½	33½	34½	
1st Mortgage 6s.....	....	....	....	....	....	
7s, of 1893.....	....	....	....	....	118	
7s. new convertible.....	....	....	....	....	....	
Consol. mortgage 7s.....	....	....	....	....	....	
Consol. mortgage reg	....	....	....	....	....	
Gen'l mortgage 6s.... 85½	85½	85½	86	....	....	
Philadelphia and Erie 17½	17½	....	....	....	17	
1st mortgage, 6s.....	....	....	....	101x	....	
2d mortgage, 7s....	....	....	....	....	....	
Pittsb., Cin. & St L. 7s	....	....	....	....	....	
Pittsb., Titusv. & Buff.. 19½	20½	20½	20?	20½	20½	
7s..... 86	86½	....	86½	86½	....	
Schuylkill Navigation.. ...	....	....	....	....	....	
Preferred..... 15½	16½	....	....	....	....	
6s, 1872.....	....	101½	101½	101½	....	
6s, 1882..... 79½	....	....	79½	....	....	
United Co. of N. Jersey 160½	160½	....	160½	160½	160	
Hestonville, (Horse). 23½	23½	....	....	....	....	
Chestnut & Wal. (do.).....	....	....	....	....	79½	
Green and Coates (do.).....	....	....	....	....	....	
3d and 3d streets (do.).....	....	....	....	....	....	

Baltimore Stock Exchange.

Closing Prices for the week ending Apr. 13.

	W. 7.	Th 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.
Baltimore and Ohio .. 158	....	....	....	157½	157½	
6s, 1880.....	....	101½	....	....	....	
6s, 1885.....	....	....	107	....	....	
Central Ohio ($50).....	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s..... 109	109½	....	....	....	....	
2d mortgage, 7s..... 83	83½	....	82½	....	....	
3d mortgage, 8s..... 49½	....	....	49½	....	....	
Northern Central ($50)....	....	33	33	33	33	
2d mortgage, 6s 1885....	....	108½	....	....	....	
3d mortgage, 6s, 1900.....	109	....	....	....	....	
6s, 1900, Gold.....	....	....	....	....	....	
6s, 1904, gold..... 104	104	....	104	....	....	
Orange and Alex. 1st.....	....	....	....	....	....	
2d mortgage, 6s.....	....	....	....	....	....	
3d mortgage, 8s.....	....	80	....	....	....	
4th mortgage, 8s.....	....	....	....	....	....	
O., Alex. & Manassas 7s....	....	....	84	84	....	
Pittsb. & Connellsv. 7s	....	....	....	....	....	
Virginia 6s, Consol .. 53½	....	....	....	....	53½	
Consol. Coupons 83½	84	84	84½	84½	85	
10-40 bonds..... 87½	....	....	....	....	....	
Deferred Certificates.....	....	....	....	....	....	
Western Maryland	....	....	7½	....	....	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed...	....	....	....	....	....	
2d M., end. Wash. Co.....	....	....	....	....	....	
2d Mort., preferred	....	100	....	100	....	
City Passenger R. R.....	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 14.

	Th.8.	F.9	Sat.10	M.12	Tu.13	W.14.
Adams Express	....	....	112½	....	113	
Albany and Susq	....	....	111	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	108	108	....	....	108	
American Express	56½	57¼	59	....	....	58
Atlantic & Pacific Tel.	43½	42½	....	42½	42½	42½
Burl., C.R. & Nor.	....	71½	....	....	72	....
1st mortgage 5s	91½	91½	92	88	91½	91½
Canada Southern	61	60½	60½	58½	60	59½
1st mortgage guar	90½	90½	90½	90½	90½	90½
Central of N. Jersey	80½	78½	79	78½	80½	79½
1st mortgage 1890	116½	117	117	....	....	....
7s, consolidated, ass.	104½	105	104½	104½	104½	105
7s, convertible, ass.	107½	....	107	107½	....	....
7s, Income	....	....	83	....	83	
Adjustment	....	107½	....	107	....	
Central Pacific	77½	77½	77½	77	76½	77
6s, gold	....	112½	....	....	112	112½
1st M. (San Joaquin)	102½	104	....	....	....	....
1st M. (Cal. and Or.)	103½	....	....	....	....	....
Land grant 6s	....	....	102	....	....	....
Chesapeake and Ohio	21	23½	23	22	22½	21½
Chicago and Alton	112	....	112	111	111	109½
Preferred	127	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	148	147½	127x	123½	....	124½
7s Consol, 1903	....	....	....	122	....	....
Chic., Mil. and St. Paul	82	81½	81½	81	80½	79½
Preferred	104½	104	....	103½	103½	103½
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	113	113½	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	115½
Consolidated S. F.	111	111	111	111	111	111
Chic. & Northwestern.	95½	95½	94½	95½	95	95
Preferred	109½	110½	110	109	109	109½
1st mortgage	....	....	....	....	108	....
Sinking Fund	....	....	....	....	107	....
Consolidated 7s	....	....	....	121½	....	....
Consol. Gold bonds.	116½	117	117	....	117	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	188½	187	188½	190	190½	
6s, 1917	....	....	....	....	116	116
Clev., Col., C. and Ind	76½	....	75½	78½	78½	
1st mortgage	....	....	....	....	....	120½
Clev. & Pittsburg guar	112	....	....	....	....	111½
7s, Consolidated	....	....	....	....	....	....
4th mortgage	109½	....	....	....	....	....
Col., Chi., & Ind Cent	16	16	15½	15½	14½	15½
1st mortgage	....	82	....	81	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	83½	82½	82½	82	83½	82½
Reg. 7s, 1891	....	....	109½	....	....	....
Reg 7s, 1884	....	....	....	....	106½	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	92½	92	92½	90½	90½	90½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	122½
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	105½	....	105½	105½
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	118½	117½	118	118½	118	118
Great Western 1st mort	108½	108½	108½	....	....	....
2d mortgage	....	104½	104½	....	104½	104½
Hannibal & St. Joseph	35½	35½	36	34½	34½	34½
Preferred	70½	70	....	69	69½	70½
8s, Convertible	....	106½	....	....	106½	....
Houston & Tex. Cent.	80	80	....	77	75½	77
1st Mortgage	109½	....	110	....	....	....
Illinois Central	108½	107	107	106	107½	106½
Lake Shore & Mich So.	108½	109	108½	107½	107½	107½
Consol. 7s	....	121½	....	....	....	121
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	118
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	116
Louisville & Nashville	150½	....	....	....	151½	151½
7s, Consolidated	114½	....	....	....	....	....
Manhattan	30½	29½	28	28½	29	29½
Metropolitan Elevated	97½	93	94½	94	95	94
1st Mortgage	100½	100½	....	....	101	101½
Michigan Central	92½	92½	92	91½	91½	91½
7s, 1902	....	....	....	122	....	....
M. S. and N. I. 1st, S.F	....	....	....	....	....	....
Morris and Essex	108	107½	108½	108	108	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	114	....	....	....	115
7s of 1871	....	....	111½	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	132½	132½	132½	132½	132	131
6s, Sinking fund, 1883	105½	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	126	....	126	....	....
1st mortgage reg	128	....	....	....	....	....
N. Y. Elevated	115	116½	116	116	....	117
1st Mortgage	110½	111½	111½	111½	111½	111½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	126½	....	....
2d mortgage, reg	126	126½	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
N.Y., Lake Erie & W.	44½	44½	44½	42½	43½	43½
Preferred	68½	68½	68	66½	67½	....
2d Consolidated	92½	91½	90½	90	91	91½
New 2d 5s fund	....	....	85	84	84½	85
N.Y., N. Haven & Hart	160	....	....	....	160	160½
North Missouri 1st M.	116½	116½	116½	116	....	....
Northern Pacific	30½	29½	28½	27½	27½	28½
Preferred	54	52½	52½	52	52½	53
Ohio and Mississippi	37½	37	36½	34½	35½	36
Preferred	75½	74½	74	75	73	74
2d mortgage	113	113	113½	....	112½	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	115	....	....
Pacific Mail S. S. Co.	42½	43½	41½	39½	40½	39½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	106½	....	106½	106½	....	106
2d mortgage	....	....	109½	....	....	....
Panama	....	....	....	....	199	....
Philadelphia & Reading	68½	68½	68½	67½	68½	68½
Pitts., Ft. W. & Chi. gtd	....	118	....	118½	118½	118½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	116	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	72	63	....	....	67½	71
St. Louis & San Fran.	39½	....	39½	36½	37	35
Preferred	54½	....	55	53	53½	53
1st Preferred	76	75	....	....	75	....
St. L., Alton and T. H.	....	25	....	....	....	....
Preferred	....	....	....	....	....	67
1st mortgage	....	111	....	....	....	....
2d mort. preferred	105	....	....	....	105	....
Income bonds	....	....	....	....	93	....
St. L., Iron Mt. & S. As	57½	56½	56½	52½	54½	53
1st mortgage	....	....	....	....	....	....
2d mortgage	102½	102½	102½	103	103	103
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	90	88½	89½	87½	88½	89
1st mortgage	112	112½	....	112	112	112
Land Grant 7s	....	....	....	....	110	....
Sinking Fund 8s	114½	....	....	115½	....	....
United States Express	....	....	....	....	48½	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	104½	104	....	....	104½	104½
7s, Consolidated	100	....	....	....	100½	100
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	42½	41½	41½	38½	40	39½
Preferred	68½	67½	68	65½	66½	66½
New Mort. 7s	....	....	99½	....	....	....
Wells-Fargo Express	....	107	107	....	106	107
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	106½	106½	106½	104½	105½	104½
7s, S. F. conv., 1900	116½	116½	116½	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Apr. 14.

	Th.8	F.9.	Sat.10	M.12.	Tu.13.	W.14.
Atch., Top. and San. Fe	137	137	136	136	137	
1st mortgage	117½	117½	....	117	....	
2d mortgage	....	....	....	....	....	
Land Grant 7s	114½	115	....	....	....	
Boston and Albany	145½	....	145½	....	146	
7s, reg	....	....	....	....	122½	
Boston and Lowell	95	....	....	....	....	
Boston and Maine	129	128	....	128½	....	
Boston and Providence	....	127	....	....	....	
Boston, Hart. & Erie 7s	56	56	56	56	56	
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	
Burl. & Mo. R. in Neb.	144	....	150	....	....	
6s, exempt	....	108½	....	108	....	
Chi., Burl. and Quincy	146½	....	126x	124½	124	
7s	....	117½	117½	....	117½	
Cin., Sand. and Clev.	13½	14	14½	15½	15½	
Concord ($50)	....	....	....	....	....	
Connecticut River	....	....	....	144	....	
Eastern	35½	37	37½	37	36½	
New 4½ Bonds	92½	92½	92½	92	92½	
Fitchburg	123	123	....	....	....	
Kan. C., Top. & West.	....	....	....	....	....	
Michigan Central	....	....	....	....	....	
N. Y. & New England	....	50½	....	51	50½	
7s	111	....	111	111	111	
Northern, N. H.	96	....	....	....	96	
Norwich & Worcester	....	....	138	....	....	
Ogden. & Lake Champ	....	....	....	31½	....	
Preferred	....	....	....	....	....	
Old Colony	112	112	112½	112½	112	
7s	....	....	....	....	....	
Ph., Wil. & Balt. ($50)	....	....	70½	70	70	
Portl'd, Saco & Ports	....	....	....	....	106	
Pueblo & Arz. Va	....	....	....	....	....	
7s	11	....	....	110	....	
Pullman Palace Car	116½	116	....	116½	116	
Union Pacific	....	....	88	....	....	
8s	....	....	....	....	110½	
Land Grant 7s	....	....	....	....	110	
Sinking Fund 8s	114½	114	....	....	....	
Vermont and Canada	....	....	....	....	....	
Vermont and Mass	....	....	....	....	....	
Worcester and Nashua	....	....	....	....	....	
Cambridge (Horse)	....	....	....	....	....	
Metropolitan (")	64	64½	....	65	....	
Middlesex (")	....	....	....	....	....	
Cal. & Hecla Mining Co.	242	248	250	249½	250	
Quincy	31	31½	31½	31	....	

New York Stock Exchange.

Closing Prices for the week ending Apr. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	107	....	....	107½	....	107½
U. S. 4s, 1907, coup	107	..	107½	....	107½	107½
U. S. 4½s, 1891, reg	....	....	109½	....	108½	....
U. S. 4½s, 1891, coup	....	....	109	109	....	....
U. S. 5s, 1881, reg	103½	....	102½	102½	....	....
U. S. 5s, 1881, coup	103½	....	103½	....	103½	
U. S. 6s, 1881, reg	....	....	....	....	105½	....
U. S. 6s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	92½	92½	92½	92½	
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices — Mar. 25.	Apr. 2
Atlantic & Gt. W. 1st mort. Certs.	61 — 63	66 — 66
Do. 2d mort., Certs	25 — 27	30 — 32
Do. 3d mort., Certs	13½ — 14½	15½ — 16½
Baltimore and Ohio (sterling)	112 — 114	112 — 114
Central of New Jersey $100 shares	84 — 87	84 — 87
Do. Cons. Mort. Oct. '79 coupon	106 — 108	105 — 107
Do. Adjustment bonds	108 — 110	108 — 110
Do. Income bonds	88 — 90	88 — 90
Det., Gd. Haven & Mil. Equip. bds.	107 — 109	107 — 109
Do. Con. M. 5 p.c. till '84 after 6 p.c.	96 — 98	96 — 98
Erie shares $100 Recon. Ass. $6 pd.	45 — 45½	46½ — 47½
Do Pref. Shares, R. T. Ass. $3 pd	70 — 75	66 — 68
Do. 1st Con. M. ex-Certs. 6 Cou.	119 — 121	120 — 122
Illinois Central $100 shares	106½ — 107½	110 — 112
Illinois & St. Louis Bdge 1 mort. stg.	— — —	— — —
do do. 2 mort. stg	78 — 82	78 — 82
Lehigh Valley Consol. mortgage	110 — 112	110 — 112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 — 130	128 — 130
Do. $100 shares	134 — 135	137 — 139
Do. Mort. bonds (stg.)	115 — 117	115 — 117
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 — 120	118 — 120
Do. do. 2d do.	85 — 87	86 — 88
Do. 2d Consol. Mort. bonds	92 — 94	93 — 95
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	52½ — 53½	53½ — 54½
Do. Con. Sink. Fund Mort.	112 — 113	112 — 113
Philadelphia and Reading $50 shs.	35 — 36	35½ — 36½
Pittsbg, Ft W. & Chic. Equip bds.	109 — 111	109 — 111
Union Pacific Land Grant 1st mort.	112 — 114	112 — 114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 15, 1880.

The close of our last issue was marked with excitement at the Stock Exchange where there was a decided turn in the tone of speculation. The leading speculators who had been manipulating the money market took the pressure off and the rate fell to 5@6 per cent. The New York Central Syndicate, which bought 350,000 shares of the stock from Vanderbilt last November, notified the members of the Syndicate by circular that they were prepared to pay each the money due on the operation. Report says that the balance of stock held by the Syndicate, was taken by Mr. Gould, who will form a new Syndicate, to control the stocks as well as the next election. It is said that the New York money market has been tightened of late by the country banks and those of other cities. Boston banks alone, it is said, drew not less than $8,000,000 of currency from New York, and locked it up there, so that that market could get no use of it.

On Friday the stock market opened buoyant. Early prices were higher, and prospects for an important advance seemed brilliant. But a cloud soon darkened the situation. Someone was freely supplying buyers with a few more stocks than they wanted. Fluctuations followed fluctuations in rapid succession, but each downward dip carried prices a little lower than the previous one had carried them. Operators were confused. Money was easier and they thought prices should rise.

The business of the day amounted to 331,529

shares, against 357,049 shares the day before. The specially active stocks were Erie at 45¼@ 43⅞@44½, New Jersey Central at 81@77¾@ 78¾, Delaware, Lackawanna and Western at 93@ 91⅜@92, Central and Hudson at 134@132¾@ 132⅞, Manhattan Elevated at 31¾@28@29⅝, Missouri, Kansas and Texas at 43½@41⅝@42⅜, Ohio and Mississippi at 38@36@37, Canada Southern at 61⅝@60@60⅞, Pacific Mail at 43⅛@41½ 42⅛, Western Union at 107¼@105½@106¾, and Delaware and Hudson at 84@81@82¾. Indeed the last calendar week ended up with continued excitement and fluctuations, to open the present one with a renewal of the general shaking up of operators, and down of prices.

On Saturday, during the early part of the day, the stock market was weak, on the fear that the bank statement would be unfavorable. Shortly before noon it became known that the statement would show slight changes in the reserve, and the market became strong. The reserve was increased $202,450, bringing it up to within $107,400 of 25 per cent. Upon this the stock market before noon became strong, and so continued until near the close, when the Gould stocks were ruled off and the whole market sympathized. The leading stocks in the rise of the afternoon were St. Paul and Sioux City and St. Paul and Minneapolis, which rose ¾@2 per cent. The other notably strong stocks were Erie, the coal shares, Pacific Mail, Iron Mountain, Milwaukee and St. Paul and Chicago and Northwest. The Gould stocks, notably Kansas and Texas, were weak at the close. On Monday the market opened still more demoralized, though money was easier and better prices instead of lower were looked for, and small holders were compelled to sell, and the result was a decline in prices of ⅛@3¾ per cent, led by Iron Mountain, Kansas and Texas, Wabash and Pacific Mail. Mr. Gould returned about 40,000 shares of Kansas and Texas stock, which had been borrowed for transfer to use at the May election, the transfer books having been suddenly closed without notice on Saturday. On Tuesday the managers of the New York Central Syndicate distributed among its members the amount of cash each had deposited. This distribution involved the calling in of a great number of loans, which in turn advanced the rates for call loans at the Stock Exchange to 1-16 of one per cent per day. This rate was, however, exceptional, the larger part of the borrowers having been accommodated at 6 per cent. In the afternoon, when some of this money returned to the street, the rate fell to 4 per cent. This settlement is the last of the large settlements to be made, and the money market will hereafter be exempt from the disturbances, which as prices fall the aggregate demand for Stock Exchange loans decreases. The tide of currency is setting more strongly toward New York, and foreign exchange is drifting away from the gold exporting point. Speculation in staple articles and commodities outside of Wall Street is at present undergoing a liquidation which will reduce the borrowing demand for money on their account.

At the opening of business on Tuesday the lowest prices for many months were made. Within an hour the bears, under cover of this attack, were buying stocks, and others began to buy making the market strong and keeping it so up to the close of business.

On Wednesday the market was dull and unsettled as a heavy blow to confidence was dealt to his own stocks by the manipulations of Mr. Gould and the sudden closing, at his instance, of the Kansas-Texas transfers on Saturday. He was a large and open seller of the stock on certificates in his own name since Saturday as he could do this without losing his controlling vote at the annual election in May, as the certificates cannot be taken out of his name.

This movement by sympathy pulls down the balance of his stocks and with them the whole list.

It is understood the Wabash Company will soon bring out their "blanket" mortgage of $30,000,000. The successor of Mr. Cyrus W. Field is Mr. Solon Humphreys, of the old house of Messrs. E. D. Morgan & Co., who has had a long railroad experience with the St. Louis Kansas Northern, now consolidated with the Wabash. This keeps the management in the same family.

Notwithstanding the unsettled question of taxation upon bank capital the bids are generally firm at the close for the City bank stocks, and the offers to sell not so numerous. Central is offered at 119, Commerce, 142, Fourth, 120, New York 148, and Metropolitan 151.

The Treasury will have the means and no doubt the appropriations will be made by Congress to pre-pay $225,000,000 or $230,000,000 of the bonds due in 1881.

Railroad earnings for April show an increase in which, Lake Shore is conspicuous. Exchange on London at the close is steady without being active. The offerings of produce bills is on a liberal scale. Cotton is going foward freely at the reduced quotations, as well as wheat and lard.

The offerings of United States bonds of 1881 to the Treasury on Wednesday were $4,945,250. The minimum offers were for 6s of 1880, 104.16, 6s 1881, 105.91, and 5s 1881, 103.65. The maximums 103.24, 106.14, and 103.86 respectively. $1,500,000 were accepted, and all but $50,000 paid for on that day.

Imports have fallen off slightly but are still large.

The exports of domestic produce last week were $7,545,332, against $6,167,126 same week last year. The present week will show some increase. From January 1, the total is $99,538,535, an average of nearly a million per day, Sundays and holidays included. During the same period of 1879 they reached $90,674,802.

Commercial and business suspensions in the United States and Canada for the last quarter, show a decrease in number of nearly one-half, as compared with the corresponding quarter of any previous year since the panic. The falling off in the liabilities is even more marked.

Iron, Cotton, Provisions, Breadstuffs and indeed the whole list of merchandise which was bulled up on the boom of the past six months, are all now falling back with a general collapse of speculation in these products, whose limit does not yet seem to be reached. The cause of all is one and the same—the over-speculation of last fall, which we were the first to oppose in these columns. There are some special causes affecting these different markets such as the failure of Dodge, Potter & Co., in cotton, on Wednesday, but the real cause is the general one above named, and we fear the end is not yet. The same is true of Wall street aided no doubt by Mr. Gould, who is always among the first to comprehend the natural situation and appropriate it to his uses. Otherwise he could not now knock down stocks with all his power and control of the money market.

Mining stocks have been an exception as they were in the boom of last fall when everything else went up and they went down. Now there are natural as well as special causes helping to make mining stocks a favorite of speculation here to the neglect of railroad stocks, as the former were never so low and the latter scarcely ever so high notwithstanding the heavy decline. The California Legislature has adjourned. With May 1st the tax levy upon mining stocks there will have been made at the market price under the new constitution while a strike is reported in Best and Belcher and Consolidated Virginia, which has already sent up the whole list and will no doubt prove to be the forerunner of a regular boom in the Pacific mines after May 1st, since we are told on good authority that the Mackey clique or managers of the Comstock mines now own a majority of the stock of those companies. Unnatural depression is always followed by an equally unnatural reaction as was true of railroad stocks last fall; they fell first in the panic and afterwards mining stock. Now they have gone up and mining shares must have their turn.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 42¼@42½; Canada Southern, 58½@58⅞; Central of New Jersey, 77¾@77⅞; Central Pacific, 74@76; Chicago and Northwestern, 93½@93⅝; do. pref., 108¼@108¾; Chicago, St. Paul and Minneapolis, 59@59½; Chicago, Milwaukee and St. Paul, 76⅞@78; do. pref., 102@102½; Chicago, Rock Island and Pacific, 190@193½; Chicago, St. Louis and New Orleans, 33@35; Cleveland, Columbus, Cincinnati and Indianapolis, 76½@77; Col., Chicago and Indiana Central, 14⅝@15; Delaware and Hudson Canal, 81¾@82; Delaware, Lackawanna and Western, 89½@89⅝; Hannibal and St. Joseph, 32¼@32½; do. Illinois Central, 105@105¼; Lake Shore and Michigan Southern, 106¼@106⅜; Louisville and Nashville, 151@153; Louisville, New Albany and Chicago, 85@92; Michigan Central, 90⅝@90⅞; Morris and Essex, 107@107½; Manhattan Railway, 28@28½; Metropolitan Elevated, 93½@94; Nashville, Chattanooga and St. Louis, 73½@74; New York Elevated, 114@115; New York Central and Hudson River, 130¼@130⅛; Northern Pacific, 27⅛@27⅜; do. pref., 52@52½; Ohio and Miss. 33¼@33¾; do. pref., 72½@73; Pacific Mail, 38¼@38⅜; Philadelphia and Reading, 67@67¼; St. Louis and San Francisco, 36½@37; do. pref., 51@51¼; do. 1st pref., 73@73¼; St. Louis and Iron Mountain, 49⅜@49½; Union Pacific, 86⅞@87¼; Western Union Telegraph, 104⅛@104⅝; Wabash, St. Louis and Pacific, 39@39⅛; do. pref., 65¾@66.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.— Nashville, Chattanooga and St. Louis R. R., 72; St. Paul and Sioux City R. R., 44¾; do. pref., 72½; do. 1st, 101; New York, Ontario and Western R. R., 26¾; Missouri, Kansas and Texas R. R., 37¾; do. consol. ass., 100⅝; do. 2d, 61⅞; Chicago, St. Paul and Minn. R. R., 59¼; do. 1st, 105; do. L. G. Inc., 101; Lake Erie and Western R. R., 33; do. inc., 63; do. 1st, 98¼; Boston and New York Air Line pref., 47; Oregon Railway and Nav. Co., 107⅞; do. 1st, 93; Marietta and Cincinnati 1st pref., 83¼; do. 2d pref., 51⅛; Ohio Central R. R., 22; do. inc., 51; do. 1st, 90; Peoria, Decatur and Evansville R. R, 24¾; do. 1st, 96; Mobile and Ohio R. R. ass., 22; do. 1st deben., 73; do. 2d deben., 43; do. 1st, 101½; Keokuk and Des Moines R. R., 15; do. 1st, 94; Chesapeake and Ohio 1st pref., 29; do. 2d pref., 25¾; do. cur. int., 42; do. 1st, Series B, 68⅛; Louisville, New Albany and Chicago R. R., 85; Ind., Bloom. and Western R. R., 35; do. 1st, 75; do. 2d, 60½; do. inc., 50; Rome, Watertown and Ogdensburg R. R., 25; do. 1st consol., 65; Rensselaer and Saratoga R. R., 119¾; St. Louis, Kansas City and Northern R. E. 7s, 105; do. St. Charles Bridge 1st, 105; St. Louis and Iron Mountain 2d pref. inc., 76; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass., sup., 81½; do. inc., 36½; Galena and Chicago 1st, 105; St. Paul, Min. and Man. 1st, 110⅛; St. Louis and San Francisco 2d, class A, 92; Buffalo and Erie 7s, new, 117; Cincinnati, Lafayette and Chicago 1st, 100; Lehigh and Wilkesbarre consol. ass., 96; Chicago, St. Louis and New Orleans 1st consol., 111; do. 2d inc., 77; Central Iowa 1st, 96½; Albany and Susq. 1st consol., 110; Kansas Pacific 1st consol., 95; do. 1st, J. & D., with coup. certif., 116; do. 6s, Denver Div., ass., with coupon certif., 107⅞; Am. Dock and Imp. 7s, ass., 108½; Chicago and Milwaukee 1st, 118; St. Louis and Iron Mt. 2d pref. inc., 76½; do. Cairo, Arkansas and Texas 1st, 101¼; Boston, Hartford and Erie 1st, 56⅛; Kansas Pacific 1st consol., 95; Syracuse, Binghamton and New York 1st, 113½; Delaware and Hudson 1st, Penn. div., 112¾; Denver and Rio Grande 1st, 104½; Indianapolis, Decatur and Springfield 1st, 100; Cairo and Fulton 1st, 107¼; Chicago and Northwestern Int. bonds, 107¾; International and Gt. Northern 1st, 101¼; do. 2d, 71; Winona and St. Peter 1st, 108½; Quincy and Toledo 1st, 106; Texas and Pacific Income, L. G. 66⅛; do. 1st, 103; Cincinnati and Springfield 1st, guar. by Lake Shore, 107½; Cleveland and Toledo S. F. bonds, 109½; International 2d, pur. com. rec., 27; Southern Pacific (of California) 1st, 97⅞; Laf., Bloom. and Muncie 1st, 100¾; Morris and Essex const. bonds, 103; Chicago, Burlington and Quincy 8s, 109½; Chicago and Eastern Illinois 1st, 99; Clev., Painesv. and Ash. 7s, 113¼; Louisiana 7s, consol., 51¼; Missouri 6s, 1886, 106½; do. 1887, 108; do. fund., 1894-'95, 110⅛; Alabama, Class A, 60; Sutro Tunnel, 2; Canton, 54; Silver Cliff Mining Co., 4½; Climax, 2⅝; Little Pittsburg, 5⅞; Central Arizona, 7; Excelsior, 19¼; Standard, 30½; Caribou, 3⅛; Mariposa L. & M., 3; Ontario Silver, 35; Amie consol., 2½; Colorado Coal and Iron, 39; Consol. Coal, 35; New Central Coal, 32½; Montauk Gas Coal, 50; Leadville, 3; Homestake, 36.

Philadelphia.—Union and Titusville 7s, 89; Lehigh Nav. consol. mort. 7s, 104; do. scrip, 91; Philadelphia and Reading C. & I. deben. 7s, ex-coup., 54½; Philadelphia and Reading R. R. scrip, 88; do. income 7s, 89; Erie and Western Transp. 6s, 101½; Pennsylvavania Canal 6s, 81; Railway Car Trust 5s, 99½; Pennsylvania Co. 6s, 105½; Am. S. S. Co., 30¼; do. 6s, 102½; People's Pass. R. W., 17; do. 6s, 102½; Western Pennsylvania 6s, 104; Huntingdon and Broad Top Mt. 1st, 113½; do. consol., 7s, 68; Susq. Coal, 6s, 104½; Warren and Franklin 7s, 101; Schuylkill Nav. 7s, B. L, 80; Connecting R. R. 6s, 108, Susq. Canal pref., 6s, 75; Central Transp., 48½; Philadelphia, Germantown and Norristown R. R., 101½; Delaware Division Canal, 38; Pittsburg, Titusville and Buffalo pref., 32; Cincinnati 7.30s, J. & J., 119½; Pittsburg Avenue 7s, A. & O. 106. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 101@105; Pennsylvania State 6s 2d series, 101½@101¾; do. 3d series, 107@107½; do. 5s, new loan, 114¼@115¼, do. 4s, new, 104@105; Philadelphia and Reading, 34¼@34¼; do. consol. mort. 7s, coup., 118@—; do. reg. 118@—; do. mort., 6s, 101@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 159¾@160⅛; Pittsburg, Titusville and Buffalo R. R., 20¼@20½; do. 7s, 86¼@86¾; Camden and Amboy mort. 6s, 1889, 114@—; Pennsylvania R. R., 53¾@53⅞; do. 1st mort., 102¼@102¾; do. gen'l mort., coupon, 116⅞@117⅛; do. reg., 116½@120; do. consol. mort. 6s, reg., 115@115½; Little Schuylkill R. R. 54¾@55¼; Morris Canal, 60@64; do. pref., 150@150¼; Susq. Canal 12@16; do. 6s, 75@82; Schuylkill Nav., 7@8; do. pref., 15@15½; do. 6s, 1882, 79¾@80½; do. 1872, 101½@102¼; Elmira and Williamsport pref., 50@51; do. 7s, 109@—; do. 5s, 85@86; Lehigh Coal and Navigation, 37⅜@37⅝; do. 6s, 1884, 106@107; do. R. R. loan, 110@111½; do. Gold Loan, 105¾@106⅛; do. consol. 7s, 103¾@104; Northern Pacific, 28¼@28⅜; do. pref., 52⅝@53; North Pennsylvania 50@50¼; do. 6s, 108½@—; do. Gen'l mort. 7s, reg., 115¾@116¼; Philadelphia and Erie, 17@17½; do. 6s, 101@—; do. 7s, 112@114; Minehill, 58¾@59¼; Catawissa, 15@15½; do. pref., 52⅜@52½; do. new pref., 49@50; do. 7s, 1900, 113¾@114¼; Lehigh Valley 52⅝@52¾; do. 6s, coupon, 118@—; do. reg., 118@—; do. 2d mort. 7s, 125@—; do. consol. mort., 111½@112½; Fifth and Sixth streets (horse), 115@118; Second and Third, 102@110; Thirteenth and Fifteenth, 75@84; Spruce and Pine, 55@56; Green and Coates, 98@100; Chestnut and Walnut, 70½@80; Hestonville, 22¼@22½; Germantown, 69@—; Union, 110@112; Lombard and South, 15@20; West Philadelphia 75@80; People's, 16⅞@17¼; Ridge Av., 70@80; Continental, 94@—.

Boston.—New Mexico and Southern Pacific R. R., 108¼; do. 7s, 108⅜; Portsmouth, Gt. Falls and Conway R. R. 7s, 77½; do. 4½s, 1927, 77½; Kansas City, St. Joseph and Council Bluffs R. R., 72½; do. 7s, 107¼; do. inc. 6s, 85; Little Rock and Ft. Smith R. R., 51¼; do. 7s, 101; Atchison and Nebraska R. R., 81; Flint and Pere Marquette R. R., 24⅛; Rutland R. R., 6¼; do. pref., 30; Kansas City, Lawrence and Southern R. R., 80; do. 4s, 86⅛; Chicago, Clinton, Dubuque and Minnesota R. R, 74½; do. 7s, 107; Summit Branch, 15⅞; Cheshire R. R. pref., 53; Republican Valley R. R., 149; do. 6s, E. D., 101¾; do. W. D., 102; Quincy and Warsaw 8s, 114; Wisconsin Valley R. R., 80; Boston and Lowell 7s, 1892, 115¾; do. 5s, 1899, 101; Kansas City, Fort Scott and Gulf R. R, 51; do. 7s, 107; Boston and Maine 7s, 120; Old Colony 7s, 1894, 118¼; Cincinnati, Sandusky and Cleveland 7s, 90; Chicago and West Michigan R. R., 59½; Central Iowa 7s, new, 1899, 97; Connecticut and Passumpsic Rivers R. R., 65¼; Atchison, Topeka and Santa Fe 1st guar., 109; Detroit, Lansing and Northern pref., 108⅛; do. 7s, 113; Fremont, Elkhorn and Missouri Valley R. R., 41⅛; Sioux City and Pacific R. R pref., 73; Winnisimmet R. R., 50¾; Cedar Rapids and Missouri River R. R. pref., 111; Boston, Clinton, Fitchburg and New Bedford R. R., 18; do. pref., 98; Chicago, Iowa and Nebraska R. R, 142¼; Boston, Revere Beach and Lynn R. R., 99⅞; do. 6s, 1897, 104⅝; Nashua and Rochester R. R., 60¼; Connotton Valley R. R., 38; Vt. Central and Vt. and Canada 8s, 1889, equip., 45; Metropolitan Horse R. R. 6s, 1897, 106¼; Wisconsin Central pref., 20½; do. 2d series, 42; Boston Land, 9⅞; New Hampshire Land, 8⅞; Boston Water Power, 14; Brookline Land, 5; Chicago 7s, 1880, 100¼; Cleveland 7s, 1880, 100¼; Indianapolis 7.30s, 1893, 114½; Cook Co., Ills., 7s, 1880, 100; Atlantic Mining Co., 20½; Aztec, 1½; Allouez, 20; Blue Hill, 10; Brunswick Antimony, 27¾; Catalpa, 2⅛; Copper Falls, 12½; Central, 40; Duncan Silver, 3; Douglas, 4; Franklin, 19½; Huron, 8; Humboldt, 1; Harshaw, 22; International, 50c.; Mesnard, 2¼; National, 3; Osceola, 40; Pewabic, 25; Pontiac, 1; Ridge, 6¼; Silver Islet, 17; Sullivan, 10; South Hite, 1½; Waukeag, 7.

Baltimore.—Richmond and Danville 6s, 1890, 105; Wilmington, Columbia and Augusta 7s, 55¾; Charlotte, Columbia and Augusta R. R., 97½; do. 1st, 106¾; Chesapeake and Ohio Canal 6s, 85⅛; Parkersburg Branch, 6½; Baltimore and Ohio 2d pref., 108½; West Virginia def. new, 4⅞; Maryland Defense 6s, 108⅛; City 5s, 1894, 109; do. 5s, 1900, 111¼; do. 6s, 1890, 118¾; do. 6s, 1886, 110; do. 6s, 1902, 120; do. 6s, 1894, 106; George's Creek Coal, 90¼; Atlantic Coal, 1.45. The latest quotations are: Atlanta and Charlotte Air Line 7s, 95¼@96½; Baltimore and Ohio, 155⅛@157; do. 6s, 1885, —@107; Northern Central 83@—; do. 6s, 1900, 108¼@109; do. 1900, gold, 109@109½; do. 6s, 1904, gold, 103¾@—; do. 5s, 78½@79; Marietta and Cincinnati 1st mort., 1892, 109@109⅞; do. 2d mort. 7s, 81@82½; do. 3d mort. 8s, 47@49; Pittsburg and Connellsville 7s, 114¾@115; Orange, Alex. and Manassas 7s, 84¼@84½; Virginia consol. 6s, 53¼@54; do. 2d series, 23@24; Virginia Consol. coupons, 84½@85; Virginia 10-40 bonds, 37@37½; Virginia 10-40 coupons, 85½@86; City 6s, 1902, 119½@—; do. 1884, 105¾@106; do. 1890, 113¼@113¾; do. 1893, —@115; do. 5s, 1885, —@105; do. 1900, 111@111¼; do. 1916, 110@—.

☞ The Lake Erie and Western railway will be completed to Sandusky City by July 1. The distance is twenty-two miles from Fremont, the present eastern terminus.

Chicago, Milwaukee and St. Paul Railway.

The following is a comparative statement of the earnings, expenses and net earnings for the years ending December 31, 1878 and 1879:

Earnings:	1878.	1879.
Freight	$5,750,497 35	$6,850,755 43
Passengers	2,011,496 41	2,273,701 00
Mail service	166,512 65	212,111 86
Express service	166,368 16	183,812 01
News service	6,916 79	6,907 02
Rents	8,872 75	7,987 21
Telegraph	689 60	1,895 99
Extra baggage	8,673 83	15,809 29
Sleeping cars	48,439 55	58,882 40
Elevator "A"	83,946 21	100,216 16
Elevators, "B & C"	77,933 88	119,624 89
Elevator, "D"		16,508 54
Elevator "E"	51,840 45	100,201 14
Elevator, Minneapolis	11,456 16	7,948 65
Stock yards	58,124 03	56,458 19
Total	$8,451,867 82	$10,012,819 78
Expenses (ordinary)—		
Repairs of track	$663,228 42	$826,804 31
" bridges	91,641 95	88,623 70
" fences	24,907 57	37,827 97
" buildings	66,105 50	81,887 35
" locomoti's	279,296 24	277,938 42
" cars	442,428 14	471,585 31
" tools, etc.	26,416 91	34,876 86
Management and general office	132,416 57	155,716 91
Foreign agency and advertising	55,013 00	73,241 64
Station service	680,393 23	806,029 10
Conductors, baggage and brakemen	317,754 28	370,550 98
Engineers, firemen and wipers	429,327 68	514,142 79
Train and station supplies	124,035 48	160,151 24
Fuel consumed	629,748 06	607,172 91
Oil and waste	53,276 63	57,783 35
Personal injuries	15,344 55	18,961 44
Damage to property	5,946 99	8,769 20
Loss and damage of freight and baggage	4,012 99	4,396 67
Legal expenses	20,528 97	44,205 56
New York office exp.	11,074 12	11,365 85
Taxes	306,614 88	329,965 65
Insurance	14,931 43	15,647 00
Miscellaneous	45,905 76	46,522 29
Stock yard expenses	10,400 03	12,629 75
Rent of cars	12,638 34	5,520 99
Savanna transfer		7,686 02
Exp. Elevator "A"	22,197 05	21,245 33
Exp. Elevators "B & C"	21,808 45	22,336 02
Exp. Elevator "D"	42 66	3,240 85
Exp. Elevator "E"	15,551 13	19,451 04
Exp. Elevator Minneapolis	4,587 72	4,162 37
Expenses (extraordinary)—		
Renewal of track	222,542 75	278,472 84
New bridges	38,850 66	46,092 14
New buildings	6,345 44	6,291 20
Total	$4,792,313 58	$5,473,794 96
Net earnings	$3,659,454 24	$4,539,024 82

Compared with the year 1878, the gross earnings show an increase of $1,561,051 96, with an increase in expenses of $681,481 38—making an increase in net earnings of $879,570 58. The per centage of expenses to earnings, including all expenditures, was 54.7 per cent. In 1878 it was 56.7 per cent. The expenses are divided as follows: ordinary, $5,142,938 78; extraordinary, $330,856 18. In 1878 the ordinary expenses were $4 527,578 78, and the extraordinary expenses were $264,738 85. The President, in his report, says:

This company now owns and operates 2,231 miles of railway, of which 199 miles are embraced temporarily in other organizations.

It thus appears that since the last report it has acquired by construction and purchase 535 miles of road.

In Dakota, extensions have been constructed from Pattersonville by way of Marion Junction to Running Water, on the Missouri River opposite the mouth of the Niobrara, a distance of 124 miles, and from said junction westerly 19 miles, which last named line will probably be carried through to the mouth of American Creek on the Missouri River, a distance of 94 miles during the year 1880, it being already graded.

In 1869 this company purchased over one half of the Capital Stock of the Western Union Railroad, extending from Racine by way of Freeport to Savanna on the Mississippi River, and thence to a junction with the Chicago, Rock Island and Pacific Railroad seven miles east of Rock Island, a distance of 190 miles, exclusive of 23 miles of branches since constructed, and this road has since been operated under control of this company as an independent organization.

The balance of stock of said Western Union Company, and nearly all of its bonds were owned by the City of Glasgow Bank, the failure of which made it necessary that these assets should be sold, and this company deemed it advisable to make an effort to purchase them. The result of the negotiations which ensued was in substance this—the mortgage lien on the road, amounting to $3,500,000 in seven per cent bonds, was purchased by this company for an equivalent sum of its six per cent bonds, and it received in addition, as a bonus, all the outstanding stock of the company. The road is now permanently united with, and forms a part of the property of this company. Its ownership by this company was very desirable seeing that it formed the only feasible outlet to Milwaukee and Chicago for the extensive lines of this company in central Iowa; and besides it traverses a fertile and populous country yielding a large local business. Its net earnings in 1879, were equal to six per cent on $5,500,000.

The branch from Sparta to Viroqua, a distance of 32 miles, mentioned in the last report, was completed and opened for business in last September, and its traffic comes fully up to the expectations that were formed of it.

The Davenport and Northwestern Railway extending from Davenport to Cresco in the State of Iowa, with a branch from Eldridge to Maquoketa has been purchased by this company, and the road with all its equipment was duly conveyed and taken possession of on the first day of August last, since which time, it has been operated by this company.

The road comprised in this purchase consists of 162 miles of finished road, and about 60 miles partly graded, and this company issued in payment therefor $1,750,000 bonds running forty years, bearing five per cent interest.

That portion of the unfinished road between Fayette and Fort Atkinson, about 25 miles will be completed by the first day of May next, and form a connection with the main lines of this company, thus giving a through line from St. Paul and Minneapolis to Davenport, and thence by other lines form the shortest line from said points to St. Louis.

In the month of May last, this company purchased a majority of the stock of the Southern Minnesota Railway Company, a line of road extending west from La Crosse 167½ miles. Said company under the name of the Southern Minnesota Extension Railway Company, have constructed during the past two years a railroad extending from their western terminus to the town of Flandreau in Dakota Territory, about 188 miles, and have graded the line from Flandreau to Sioux Falls, and will complete the same by June next. The bonds which have been issued by the extension company, at the rate of $9,000 to $12,000 per mile have been cashed by this company to aid in the construction of said extensions, and a further amount will be cashed to complete the lines to Sioux Falls. The Southern Minnesota Railroad, and the extensions, together with the Central Minnesota Road from Wells to Mankato, continue to be operated by an independent organization, and the receipts and expenses are not embraced in the operations or accounts of this company, and it is not impossible that such will continue to be the case until the year 1883, when the road will pass into the control of the stockholders in the interest of this company. A traffic agreement between this company and the Southern Minnesota Company exists, and will be continued until the road is finally absorbed into the lines of this company.

The grading and track-laying of the "Short Line" between St. Paul and Minneapolis is nearly completed. The substructure for the Mississippi River bridge on said line is constructed, the iron superstructure for same in process of construction, and it is expected that the whole line and bridge will be fully completed during the month of June next.

During the year there have been erected and nearly completed, in the city of Milwaukee, for the proper accommodation of the Locomotive and Machinery department, Machine Shops and a 44 stall Round House, the whole comprising an area of four acres under roof; all of which are constructed of stone, brick and iron so far as practicable, and are designed to be of sufficient capacity to meet the demands of this branch of the service at this place, and will be fully completed for occupancy, early in the coming summer.

The company has now 617 miles of its road laid with steel rails, being an increase of 94 miles in the past year; and the following new equipment has been added: 21 locomotives, 8 first-class coaches, 2 sleeping cars, 4 parlor cars, 5 baggage, post office, mail and express cars, 729 box and caboose cars, 250 stock cars, 230 flat and coal cars, 2 derrick cars.

The entire cost of the company's property including rolling stock, depot grounds, cattle yards, elevators, warehouses, docks, etc., is represented by

Common stock	$15 404,261
Preferred stock	12,279,483
Mortgage bonds	41,849,500
Making a total of	$69,033,244

on 2,231 miles of road, being at the rate of $30,948 per mile, and showing a reduction of $7,457 per mile since the last report.

The equipment of the road at the close of 1878 and 1879 compare as follows:

	1878.	1879.
Locomotives	226	229
Passenger cars, 1st and 2d class	109	122
Sleeping cars	12	14
Parlor cars	..	4
Baggage, postal, mail and express	71	91
Box freight and caboose	3,826	5,140
Stock	490	791
Flat and coal	812	1,370
Boarding	2	2

Earnings per mile run on freight, $1 36. Earnings per mile run on passengers, $1 12. Expenses per mile run, including all expenditures, $0.78; do. in 1878, $0.88—decrease, 10 cents.

The average price per ton per mile, received for freight, for a series of years past has been as follows:

	Cents.		Cents.
1865	4.11	1873	2.50
1866	3.76	1874	2.38
1867	3.94	1875	2.10
1868	3.49	1876	2 04
1869	3.10	1877	2.08
1870	2.82	1878	1.80
1871	2.54	1879	1.72
1872	2.43		

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1878 and 1879:

	1878.	1879.
Passenger trains	1,554,048	2,022,798
Freight trains	3,885,214	5,034,085
Wood and gravel trains	552,445	598,848
Total mileage	5,991,707	7,655,701
Passengers carried	1,412,663	1,555,446
Do. carried one mile	65 498,189	78,119,592
Freight (tons carried)	1,955,699	2 559,734
Do. carried one mile	321,818,902	401,595,734
Receipts per passenger per mile	3.09 cents.	2.93 cents.
Receipts per ton per mile	1.80 cents.	1.72 cents.

The earnings, expenses and net revenue per mile of road operated in the two years compare as follows:

	1878.	1879.
Gross earnings	$5,491 73	$5,016 44
Operating expenses	3,113 92	2,274 06
Net earnings	$2,377 81	$2 742 38

The expenditures for construction and permanent improvements, during the year 1879, were as follows:

For additional equipment	$464,560 21
Cost of relaying with steel rails, over cost of iron rails	101,158 60
Real estate, Chic. & Mil. Division	91,587 50
Real estate for extension of warehouse, Milwaukee	72,000 00
Depot grounds, wharves, etc., Milwaukee	6,210 66
Depot grounds and real estate, La Crosse	12,404 70
Depot grounds, McGregor	300 00
Depot grounds, Wauwatosa	170 00
Depot grounds, Portage	403 75
Depot grounds, Minneapolis	828 60
Depot grounds, St. Paul	1,114 66
Right of way	3,992 71
Construction of fences, etc., between Sabula and Marion	749 94
Construction of Short Line, between St. Paul and Minneapolis	247,697 60
New round house and shops, Milwaukee	216 080 56
Addition to Milwaukee stock yards	50,144 90
New draw-bridge, Milwaukee	32,948 33
La Crosse levee improvements	19,566 95
New depot, La Crosse	8,376 02
Canal Street track, Milwaukee	12,205 57
New round house, Minneapolis	11,847 43
New freight house, Minneapolis	14,561 67
New freight house, Chicago	19,687 70
New depot, Oconomowoc	4,300 56
Artesian well, Mason City	3,713 64
Permanent improvements	86,189 69
Total	$1,482,801 95

The value of fuel and supplies on hand December 31st, 1879, was as follows:

47,640 cords wood	$119,576 45
1,069 tons locomotive coal	2 329 62
45,804 ties	15 710 68
27,564 gallons oil	5,996 98
23,493 pounds waste	1,695 33
520,860 pounds splices, bolts and spike	12,986 13
733,447 pounds iron (unworked)	30,426 27
354,659 pounds iron, (worked and partly worked)	17,964 35
147,016 pounds copper and brass	27 027 00
1,382,320 feet lumber and timber	23,402 65
616 engine, truck and car wheels	5,279 40
664 pairs engine, truck and car wheels, (on axles)	15,231 07
222,605 pounds engine, truck and car axles	4,976 51
97,893 pounds ties, (iron and steel)	6,281 71
174,198 pounds steel and steel springs	12,416 79
852,234 pounds engine, car and road castings	20,742 02
3,472 pounds rubber springs	1,687 29
Other supplies	62,241 18
Total	$385,971 43

Statement of Income Account, 1879.

Jan. 1.—By balance		$2,520,074 02
Apr. 30.—By Government tax on coupons, refunded		5,049 69
May 31.—By insurance on goods burned at La Crosse, 1870		400 00
		$2,525,523 71
Apr. 15.—To dividend of 3½ per cent on preferred stock, out of net earnings of 1878		429,781 90
Balance		$2,095,741 81
Dec. 31. — By gross earnings, 1879	$10,012,819 78	
Less operating exp. (including taxes)	5,473,794 96	
Balance	$4,539,024 82	
By interest received on money loaned, etc., in 1879	69,066 84	
	$4,608,091 66	
Oct. 15.—To dividend of 3½ per cent on preferred stock, out of net earnings of 1879, (paid in October)	$429,781 90	
To dividend of 2½ per cent on common stock, out of the net earnings of 1879, (paid in October)	385,106 42	
Dec. 31. — To interest on bonds in 1879	2,287,407 36	
To Sinking fund of 1 per cent on Consol. Sinking Fund bonds, outstanding Dec. 31, 1878	70,000 00	
	3,172,295 68	
		1,435,795 98
Undivided balance of Income, Dec. 31st, 1879		$3,531,587 79

General Account, December 31st, 1879.

Cost of road		$62,043,445 61
Construction of new lines, etc.		1,356,002 23
Western Union R. R.		4,744,354 09
Davenport and Northwestern R'y.		1,750,000 00
Stock and bonds, Dubuque Southwestern Railway		182,697 12
Madison and Portage R. R. bonds		381,271 13
		$70,457,770 18
Bonds, stock, etc., Minnesota Midland Railway	$377,295 30	
Bonds and stock Southern Minnesota Railway	1,220,708 67	
Oshkosh and Mississippi River Railway bonds	204,000 00	
City of Hastings b'ds	7,700 00	
St. Paul, Stillwater and Taylor's Falls R. R. stock	15,000 00	
		1,324,703 97
Stock of material on hand	$385,971 43	
U. S. Government, Post Office Depart.	70,714 61	
Balances due from agents and other companies	397,387 59	
Miscellaneous acc'ts.	112,329 89	
		966,403 52
Bills receivable	$15,502 16	
Cash on hand	801,694 86	
		817,196 52
		$74,066,074 19

Capital stock, preferred		$12,279,488 00
Capital stock, common		15,404 261 00
		$27,683,744 00
Consolidated Mortgage bonds	$8,433,000 00	
First Mortgage, La Crosse Division bonds	6,600,000 00	
First Mortgage, Iowa and Minnesota Division bonds	3,810,000 00	
First Mort. Prairie du Chien Division bonds	3,674,000 00	
Second Mort. Prairie du Chien Division bonds	1,315,000 00	
First Mortgage, Chicago and Milwaukee Division bonds	2,500,000 00	
First Mortgage, St. Paul (or River) Division bonds	4,000,000 00	
First Mortgage, Iowa and Dakota Division bonds	577,000 00	
First Mortgage, Iowa and Dakota Division Exten. bonds	3,500,000 00	
First Mortgage, Hastings and Dakota Division bonds	160,000 00	
First Mort. South-Western Division bonds	4,000,000 00	
First Mortgage, La Crosse and Davenport Division bonds	1,785,000 00	
Second Mort. bonds.	496,000 00	
Minnesota Central bonds	183,000 00	
Milwaukee and Western bonds	219,000 00	
Real Estate, Purchase Money bonds	97,500 00	
		41,349,500 00
Incumbrances assumed	6,785 00	
Unpaid pay rolls and vouchers	711,363 18	
Bills payable	214,181 61	
		932,329 79
Due other railway companies, (current balances)	$24,860 98	
Miscellaneous accounts	498,719 92	
Dividends and interest unpaid	45,381 71	
		568,962 61
Income account		3,531,587 79
		$74,066,074 19

President.—Alex. Mitchell, Milwaukee.

Vice Pres't.—Julius Wadsworth, New York.

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Production of Corn and Wheat in 1879.

Dr. James Williams, late Auditor of State, has supplied to the Ohio State Journal the following interesting exhibit of the production of corn and wheat in the United States for the year 1879:

CORN.

Rank.	Bushels.
1. Illinois	309,000,000
2. Iowa	185,000,000
3. Missouri	142,000,000
4. Indiana	135 000,000
5. Ohio	105,700,000
6. Kansas	90,000,000
7. Kentucky	65,000,000
8. Nebrasia	62,000,000
9. Tennessee	51,000 000
10. Pennsylvania	44.000.000
11. Wisconsin	39,000,000
	1,228,600,000

WHEAT.

Rank.	Bushels.
1. Illinois	44,900,000
2. Indiana	43,700,000
3. Ohio	36,600,000
4. California	35,000,000
5. Iowa	32,787,000
6. Minnesota	31,887,000
7. Michigan	28,800 000
8. Missouri	26,800,000
9. Pennsylvania	22 300,000
10. Wisconsin	20,600,000
11. Kansas	18,100,000
	341,474,000

The whole country produced 1,545,000,000 bushels of corn, of which 11 States produced 1,228,600,000, while 27 States and 8 Territories produced 316,400,000. Of wheat the whole country produced 442,000,000 bushels—341,500,000 in 11 States, and 107,500 in all of the other States and Territories. The eleven States enumerated above produced 76 per cent of the entire wheat crop, and 79 per cent of the corn crop.

New York, Housatonic and Northern Railroad.

The sale of this road on the 3d inst. by John H. Clapp, Referee, was the outcome of an action commenced in the Supreme Court, in 1875, by David S. Duncombe and Erastus F. Meade, trustees, against the railroad to foreclose a mortgage made to such trustees by the company to secure an issue of bonds amounting to $2,500,000, Mr. Dwight Studwell, representing Mr. Horace Bridgman, of New York, bid in the road at $111,000. This road, which was organized in 1863, has for the past six years been in litigation. The only completed portion of it is from Brookfield to Danbury, Conn., now leased by the Housatonic Railroad at $6,000 a year. There are, however, 23 miles of the route of the road ready graded to receive the rails. It runs a little back of Rye Pond, New Rochelle and White Plains, crossing the New Haven Railroad between Pelhamville and Mount Vernon. It is understood that Mr. Bridgman will complete the road, and have it in running order as soon as possible.

☞ In a suit brought to recover from the State of Tennessee, as a guarantor of the Bank of Tennessee, a debt which the bank owed to the Memphis and Charleston Railroad Company, the Supreme Court of the United States holds that the repeal of the provision in the Tennessee Constitution authorizing parties to sue the State, after the debt accrued, does not impair the obligation of a contract within the meaning of the Federal Constitution. The decree of the lower court was therefore affirmed, with costs.

Coffee Crops of the World.

From an exhaustive review of the coffee trade of all countries by the managers of the Java Bank (Batavia), it appears the total crop of the world for 1855 was 330,165,000 kilos; for 1865, 421,950,000 kilos, and that the average of the three years 1876-7-8 was 490,840,000 kilos. These figures represent an increased consumption of 16 per cent over 15 years ago and of 47½ per cent over 1855. In the Dutch Indies the increase since 1855 has been below the average rate in other countries. In the British Indies and Ceylon the crop has nearly doubled. The total for Asiatic countries is in about the average ratio for the whole world. Brazil falls somewhat below the average ratio of progress; and the same is true of the West Indies, while the most notable increase is in the case of Central America, where the crop has risen from 3.500,000 kilos in 1855 to 32,500,000 in 1876-8. In the South American countries other than Brazil the production has risen from 22,300,000 kilos to 35,900,000, which also is above the average ratio. These comparisons to some extent indicate the sources from which the future increase in the crop may be most expected.

United Pipe Lines.

The following summary made by the United Pipe Lines shows their condition at the close of business, March 31, 1880:

Crude petroleum in tanks and pipes, March 31st, 1880	8,621,097 49
Sediment and surplus	351,130 35
Net stocks	8,269,967 14
Outstanding acceptances, bbls	4,811,894 33
Credit balances, bbls	3,458,072 81
Total liabilities	8,269,967 14
Crude petroleum received during March	1,815,133 31
Crude petroleum delivered during March	1,396,037 88

☞ Hugh J. Jewett, of New York, has been elected President of the Indianapolis and Evansville Railroad Company; T. A. Lewis, of Indianapolis, Vice President; R. G. Hervey, General Manager; E. H. Harriman, of New York, Treasurer, and C. S. Lewis, of Indianapolis, Secretary and Assistant Treasurer. The Directors are: G. R. Blanchard and H. R. Duval, of New York; John C. New, of Indianaplis; Charles Viele, Matthew Henning, J. J. Kleiner, John H. Roelker, R. K. Dunkerson, and Samuel Vickery, of Evansville. A large amount of work has already been done on the road, and it will now be rapidly pushed to completion.

☞ The St. Paul and Sioux City Railroad Company has given a mortgage to the Central Trust Company, of New York, on the following lines, built or now building. The Stillwater Cut-off, 5 miles; Sioux Falls line westward, 38 miles from Sioux Falls; the Niobrara branch westward, 82 miles from a point on the Missouri River opposite Sioux city; the Omaha line southward, 115 miles from a point on the Niobrara branch, 10 miles west of Sioux City, to Omaha. This lien is supplemented to the one of July last, and is at the rate of $10,000 per mile. It provides funds for building 170 miles of new road this season.

Railroads of Iowa.

The valuation of Iowa railroad property has just been completed. The total valuation of all the roads, 4,711 miles, is $24,051,000. The increased valuation over last year is $1,511,006 55. The increased mileage for the year is 387½, or about 8½ per cent. The tax on this valuation will amount to $501,275 16, an increase over last year of $50,471 08. The valuation of the Chicago trunk lines in Illinois is as follows:

	Valuation.	Taxes.
Chicago, Burlington and Quincy	$5,008,885	$125,221
Chicago, Milwaukee and St. Paul	2,455,995	61,348
Chicago and Northwestern	4,060,609	101,505
Chicago, Rock Island and Pacific	6,076,036	151,901
Illinois Central	1,957,614	48,940
Total	$19,557,069	$498,917

The increased valuation of roads is based on their gross earnings, which evidence remarkable prosperity.

☞ Articles of incorporation of the Des Moines and Kansas City Railway Company were filed on the 10th inst. in the office of the Secretary of State of Iowa. The object of the company is the building of a railway from Des Moines to Kansas City, Mo., to be of standard gauge. Provision is made for single or double track. The articles of incorporation provide that the principal place of business shall be at Des Moines, Iowa, and that the capital stock shall be $1,000,000, or not to exceed $16,000 a mile on the road built. The debt to which the company may be liable shall not exceed at any time $2,500,000.

☞ A check for $130,000 has been paid by the Lehigh Valley Railroad Company to State Treasurer Wright, of New Jersey, for the riparian grant which was made to the West Line Railroad Company by the State in 1862. The original money consideration for the grant was $125,000, of which $43,000 was paid in cash and a mortgage was given for the balance. The check is in full payment of the mortgage and accrued interest, and the money will be invested for the State school fund.

☞ General Manager Mulliken, of the Detroit, Lansing and Northern Railroad has just purchased four elegant new coaches from the Harlan & Hollingsworth Company, at Wilmington, Del. The passenger business of the road is growing at an unprecedented rate, and the present equipment is insufficient to meet the demands. The company's earnings up to the close of March show an increase of $40,000 over last year.

☞ Charles O. French, of New York, has been elected President of the Richmond and Alleghany Railroad Company, in place of G. M. Bartholomew, resigned. Conveyance of the rights, property, and franchises of the Buchanan and Clifton Forge Railway has been completed, and the mortgage securing the issue of the bonds of the Richmond and Alleghany Railroad has been placed on record.

☞ By the completion of an extension of the Union Pacific Railway to Lincoln, Iowa, the East-

ern terminus of the Lincoln and Republican Valley Railroad, a branch of the Union Pacific, has been changed from Omaha to Council Bluffs.

Mr. Vanderbilt's Proposition.

Mr. Wm. H. Vanderbilt, has offered to lease for forty years the entire water front on the west side of New York city, between Sixty-fifth and Seventy-second streets, fill it in, erect substantial stores and warehouses upon it, and pay the city $15,000 a year the first ten years, $18,000 the second, $21,000 the third, and $24,000 the fourth. This plot, now under water, includes about a thousand lots. The railroad Mr. Vanderbilt represents already owns the land fronting on the river between these streets. The New York Express claims that these additional lots will enable the company to provide terminal facilities of great public convenience and utility, and place the commerce of New York on a level with that of Baltimore and other cities. The dock commissioners, it is stated, have acceded to Mr. Vanderbilt's propositions. The plans for the improvement have all been prepared and will be approved by the department as soon as the sinking fund commissioners have set apart the land.

☞ Articles of incorporation have been filed in the office of the County Clerk at Portland, Oregon, by G. F. Wells, W. M. Watson and L. A. Wood, for the construction and operation of a narrow-gague railroad and bridges or ferry-boats from Portland to Vancouver. The corporation is to be known as the Portland and Vancouver Railroad Company. Capital stock, $50,000, divided into 2,000 shares of $25 each.

☞ In the case of the Lehigh and Eastern Railroad Company vs. Wm. H. Williams and Josiah C. Babcock, recently argued at Mauch Chunk, Penn., before Judge Meyers, the injunction has been sustained. This decision places the affairs of the company in charge of the President, Simon P. Kase, who, if not restrained by further legal action, will now go on to carry out the purposes of the charter and build the road.

☞ The stockholders of the Continental (Philadelphia) Passenger Railway Company have voted to ratify the lease of their line to the Union Passenger Railway Company, provided the rent shall be payable directly to stockholders of the Continental Company, and that the stock of the Empire and Seventeenth and Nineteenth Street Companies shall be held in trust for the stockholders of the Continental Company.

☞ Mr. Robert L. Harris, formerly engineer-in-chief of the Boston, Hoosac Tunnel and Western Railroad, is in Boston, having recently returned from Texas, where, in connection with John Ross of Homer, Ontario, he has taken the contract to build 150 miles of railroad from Austin to San Antonio, and thence in a southwestern direction toward the Mexican boundary, for the International and Great Northern Railway of Texas.

☞ The Central Vermont Railroad Co. have purchased the lease of Pier 37 East River, with about 44½ feet of bulkhead adjoining on the easterly side, for $4,000; also, about 188 feet of bulkhead on Tompkins street, adjacent to and north of the north side of Rivington street, for $500; also, the pier at East One Hundred and Twenty-ninth street, on the Harlem River, for $250—all for a term of three years.

New Railroad from Philadelphia to Allentown.

Surveys are now in progress for the proposed railroad between Philadelphia and Allentown to be built jointly by the Lehigh Valley and Pennsylvania Railroad Companies. The line starts from the Pennsylvania Railroad, the Connecting road, near 23d Street, Philadelphia, thence goes north through the western end of Germantown to Chestnut Hill; thence to Barren Hill, Conshocken and Norristown. From this point the surveys will carry it at about equal distances between the North Pennsylvania and Perkiomen Railroads to Allentown. The cost of the whole line, from the Connecting road to Allentown, is set down at about $3,000,000 for equipment and construction—or not more than $50,000 per mile. The present intention is to have the line completed to Norristown by April 1 of next year.

☞ The Chicago, Milwaukee and St. Paul Railway Company has given out a contract for building 140 miles of road from the present terminus of its Hastings and Dakota Branch on the west line of Minnesota, north, down the valley of the Red River, to an intersection with the line of the Northern Pacific near Fargo.

☞ A new contract has been let to John S. King, of New York, who agrees to have the Elizabeth City (N. C.) and Norfolk Line (45 miles) ready for use by Dec. 1. Work has already been begun. The contract provides for the extension of the line through to Newbern.

☞ The Newark and Irvington (N. J.) Horse Railroad was sold at public auction at the Court House on the 3d inst., for $45,500, the property being bought in by John H. Suydam, of New York, who also represented other persons. The debts of the road aggregate $51,964.

☞ A certificate has been filed with the Secretary of State of Ohio of the St. Clairsville Railway Company; capital $30,000, in shares of $50; by W. S. Kednon and others. This is a reorganization of the St. Clairsville and Bellaire Narrow Gauge Railway, the name being changed.

☞ The Maryland and Cumberland Valley railroad seven miles in length, branching off from the Western Maryland Railroad near Smithsburg and running to Waynesboro, Pa., will be completed and ready for trains by the middle of May.

☞ The Lehigh Coal and Navigation Company expect to put about sixty-five new boats on their canal this season, nearly one-half of which will be ready by the first of May.

☞ A. W. Humphreys has been elected President and George C. Clark Treasurer of the Sterling Iron and Railway Company.

☞ The Calumet and Hecla Mining Company will pay an extra dividend of $5 per share May 15, making the full dividend $10 per share.

☞ The Oregon Railway Company, limited, has awarded contracts for building its road to Silverton by July 1.

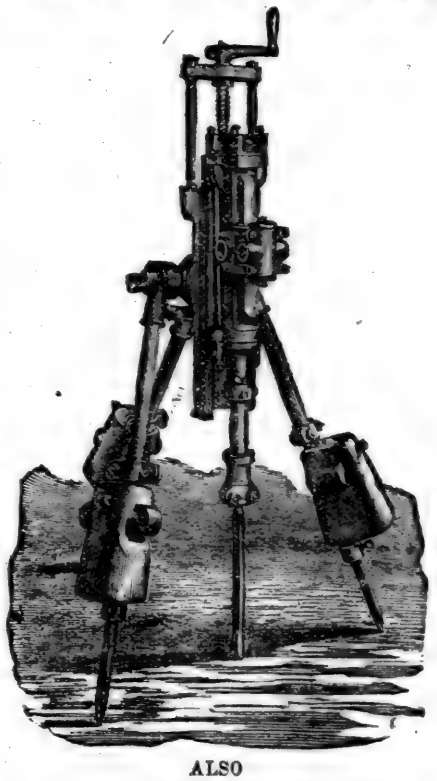
☞ The Panama Railroad Company has declared a dividend of 4 per cent, payable May 1.

☞ Articles of incorporation have been filed with the Secretary of State of Ohio of the Cincinnati, Newport and Covington Street Railway Company, capital $20,000, in shares of $50, by Frank W. Wilson and others.

☞ At a meeting of the directors of the Georgia Railroad Company at Augusta, Ga., on the 13th inst., the contract for a five years' lease with the Louisville and Nashville Railroad Company was confirmed.

☞ Telegraphic information has been received from the City of Mexico that President Diaz has confirmed the grant of a charter for the Mexican Central Railway line to the Mexican Central Railway Company of Boston.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending April 3d, as reported by the several carrying companies, amounted to 872,687 tons, against 397,428 tons in the corresponding week last year, a decrease of 24,741 tons. The total amount of anthracite mined for the year is 4,811,678 tons, against 5,294,053 tons for the same period last year, a decrease of 482,480 tons. The quantity of bituminous coal sent to market for the week amounted to 20,661 tons, against 62,022 tons in corresponding week last year, a decrease of 41,361 tons, The total amount of bituminous mined for the year is 840,711 tons against 715,070 tons for the corresponding period last year, an increase of 125,641 tons. The total tonnage of all kinds of coal for the week is 393,348 tons, against 459,450 tons in corresponding week last year, a decrease of 66,102 tons, and the total tonnage for the coal year is 5,652,384 tons, against 6,009,123 tons to same date last year, a decrease of 346,739 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last three days of March was 64,011 tons, of which 46,109 tons were coal and 17,902 tons coke. The total tonnage for the year thus far has been 1,664,461 tons, of which 1,229,726 tons were coal and 434,735 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended April 3 were 11,080 tons, and for the year to that date 368,957 tons, an increase of 91,692 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 8,835 tons, and for the year 318,168 tons, an increase of 103,395 tons as compared with last year. The shipments to the Chesapeake and Ohio Canal were for the week 716 tons, and for the year 3,877 tons, a decrease of 12,901 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 1,528 tons, and for the year 40,913 tons, an increase of 199 tons over last year.—[Phil. Ledger, April 12.

Our Iron Industry's Cradle.

Old Taunton, Mass., claims the honor of the first iron works or bloomery in America, because one was established there in 1652, by James and Henry Leonard, who came from Wales, England. Several of his name, sons and other descendants of George Hall, a prominent first English settler of Taunton, in 1637, worked in that bloomery. In 1737, a century later, three brothers, George, Isaac and Thomas Hall, great grandsons of that patriarch, removed to Lyme, in the colony of Connecticut, and set up in that famous seacoast town the first known forge in those parts, which kept busy until about the end of the century, and did much patriotic work, during the Revolution. Henry Leonard, a brother of James, leaving the latter and his son to carry on the business in Taunton, went to New Jersey and established a bloomery there. He removed to that State because the ore was much more profitable in its yield and purer.

The iron industry, so early begun in Taunton, went on uninterruptedly from father to son and from generation to generation. "Our iron manufacturers," says Mr. Hall, "were so enterprising and successful that the British Parliament in 1750 voted to 'prohibit the erection of mills for forging, slitting or rolling iron,' on penalty of $1,000. But that did not stop them a bit; they went right along furnishing the people with the materials for nails, tools, pots and kettles.—[Evening Post.

☞ The contract of alliance between the Louisville and Nashville, the Georgia Central, the Georgia, and the Western and Atlantic railroads, has been signed by the presidents of the respective companies. The objective points of the combination are Savannah and Charleston.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, April 23, 1880.

Probable Defeat of the Railroad Bills at Albany for Political Reasons.

The probable defeat of the Railroad Commission bill at Albany, and the narrow escape of the Anti-Discrimination bill, is said to have been caused by the Democrats' refusal to place the power of appointing commissioners under it, in the hands of the Republican party through Governor Cornell. This may be the true reason, and may be thought a good one; but equally, both may be just the reverse. We would not like to charge the opponents of the bill with using this political reason as a cover, to undue railroad influence brought to bear upon them by individual considerations. Yet we cannot help this suspicion, and we do not believe the constituency of these members will believe implicitly that the public good, or party interests even, were all at the bottom of their action. One thing, however, is certain, and that is, that the public demand the passage of both bills, and it was partly for this purpose that a large number of the members of the present Legislature were elected by both parties. These gentlemen need not suppose then that they can defeat either of these measures on the excuse of political considerations, which their constituents did not and do not regard as of vital interest in this long and bitter contest which has thus far been successfully carried by the people in spite of the railroads and their great influence, without a question of politics having been raised until now. This is the point, gentlemen of the Legislature, whether Republican or Democrat, and if you attempt to dodge it or attempt to obscure it under alleged political reasons, you will no doubt find yourselves obscured politically, for personal reason, when your constituents have a chance to get at you again through the ballot. It is your duty to pass both these bills, and the responsility of the result will not rest upon you but upon the people of the State who with one accord demand them, excepting only the railroad men and the special raters who now are favored by the railroads.

If, however, there is real danger of the Commission being made a party machine, which may, and no doubt would be possible, under either party, let some amendment to the bill be made to prevent it, such as providing for the election of the Railroad Commissioners by the people, or for their appointment partly or jointly by the Governor and the great commercial bodies of the State, including the Chamber of Commerce and Produce Exchange of this city. A repetition of Erie Canal mismanagement under rings composed of both parties might thus be avoided to the credit of the State, the benefit of its people and the efficiency of our transportation system by rail, which would do more to help the railroads in their competition with the canals than all their present discriminating policy. At all events, the Democrats can well afford to let the Republican administration take the first hand at the execution of the new railroad laws, in which they will be sure to make mistakes for a time, of which the Democrats can take advantage at the next election, after which their party can avoid both the mistakes and avoid what must, at best, at first be a sort of experimental administration. Beside, the position of the Republican Governor upon the railroad question is much more in accord with public sentiment than any of the dodging and hedging declarations of principles yet made by the Democrats, and we assure these opponents of the bill, the people will absolve them from Governor Cornell's mistakes.

The Louisville and Nashville Gamble.

It would seem that old and esteemed investment houses in Wall street, would have more regard for their name and reputation than to lend themselves and their influence to a lot of unscrupulous and reckless speculators on the Stock Exchange for the commission they can make on their business, or, what is worse, use their reputation and trade upon their name in stock speculations on their own account, as appears to have been done by the bankers who have backed the Louisville and Nashville directors in the improper use of their official position to carry on the gigantic and dangerous gamble in the stock of this road for the past six months. This deal has been regarded as not legitimate, at the Stock Exchange, even, and the street as a rule has kept out of it. Especially have all conservative and solid investment houses regarded it as off color and beyond their legitimate field, except the few prominent bankers who have backed it and now stand security for the officers of the road in a suit upon an explicit agreement which the latter refused to fulfill, because their bankers and themselves could profit by a breach of the contract.

To them jointly was due the panic in this stock last Saturday when it broke from 152 to 115 on the announcement of the suit referred

to, which could have been avoided had these bankers and officials wished it, by the payment of damages which would have been but a bagatelle of the fearful loss, caused by their refusal, to the holders of their stock. That these officials and bankers were not holders thereof is therefore perfectly evident; and they cannot complain if the Street accuses them of being short of it and of using their official position to "scoop" the foolish and confiding people who trusted to the reputation of the men who engineered, and of the bankers who backed this Deal, which even Wall Street morals condemned. When, therefore, "investment houses," as they ostentatiously style themselves, like Drexel, Morgan & Co. and John J. Cisco & Son engage in such doubtful schemes as this Louisville and Nashville speculation (for it has been little else from beginning to end) it is time for investors who look for disinterested and safe advisers in the purchase of securities, to be better posted than were the fleeced victims of the Louisville and Nashville Ring. There are plenty of houses on the Street, and we believe a majority, who would not allow their names to be connected with such operations, and our remarks to investors do not imply that these practices are general. Indeed we note this case because it is exceptional and indicative of the demoralizing influences of the speculation of the past nine months which we have continually decried.

Mexico and Vera Cruz Railroad.

At the regular meeting of the Engineers' Club of Philadelphia, held on the 17th inst., Mr. Coleman Sellers, Jr., M. E., read a paper on the History of the Construction of the Mexico and Vera Cruz Railroad, illustrating his remarks with numerous photographs and maps obtained during a recent trip to that country. As early as 1837 the project was broached, and from that time until it was finally opened, in 1873, by President Lerdo, the road suffered an alternation of successes and defeats. During its progress 40 different Presidents and one Emperor governed Mexico, and each government had, in turn, to be won over to the plans of the friends of this enterprise, and this in spite of a powerful opposition from various classes of the community. Not only were these difficulties surmounted, but those offered by the climate and the natural obstacles of the route were likewise overcome. At length, after years of labor and the expenditure of millions of money the road is now an established success, and is to-day he said one of the grandest specimens of engineering the world can show. The road is 260 miles long, is laid with steel rails, is thoroughly equipped with engines and rolling stock; has fine iron bridges, substantial stone stations, and all tunnels, masonry, etc., are of the best character; the grades and curves are numerous and excessive; the highest point of the road is 8,200 feet above the sea; it ascends 6,500 feet in 60 miles, and in one case climbs 2,000 feet in 15 miles; the city of Mexico itself is 7,600 feet above the sea, or nearly one and a half times as high as Mount Washington; the road was built principally by English capital, but is granted a concession by the Mexican Government, which, however, is now much in arrears.

Development of the Coke Industry on the Chesapeake and Ohio Railway.

We are informed by the officials of the Chesapeake and Ohio Railway that the traffic upon their line is being largely increased by the development of the coke industry at New River, where some 500 coke ovens are already in operation, and that there will be a large increase in this traffic another year when the product will be tripled by the construction of 1,000 more ovens which are now under construction and contract. Beside supplying the iron furnaces and works on the line of the road and along the Ohio River, a large amount is shipped to St. Louis and to the far West for smelting the precious metals, for which this New River coke is said to be better than the Connellsville coke, which has been hitherto generally used and regarded as the best for those purposes. The daily shipments over the Chesapeake and Ohio now average 25 car loads daily.

The Low Moor iron furnace near these coke works at New River will be completed and put in blast next July, which will increase the traffic in coke and iron ore to and from their works, and in iron from the furnace. The business of this line therefore will be greatly increased this year.

The Tariff on Hoop-Iron.

The following circular regarding the duty to be imposed on cut hoop-iron was issued by the Treasury Department on the 17th inst.:

"To Collectors of Customs and Others:—Schedule 'E' of title 33 of the Revised Statutes imposes upon band, hoop and scroll-iron various specific rates of duty, varying according to the width and thickness of the iron. The question whether hoop-iron cut into lengths for the manufacture of hoops, and having holes punched in the end, should be classed as hoop-iron or a manufacture of iron, not otherwise provided for at an ad valorem rate of 35 per cent, was considered by the department in its decision (No. 3,824) of December 21, 1878, wherein it was held that, on the authority of the case of Leng against Arthur, tried in the United States Circuit Court for the southern district of New York, hoop-iron cut into lengths and so punched should be admitted to entry at the ad valorem rate of 35 per cent.

"A rehearing has been had upon the question, and the department has become satisfied that the verdict of the jury in the case before mentioned, and the evidence upon which such verdict was based, are not sufficient to justify the decision above cited, and that the admission of such articles at the ad valorem duty is in violation of the true intent of the law. Officers of the customs are therefore instructed that hoop-iron, merely cut to lengths and punched with more or less holes, is not thereby removed from the category of hoop-iron, and the specific rate of duty imposed on hoop-iron in schedule 'E' of the Revised Statutes, will hereafter be collected on the article specified.

"JOHN SHERMAN, Secretary."

The Interoceanic Canal.

Dr. Long, who has for the past eleven years represented the United States Government as Consul at Panama, testified before the Select Committee of the House on Interoceanic Canal, on the 17th inst., that he had a good opportunity to judge of the various explorations and surveys that have been made in that country, and believed that all of them had been made hastily and incompletely, and that the results were not sufficiently satisfactory to induce capitalists to invest their money in any scheme founded upon such bases. He further stated that till within the past three years the trade with the South American countries had been almost entirely monopolized by Great Britain, but that in the past two years the trade of this country with South America has greatly increased.

Needless Revival of Old Land Grants.

EDITOR AM. RAILROAD JOURNAL:

With characteristic indulgence, the Senate Committee on Railroads—after much importuning no doubt—has agreed, by a bare majority, to report, without recommendation, a Bill to extend for six years longer the time within which the Texas and Pacific Railway Company may acquire the land grant of U. S. public lands west of Texas by the completion of that road along the 32nd parallel. The old grant has still two years to run, but before that date there will be no use of any land grant to aid in the construction of the road, as that part of it in the territories will be built without subsidy aid. The Southern Pacific Railroad Company of California have already pushed an extension of their road across Arizona and are more than half way through the length of this same land grant in the Territories. The track is laid 500 miles east of the California boundary, 1,000 miles from San Francisco, and going down at the rate of a mile per working day. Within 18 months it is expected the locomotive from the West will be at the Rio Grande ready to connect with the roads building westward. The absurdity of extending a land grant after the road has been built through it, by private capital, does not seem to have dawned upon these Senators, but the House and the public will be pretty sure to discern it to their great dismay. *

Madeira and Mamore Railroad.

By the recent decision in the English House of Lords the sum of £850,000 ($4,250,000), which is now lying in the Bank of England, as the proceeds of bonds sold for the purpose of constructing the Madeira and Mamore Railroad, was ordered to be divided among the bondholders. It will be remembered that last summer a similar decision was given in a lower court—the Court of Appeal. At that time Lord Justice James based his action upon the ground that the construction of the Madeira and Mamore Railroad (with which the Messrs. Collins were proceeding), was utterly impracticable, and his Lordship further went out of his way to declare that the railroad company was a "fiction and a sham, created and existing

for the sole purpose of deluding a credulous public," and added that its promoters "polluted the temple of justice by their presence."

The decision of the House of Lords, however, while it returns the money to the bondholders, is based upon entirely different grounds to those advanced by Lord Justice James. The Lord Chancellor, who delivered the final judgment, said, in effect, that the concession of the Bolivian Government to the National Bolivian Navigation Company stipulated that the railroad should be completed within two years. This stipulation was not complied with, and, the republic having withdrawn its concession to the company, the bondholders have a right to demand that the money should be returned. "It has been said," continued his Lordship, "that the Brazilian government is prepared to make such concessions as would enable the work to proceed, but we have not sufficient evidence of this fact before us to take it into account in arriving at a decision."

After expressions of opinion by the judges, all the law lords in attendance at the session, viz., the Lord Chancellor, Lords Hatherly, Penzance, O'Hagan, and Selborne, voted in favor of dividing the fund among the bondholders.

Staten Island Rapid Transit Railroad Co.

On the 14th inst. a stock company to be known as the Staten Island Rapid Transit Railroad Company was organized under the General Railroad Law; and on Saturday last, at a meeting held at the banking house of Messrs. H. L. Horton & Co., No. 56 Broadway, the following gentlemen were elected directors: President—Erastus Wiman, of Messrs. Dun, Barlow & Co.; Vice President—W. W. Macfarland, of Messrs. Shipman, Barlow, Larocque & Macfarland; Treasurer—J. Frank Emmons, of Messrs. H. L. Horton & Co.; A Hegewisch, President United States Rolling Stock Company; Frederick White, of White, Morris & Co; E. Norton, of E. Norton & Co.; John D. Vermule, Treasurer Goodyear India Rubber Glove Company; R. B. Whittemore, of Whittemore & Co.; Adolph L. King, of the Old Dominion Steamship Company; W. H. Pendleton; William Krebs, of Messrs. Johnson & Higgins; I. K. Martin, of Messrs. Satterlee, Bostwick & Martin; George Bechtel, Stapleton, Staten Island.

The capital of the company is $500,000, divided into 5,000 shares of $100 each, payable in ten monthly instalments of $10 each. Bonds to the amount of $500,000 will also be issued.

The objects sought to be accomplished by the above organization are:

1. To lessen the time of communication between New York and all parts of the island by fully 50 per cent; 2. To increase the frequency of trips from once an hour to at least three times an hour; 3. To cheapen, especially in the morning and evening hours, the rates of fare from New York to even the most remote parts of the north and east shores of the island.

For years the residents of Staten Island have patiently borne with the slow, inadequate and expensive ferry facilities furnished them by the railway ferry and the North Shore boats, and though both these lines are well managed, and do the best that can be done under the circumsiances, the hope of improvement is precluded so long as both lines persist in starting from the same locality, usually at the same moment, running side by side nearly the whole length of the trip, and separating only when they reach the island, to deliver passengers by the slowest and most expensive process along its shores at eight landings barely a mile apart. Six boats, expensively manned, are employed for this purpose, while the cost of two piers in this city, seven or eight docks on Staten Island, and other attendant outlay, absorbs a great deal more money than there is any necessity for. Notwithstanding those heavy expenses and the infrequency and inadequacy of the communication, so great is the travel that both lines are making large profits, even in furnishing facilities in no respect an improvement upon those which existed 20 years ago.

It is proposed to concentrate the ferry traffic in one ferry, from the Battery to the foot of Hyatt street, New Brighton, employing three boats, which will make trips every 20 minutes. This is the point of the Island nearest to New York, the distance is a trifle over six miles, and the time required for the direct passage is less than 20 minutes. From the ferry there will be constructed along the shore in both directions a steam surface road, trains running west to Port Richmond and south to Clifton, connecting with every boat. The track, which will be double part of the way, will rest upon a sea wall, built between high and low water mark. There will be a station about every half-mile, and stations, cars and engines will be very similar to those now in use on the Sixth Avenue Elevated Road. It is expected that this portion of the road, over six miles in length, will be completed by January next, and by the opening of the next Summer season an extension of the southern branch to Cedar Grove will be ready. The track will pass around old Fort Richmond on piles, making a graceful sweep out into the Narrows, and thence it will run along South Beach for about three miles. This, it is thought, will make the Beach very popular as a place of Summer resort, bringing it within thirty-five minutes of New York. The fare for the whole distance, including both boat and railroad, will be ten cents during the hours of travel of the working classes. From six a. m. to eight p. m boats will run every twenty minutes, then every hour until midnight.

To build the road, to equip it, and establish a twenty-minute ferry with the three objects as above stated in view, is the achievement sought to be accomplished; but a condition precedent thereto must be the gift of the right of way along the bank over such property as is now unproductive, and which, instead of being impaired will be materially improved and beautified by the proposed construction.

Should this effort be met in a proper spirit by the people of the island the success of the enterprise will be insured.

☞ A correspondent, writing from St. John, N. F., states that "a joint committee of the Legislature has decided that the Terra Nova railroad shall be built. Starting from St. John's it will run toward the peninsula dividing Placentia and Trinity bays, connecting en route by branch lines the important settlements of Brigus Harbor, Epace and Carbonear, and be carried through the peninsula districts of Trinity and Bona Vista to the north and that of Placentia to the south. It will in due time be tapped thence on to the fertile French shore. The route designated touches the heads of the bays as it passes."

Chrysolite Silver Mining Co.

The Chrysolite Silver Mining Company has declared a dividend (No. 6) of $100,000. Within six months this company has declared dividends amounting to $1,100,000. The amount to be disbursed to shareholders this month has been reduced from $200,000, the usual dividend, to $100,000 in order, the managers say, to make a partial payment of $88,000 on the $250,000 agreed to be paid for the Vulture mine, now included in the consolidated properties. They say that their contracts with smelters call for only 100 tons of ore per day, although the mine could furnish an output of 200 or 300 tons per day, if the smelters would receive it. The roads throughout the Leadville region are in a very bad condition, and the smelters, after treating the ores which they purchase, are compelled to haul the bullion a distance of sixty miles in order to make connection by rail. They are therefore holding all the mines to the lowest limit of their contracts, and will receive no more ore than they are compelled to accept. It is understood that a change in the secretaryship of the Chrysolite will occur within a few days.

Little Chief Mining Co.

The "Little Chief" Mine, of Fryer Hill, Leadville, pays its regular dividend of $100,000 per month out of the net earnings of the mine. This is the third dividend of like amount earned and paid since the company took possession of its property in January, besides paying for the dead work, re-timbering, and other extraordinary expenses incident to commencing the scientific development of a mine.

It is officially stated by the officers of the company that, for every dollar of ore taken out of the mine, there has been placed in sight over three dollars in reserves, and that upon this principle both the "Little Chief" and the "Chrysolite" are worked.

☞ The Baltimore and Ohio Railroad Company has declared a semi-annual dividend of four per cent on the stock of the Main Stem, and five per cent on the stock of the Washington Branch—being for the six months ending March 31, 1880. The former is payable on the 15th of May, and the latter on the 16th inst., both at the Treasurers office, Camden Station, Baltimore.

☞ Ironton, Ohio, will vote on the 7th of May on a proposition to give $50,000 to a railroad from a point opposite Ashland, Ky., to Portsmouth, O., giving the Chesapeake and Ohio railway a connection to the West.

☞ The Cedar Rapids and Missouri River Railroad has declared a dividend of $1 per share on the common stock, payable May 1. Coupons due August 1, 1880, will be paid upon presentation, with rebate of interest at the rate of 5 per cent.

☞ The Iowa Railroad Land Company has declared a dividend of $1 50 per share, payable May 1.

☞ The Seaboard and Roanoke Railroad Company has declared a dividend of 4 per cent for the past six months.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	Feb. '80 3
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,599,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	Nov.'79 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M. & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '79 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3½
" " pref. 50	828,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June '79 3
Catawissa*..... 50	1,159,500	October.	Oct. '79 1½
" pref. 50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,550,400	F.M.A.N	May '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" pref.... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb '80 3
Chemung*.....100	380,000	quarterly	Apl. '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	May 80 2½
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'73 4
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord.....50	1,500,000	M. & N.	Nov. '79 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River..... 10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk.. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*....100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '79 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Gran. June., Han. & Gst. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '80 2
Illinois Central.....100	29,000,000	M. & S	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May '80 1½
Io. So. & Mo. Northern. 25	5,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra 100	4,500,000	J. & D.	June '78 1
" pref.100	500,000	J. & D.	June '78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Feb. '80 4
" (guar.)100	533,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,332,555	quarterly	Apl. '80 1
" " pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*..... 50	5,871,450	quarterly	Mar. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 80 4
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'79 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,356,450	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'79 3
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apl. '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Mar. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,101,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 6
N. Y., Provid. & Boston.100	3,000,000	quarterly	Feb. '80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 7½
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oregon Railway & Nav.100	4,455,000	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl '80 1½
" Special Imp.100	5,504,300	quarterly	Apl. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell..... 100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	996,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*..... 100	267,300	M. & N.	Nov. '77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,880,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 00c	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Hest on, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,064	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '79 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar. '80 $7½
Delaware and Hudson...100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Mar. '80
American Express.....100	18,000,000	J. & J.	Jan. '80 2
Amoskeag Manuf. Co....100	8.000.000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80$10
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Jan. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal.....100	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common....100	5,700.000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $5
Quincy R. R. Bridge.... 100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,551	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	158,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,866,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	459,543	602,624	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	954,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,893	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,963
1880	392,632	375,619	392,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,163	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,237,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,796	206,757	207.514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	330,759	387,701	386,036	330,028	3,343,373
1880	367,327	326,306	355,508	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147.208	1,127.079	1,172,961	1,258.990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15.134.216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,596
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	314,210	303,228	231,920	334,800	409,160	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,920	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,956	112,375	108,879	83,224	103,843	102,282	112,374	152,372	105,099	111,981	1,212,318
1880	93,306	105,101	128,453	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Apr. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$13,865,000	6	Jan. & July.	1880	104¼
.. ..coupon	3,421,000	6	" "	1880	104¼
Oregon War Bonds of March 2, 1861...coupon	765 250	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	124,629,050	6	Jan. & July	1881	106¼
.. ..coupon	46,830,450	6	" "	1881	106¼
Loan of March 3, 1863.....registered	52,309,500	6	Jan. & July.	1881	106¼
.. ..coupon	15,067,450	6	" "	1881	106¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	200,660,050	5	F. M. A. & N.	1881	102¾
.. ..coupon	208,302,850	5	" "	1881	103¼
.. ..registered	170,058,800	4½	M. J. S. & D.	1891	107
.. ..coupon	79,941,200	4½	" "	1891	107
.. ..registered	514,793,950	4	J. A. J. & O.	1907	107¼
.. ..coupon	224,223,400	4	" "	1907	107¼
Refunding certificates of Feb. 28, 1879.....	1,820,450	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	9,922,965	...	.....	.....	....
Debt bearing no interest.....	391,067,928	...	.....	.....	....
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	125
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	57
.. Substitution (B) bonds; R. R. do.....	696,000	5	" "	1906	93¼
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	94
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,150,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	104¼
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	49¼
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1855 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($160,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($6,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105¼
.. County Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¼
.. Bounty Loan bond s,1864.....	2,330,000	6	June & Dec.	1889	113¼
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—$11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1893	108¼
.. State Loans (1870 to 1874).....	916,200	6	" "	'87-'98	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Pay-able.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108¼
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863...	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102¼
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110¼
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	106¼
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	109¼
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106¼
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	110¼
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'98	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	18
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—(§.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7?	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	28½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	28¼
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered...	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	925,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,289,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	111
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1896	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109¼
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	116
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	118½
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101½
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	107
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage { Penn. R. R. Co. }	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	56
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	57½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	600,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	117
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	120
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	5,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	...	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	570,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,606,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	107
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1890	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	103
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	91½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	...
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1913	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.		80-'90	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Casenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105½
1st Mort. (W to Minn. Lake)	1,134,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	928,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm'nt Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	82
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	105½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	103½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	104½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	104
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	104½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,000	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	45
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (") coupon....	918,000	6	" "	"	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'83–'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	663,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118
Bonds of 1875, Sinking Fund....	415,000	5	June & Dec.	"	1895	100½
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	une & Dec	Boston.	1903	121
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
3d Mort. (Northern Cross) gold.	711,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,500 000	3 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C.&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	118½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	112
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1907	102
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	111
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	108
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	108
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	107½
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	109
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge ..f....	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	123
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	117½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	116
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,246,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	107
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	120½
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	109¼
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	113¼
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110¼
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1903	81
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,547 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	108
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage.....	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage.....	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	117¼
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	105
Des Moines and Ft. Dodge:						
1st Mortgage (gross).....	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	..
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	..
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	..
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	115
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	...
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	...
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1893	...
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	...
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	..
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	110
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. &Va.)	147,000	6	May & Nov.	" "	1886	...
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	..
Company Bonds (E.T.&Ga.,old)	635,000	6	"	" "	'80-'85	..
Company Bonds (" new)	135,400	6	" "	" "	1876	...
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	98½
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	..
Loan of 1869.....	.....	6	May & Nov.	"	1889	..
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	92½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	...
2d Mortgage	200,000	6	April & Oct.	"	1886	...
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1862	86½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	106
3d Mortgage.....	4,852,000	7	" "	" "	1883	105½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	101¼
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	..
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY& London.	1920	117½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	91½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1852	..
2d Mortgage	92,800	7	April & Oct.	" "	1850	..
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	760,000	7	April & Oct.	" "	1890	...
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	...
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	...
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	...
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	..
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	...
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	600,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	...
Flint & Holly S. F. ($25,000 p.m.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & Kal.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,200,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	83
Construction Loan.....	280,400	8	Jan. & July.		1876	..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	600,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold,	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110½
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'88-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.94 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F & PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	0,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300 000	6	April & Oct	Brot. & Bost	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	8	" "	" "	1903	109½
Income and Indemnity bonds	1,359,500		May & Nov	"	...	98½
Consolidated Mortgage	2,864,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	367,500	7*	Feb. & Aug.	"	1895	109
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	68
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	74½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,600,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage Bonds Gar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar	1,277,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" " ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept	" "	1899	1 07
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116
1st M.(3d D 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108¼
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	94
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	123
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	121
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	117
Bonds of 1882 (Reg. & Coupon)	3,234,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	118
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	....
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	819,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg....		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	111
General Mort., registered....		6*	" "	"	1922	111½
Lewisb. Centre & Spruce C.(Pa & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	187 5	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $5,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 800	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec	"	1878	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	82½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	47½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1906	....
1st Mort. (Scioto & Hock. Val.).	800,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	112
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1898	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'7?	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	109½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	122
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	111
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1836	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O. St.L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	101½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	62½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,484,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 5*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	63,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March,	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	108
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	114½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.):						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $3,000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	303,000	6	April & Oct.	New York.	1885	104
2d [illegible]	592,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O. St.L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	110
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	126
1st Mort., reg'd }		7	" "	" "	1903	126
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	120½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	112
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	111
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	115½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1883	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	252,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon	1,685,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	" "	Baltimore.	1926	80
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	104½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	112
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	78½
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,460,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	10[illegible]

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. &N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.)2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	118
General Mortgage, registered.		6	" "		1910	117½
Consolidated Mortgage	29,145,000	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg f'd	4,287,823	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	66
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	101
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,135,300	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1826 stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	118½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	863,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	85½
Income Mortgage of 1876	2,331,000	7	June & Dec.	Philadelphia.	1896	98½
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	88
Trading income	300,000	7	" "	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	58
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	115
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	...
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	...
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	...
3d Mortgage	2,000,000	7	April & Oct.	"	1912	117½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston.						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. &Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	...
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	...
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga.R.R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77½
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	...
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	" "	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. &St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	114
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	...
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	...
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	120
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	105
Rich., Fredericksburg & Potomac						
Sterling Loan	67,771	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,990	7	March & Sept.	New York	1880	91
2d Mortgage	460,000	7	Jan. & July	" "	1907	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	...
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	" "	1904	67½
Butlard (Cent.Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	85
Equipment Mortgage	500,000	8	March & Sept.		1880	95
General Mort.	1,500,000	8	May and Nov.		1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M. (W. D) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	113½
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	103½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	105
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T. H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	95
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	95
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877.	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,623,200			U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	100½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	113½
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	103
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	94
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	69
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $8,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	101
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Nd.)						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112⅛
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	111
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115¼
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	89
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'e)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'e)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co'e)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	107
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	114
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.&Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	102⅝
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	101¼
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	83
2d Mort. (" " ")	550,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	...
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	80
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	48
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	210,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lon [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,0[illegible]	456,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	...
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1891	....
2d Mortgage (consols guar.).....	1,168,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	116
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108¼
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108¼
2d Mortgage preferred.....	660,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	116
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109¼
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	103
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55¼
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	108¼
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,800	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	99¼
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	81¼
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. and July.	Baltimore.	1885	90
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	104¼
	3,000,000	7	" "	" "	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	108¼
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	108¼
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107¼
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	134¼
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,806,000	6	Jan. and July.	Philadelphia.	1910	81
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	72-'9	101
2d Mortgage.....	3,990,392	6	Jan. and July.	"	82-'0	79
Improvement bonds.....	280,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	50
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt	1885	...
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1888	...
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1[illegible]	[illegible]
2d Mortgage.....	296,000	6	" "	"	1[illegible]	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	†96.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	¶1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	†5.4	—	21	15	6	388	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,371,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	108
Dec. 31, 1878	242.0	17.5	68.0	—	76	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.6	1,423,969	876,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	†6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,529	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,083	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80‖
Dec. 31, 1878	470.4	—	41.6	—	80	41	19	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	23,854,000	*	1,130,481	661,993	8,615,000	14,588,500	2,276,846	769,128	863.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	131
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West..N.Y. Penn.& O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,192	919,064	2,682,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	376	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	362,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,092,956	2,051,625	7,121,900	14,965,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	269,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	63.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va	38,042,577	12,116,258	57,305,232	3,031,492	18,277,300	37,670,350	5,519,729	37,111,919	557.3	3,303,055	.....	.....	8,563,357	4,039,612	8	100	155
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,639	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,783	696,010	37,838	64,638	3,533,250	6,500,000	288,385	—	90.2	571,469	909,549	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131.906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,884	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,390	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9¼ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	146
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	893,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	288,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,493	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	98‖
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	206,359	6,921,274	3,500,000	88,359	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	129
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	2,522,798	*	9,164	77,615	2,945,231	500,000	503,536	54,911	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	800,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,216,417	358,490	6	100	137
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,328	349,200	1,000	213,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.0	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,455	3,807,500	701,079	338,434	120.5	509,791	189,122	589,245	884,419	460,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,221	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	188.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	415.0	911,305	287,634	721,754	1,614,762	560,811	—	100	68‖
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,360	1,302,673	4	100	147‖
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,185	9,423	135,142	.....	62,828	25,007	33.9	23,376	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,122	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.).....Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,849	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,073	39[illegible],014	131,150	380,895	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.6	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,876,400	*	.....	.....	978,400	2,178,000	242,500	21,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... .....Canada.	22,889,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,440,270	233,045	—	100	61‖
Mar. 31, 1879	242.0	—	12.2	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	...
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,698	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	18
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	110‖
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,500,000	*	3,531,562	503,458	7,500,000	3,617,000	396,718	.....	712.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,517	274,721	725,658	326,024	—	100	34
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	13,563,200	31,850,276	4,203,658	.....	344.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	78
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,209,000	.....	.....	100.0	139,701	21,203	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	286,448	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,928	7,956,113	9,097,651	6,369,421	54,275,600	94,249,650	7,209,255	12,339,278	1,941.0	5,628,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	76
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,148	2,578,000	2,510,548	186,855	192,980	195.0	415,353	68,570	97,948	441,357	152,228	—	100	97
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,37[illegible]	172,175	588,066	1,936,360	341,621	—	100	22‖
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,236	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,835	1pf	100	53
Dec. 31, 1878	248.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,823	*	7,230 768	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,408	781,991	1,967,306	4,691,519	2,156,385	7	100	111
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,958,816	27,058,725	13,558,354	1,432,847	1,621.1	6,784,874	2,187,020	3,975,910	14,119,685	6,586,539	8	100	126‖
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	318,592	87,572	235,838	538,595	260,947	—	100	75‖
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction..Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,694	*	352,407	71,556	323,054	3,714,154	220,611	115,718	162.2	533,439	111,058	495,127	784,556	229,510	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,451,765	545,537	10	100	142‖
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul.Wis. I.&M.	58,755,181	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,708	3,659,454	7pf	100	78‖
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,333,059	36,514,220	34,583,000	3,241,088	4,342,772	1,616.5	11,125,859	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	94‖
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	192
Dec 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25 911 501	.....	.....	.....	3,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	34

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Date of Latest Statement.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	p c
Dec. 31, 1878	40.4	484 3	671 6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,087	50 000,000	37,024,000	1,925,820	3,248,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	107½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,582	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,238	1,178,763	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	—	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,360,676	27,528,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	104½
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,223,691	384,621	6	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	52½
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,534,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,800	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	13
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,805,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	139
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	85
Jun. 30, 1878	187.3	87.9	183.5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	*	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland...Ohio.	3,580,000	*	200,000	3,844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	—
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742,200	102,588	106,025	88.5	195,998	59,411	665,276	566,453	299,181	—	100	21½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,585	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,938	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	90½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,350	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	...	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	...	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	[illegible]	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457,223	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	18.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	848,483	—	100	36½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,448	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,166,261	557,484	71,478	170,625	2,022,518	275,000	67,754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	20½
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	628.6	1,166,773	233,067	186,638	2,098,500	379,381	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Morris and Essex.....New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	108
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	948,146	201,628	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,029	869,726	271,417	497,456	158,403	2	100	113½
Jun. 30, 1878	321.0	132.5	48.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,276	5	100	60½
Jun. 30, 1878	122.3	—	18.3	—	—	—	—	—	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	78
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	293	Naugatuck .....Connecticut.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,766	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.5	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3½).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	180,508	952,660	268,143	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.).....Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,886	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,163,683	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15364	New York Central & Hudson River.N.Y.	82,163,689	17,730,406	29,967,488	.....	39,428,300	39,801,233	582,050	.....	1,018.3	5,998.041	8,927,565	7,695,413	26,406,017	10,269,040	8	100	131½
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	——	Included in 5.5		Lessees returns.		.....	.....	8	100	180
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	N. Y., Lake Erie & Western. N. Y. &Pa.	118,019,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,730,231	4,896,327	6,150,468	15,644,978	5,009.114	3	100	42½
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	—	N. Y. & Manhattan Beach (3 ft.)...N. Y.	568.111	169,107	704,118	.....	500,000	829,000	45.000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,867	1,006,287	197,890	—	100	50½
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,184,455	1,373,778	1,537,029	15,500,000	—	475,465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	160
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., Providence & Boston..Conn.& R.I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	.....	.....	4,000,000	.....	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	Northeastern ¶.....S. C.	2,148,131	*	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	Northern .....New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	8.9	452,301	141,209	401,922	426,874	107,372	5	100	96½
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,298	Northern Central .....Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,538	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	66½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,296	Northern Pacific... Minn .Dak., Wash.&c.	19,688,650	1,115,373	130,694 587	120,347	100,000,000	.....	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	29½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,607	251,639	4,264,.50	6,000,000	2,041,.55	148,329	88.2	1,390.319	1,310,278	917,484	1,460,924	573,061	4	50	102½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	578	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,899	335,000	403,094	666,883	269,778	10	100	136½
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	82½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	34½
Sept. 30, 1878	249.4	62.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	.....	.....	—	100	....
ent. 30, 1878	35.0	—	15.6	—	14	15	6	285	Oswego and Syracuse.....N.Y.	1,752,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	201,874	88,769	41,216	—	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4.277.634	*	56,696	22,674	2,853.000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1875	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000.000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	190
	78	67.4	—	7	—	—	—	128	Pekin Linc. and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,585	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	126		Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,969,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	108
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl : 0 1878	44.0	6.0	3.0	—	6	3	1	88	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	88.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	88.0	293,285	94,911	148,964	227,501	32,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	..
Dec. 31, 1878	51.7	—	5.2	—	8	40	3	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	3,030	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	181,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	192	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	34
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13		Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	252,683	12	50	404
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59		Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	661
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	619,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,198,048	8	50	141
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,166	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	-	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,807	1,829,465	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	+	278	152	51	6,666	Pittsb., Ft. W. & Chicago	Pa., O., I. & I.	38,743,396	*	213,315	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	117
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,086,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	38
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitt'sb., Wheeling & Kenucky	W. Va.	599,395	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,833	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,052	148,151	29,384	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	106
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,0 5	.....	47.5	76,503	51,040	18,647	58,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,897	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	181	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	120
Sept. 30, 1878	140.5	11.0	18.3	—	56	37	20	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	295,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,632,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	409.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	201
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,758	—	100	61
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,639	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	289.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	175.2	395,390	184,988	473,648	506,459	239,621	100	234	
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.		*							684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	50
Dec. 31, 1878	489.5	195.0	114.8	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	598.8	.....	499,441	980,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	106	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000,000	10,181,500	1,237,500	539,000	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	37
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	208.2	658,208	183,359	.....	964,333	168,210	—	100	....
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	669	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841,100	5,145,000	.....	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	28
May 31, 1878	166.0	—	19.5	—	11	10	4	513	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	121.3	266,669	86,179	206,913	602,754	239,505	—	100	43
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,565,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	116.3	841,442	191,069	731,146	657,682	234,227	—	50	....
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	111.3	.....	.....	.....	303,883	20,046	—	100	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	79.0	125,679	50,345	33,376	99,155	20,072	—	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	46.0	.....	33,583	349,229	254,039	135,231	—	50	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....
Sept. 30, 1878	50.0	—	6.6	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	158.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Sept. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	114.0	413,552	149,484	440,071	462,906	142,850	—	100	....
Sept. 30, 1878	114.0	—	17.8	—	16	9	5	406	Southern Central	N. Y.	3,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	310.5	441,590	.....	.....	739,223	352,631	8	100	....
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,480	600,000	271,361	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	103.0	.....	.....	86,398	220,137	74,284	—	100	....
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,000,000	1,142,000	648,854	125,095	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	47
May 31, 1879	179.7	264.1	39.4	69.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,993,000	18,806,225	1,349,575	327,908	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	134
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,460,000	.....	.....	52.9	405,324	294,879	595,904	860,344	274,747	2	100	....
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,019	2,179,500	436,022	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,282	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	169
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,848	.....	20,190,400	20,095,548	1,545,956	.....	103.8	5,846,580	188,315	844,019	11,121,272	7,744,686	—	100	89
Dec. 31, 1878	1,038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	111.5	.....	.....	[9 mos.	193,129	62,069	—	100	....
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	118.0	211,252	108,565	88,120	147,542	def.3,911	—	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	58.8	.....	.....	[rental.	153,197	150,197	5	100	115
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,264	38,802	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	88,474	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,696,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	678.0	5,316,700	858,879	1 952,003	4,798,372	1,654,123	—	100	49
Dec. 31, 1878	452.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	476	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,148,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	.....	.....	.....	1,777,927	387,300	142,300	.....	35.3	258,976	756,469	84,053	312,487	146,127	8	50	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,260	447,922	65,159	821,300	1,100,000	95,601	237,435	128.5	440,545	615,380	119,632	541,678	202,985	—	50	70
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	167.0	292,286	.....	.....	514,107	176,652	—	100	....
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	248	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	55
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	818,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633	189.0	.....	83,850	.....	509,698	98,658	—	100	
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	150.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30, 1878	163.6	17.0	18.2	—	28	19	13	350	Wilmington and Welden ¶	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,100	52,132	315,434	94.5	342,755	325,977	313,962	473,240	168,351	—	100	
Sept. 30, 1878	45 7	—	35.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,130,490	390,086	534,980	75,045	1,789,800	1,000,000	117,024	229,767									

☞ Articles of incorporation of the Leadville and Great Eastern Broad-Gauge Railway have been filed in the office of the Clerk and Recorder of the county, at Leadville, Col. The object for which the company is formed is the building and constructing and operating a broad gauge railroad from Leadville, via Pueblo, to a point on the east line and boundary of the State, at a point where the Atchison, Topeka and Santa Fe crosses the line of the State. The capital stock of the company is $3,000,000, divided into 30,000 shares of the value of $100 each. Fifty years is the term of existence of the company. The operations of the company will be carried on in the Counties of the Lake, Chaffee, Park, El Paso, Fremont, Pueblo, and Bent, and the principal office is to be in Leadville.

Statement of the Public Debt of the United States, April 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$17,286,000 00	$259,290 00
6 per cent. bonds, 1881 (Oregon,) 1861	765,250 00	11,478 75
6 per cent. 1881 bonds, 1861..	171,459,500 00	2,571,892 50
6 per cent. 1881 bonds, 1863..	67,376,950 00	1,010,654 25
5 per cent. funded loan of 1881	498,962,900 00	4,158,024 17
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	739,017,350 00	7,390,173 50
Refunding Certificates.....	1,830,450 00	18,304 50
3 per cent. navy pension fund, 1868.....	14,000,000 00	105,000 00
Aggregate of debt bearing interest.....	$1,760,698,400 00	$16,462,317 67
Interest due and unpaid		2,518,642 84

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,900 00	5,214 39
6 per cent. 5-20 bonds, called June, 1864	68,950 00	956 84
6 per cent. 5-20 bonds, called 1865	117,550 00	51,785 35
5 per cent. 10-40 bonds, called, 1864.....	4,013,400 00	287,405 79
6 per cent. Consol. bonds, called, 1865.....	655,100 00	9,333 95
6 per cent. Consol. bonds, called, 1867.....	2,913,500 00	292,529 71
6 per cent. Consol. bonds, called, 1868	1,060,050 00	100,922 69
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,065 00	2,349 35
5 per cent. 2 year notes, 1863.	36,300 00	1,992 99
6 per cent. compound interest notes, 1863-64.....	246,670 00	50,121 73
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,350 00	5,460 96
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$9,922,965 26	$881,566 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,195 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency, 1862-3-4	15,625,297 00	
Coin certificates, 1863.....	8,855,500 00	
Silver certificates, 1878.....	11,289,920 00	
Unclaimed interest.....		7,987 03
Aggregate of debt bearing no interest.....	$391,007,928 00	$7,987 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$256,687,700 00	
Bonds at 5 per cent.....	498,962,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,017,350 00	
Refunding certificates.....	1,830,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,760,698,400 00	$18,980,980 51
Debt on which interest has ceased since maturity.....	9,922,965 26	881,566 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,211 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency.....	15,625,297 00	
Coin and Silver Certificates.	20,145,420 00	
	$391,007,928 00	
Unclaimed interest.....		7,987 03
	$2,161,629,293 26	$19,870,513 99
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,181,499,807 25	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,518,642 84
Debt on which interest has ceased.....	9,922,965 26
Interest thereon	881,566 45
Gold and silver certificates.....	20,145,420 00
U S Notes held for redemption of certificates of deposit.....	8,495,000 00
Cash balance available April 1, 1880.....	159,143,388 48
	$201,105,983 03
Debt, less amount in Treasury, Apr. 1, 1880.	$1,980,392,824 22
Debt, less amount in Treasury, on the 1st ult.	1,995,112,221 17
Decrease of debt during the month.....	$14,719,396 95
Decrease of debt since June 30, 1879.....	$46,814,482 15

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	24,424 80
Totals.....	$64,623,512 00	$969,352 68

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $12,983,707 66; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $32,012,249 41.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The exploration of the Desert of Sahara with a view to the construction of a railway across it, has been commenced. Col. Flatter's expedition left Wargla on the 5th ult., on their southward march. In addition to the leader, the party comprises nine scientific officers and 12 French soldiers, besides numerous camel drivers, chiefly belonging to the Chambaas tribe.

☞ Thos. A. Roberts, lately Assistant Engineer of the Philadelphia division, Pennsylvania Railroad, has been promoted to the position made vacant by the resignation of P. F. Smith, late Superintendent of the Bedford division. Wm. M. Phillips, Assistant engineer of the Middle division at Harrisburg, will succeed Mr. Roberts on the Philadelphia division.

☞ The accounts of the Gt. Western Railway Company of Canada have been published in London. The net result for the half year ending January 31, 1880, shows a balance of £73,000, against £29,000 for the corresponding period last year. Dividends of 5 per centum for the whole year are declared on the preference stock, and 1½ per centum on ordinary shares for the half year.

Philadelphia Stock Exchange.

Closing Prices for the week ending Apr. 20.

	W. 14.	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu 20.
Allegheny Val. 7 3-10s..	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1885....	....	....	....	....	....	26
6s, 1889	105	....	....	....	....	....
Mort. 6s, 1889.....	107	....	....	....	....	....
Camden and Atlantic....	....	114	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	32½
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	52½	52½	52½	....	....	52½
Del. & Bound Brook...	....	....	....	....	....	....
7s.....	100	....	100	....	....	....
Elmira & Williamsport....	....	....	....	....	....	116
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	12½	....	8½	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	37½	37	36½	36½	36½	37½
6s, 1884.....	....	....	107	107	....	....
Gold Loan.....	106	107	106½	....	....	106
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	52½	52½	52	52½	52½	52½
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	125	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Do. do. coup.....	....	....	....	....	....	....
Little Schuylkill...	55	....	....	....	....	....
Minehill & Sch. Haven	....	59	55	....	....	59
North Pennsylvania ..	50½	50½	50½	51½	51½	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg....	116	....	116	....	....	....
Northern Central.	33	33	33	33½	33½	33½
8s.....	....	....	80	80	80	80½
Northern Pacific	28½	27½	28	27½	28	29½
Preferred	53	52	52	53	53½	54
Pennsylvania R. R. ...	54	54	53½	54	54	54½
1st mortgage.....	....	....	102½	....	....	....
Gen'l mortgage.....	117½	....	....	....	....	....
Gen'l mort. reg.....	....	117½	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. & N. Y. Canal 7s....	....	....	....	....	....	....
Penn. State 6s. 2d series	101½	....	....	....	....	....
do. 3d series.	....	....	....	....	....	....
do. 5s, new.....	....	114½	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	34½	33½	33½	33½	33½	33½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	118½	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s....	86	....	85½	....	....	....
Philadelphia and Erie	....	....	....	....	....	17
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	112	112	....	....	....
Pittsb., Cin. & St L. 7s	115	....	115	....	115	....
Pittsb., Titusv. & Buff..	20½	20	19½	19½	18½	19
7s.....	....	....	....	84	....	83
Schuylkill Navigation..	....	....	....	....	....	....
Preferred.....	15½	....	14½	....	....	....
6s, 1872.....	....	101½	....	....	....	101
8s, 1882.....	....	....	....	79	....	79
United Co. of N. Jersey	160	160	159½	160	....	....
Hestonville, (Horse).	22½	21½	19½	19½	....	....
Chestnut & Wal. (do.).....	....	....	....	....	....	79
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Apr. 20.

	W. 14	Th 15	F. 16.	Sat. 17.	M. 19.	Tu. 20.
Baltimore and Ohio	157	....	156	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	107	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	108½	....	....	....	108½
Marietta & Cincinnati....	....	....	....	....	....	....
1st mortgage, 7s.....	....	....	109	109½	....	....
2d mortgage, 7s.....	82	80½	....	80½	82½	....
3d mortgage, 8s.....	....	....	....	....	....	48
Northern Central ($50)	33½	33½	33½	33½	33½	33
2d mortgage, 6s 1885.....	....	....	....	....	....	109½
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	109	109½	....	....	....	109½
6s, 1904, gold.....	103½	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s	84½	....	84	82	....	....
Pittsb. & Connellsv. 7s	114½	....	....	....	....	....
Virginia 6s, Consol	68½	68½	68½	68½	68½	....
Consol. Coupons	....	....	88½	86	86½	....
10-40 bonds.....	....	38½	....	....	....	39
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R R.....	....	37	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 21.

	Th.15	F.16	Sat.17	M.19	Tu.20	W.21
Adams Express	112½	111½	112½	....	112½	....
Albany and Susq	108	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	....	....	....	....	58½	58½
Atlantic & Pacific Tel.	42½	43	42	42	43½	44½
Burl., C. R. & Nor	65½	....	....	....	....	....
1st mortgage 5s	92	91½	91½	91½	91	....
Canada Southern	59	59½	59	60½	61½	....
1st mortgage guar	90	89½	89½	90	91	91½
Central of N. Jersey	77½	78½	78	77½	79	79½
1st mortgage 1890	117	....	....	....	....	....
7s, consolidated, ass	....	104½	104½	104½	105½	....
7s, convertible, ass	107½	....	....	....	....	....
7s, Income	82	....	....	....	....	....
Adjustment	....	107½	107½	107½	107½	107½
Central Pacific	75	75½	75	....	74½	75½
6s, gold	112	112	112½	113	113½	113½
1st M. (San Joaquin)	....	103½	....	....	....	104
1st M. (Cal. and Or.)	103½	....	....	....	....	104½
Land grant 6s	....	....	....	....	....	104½
Chesapeake and Ohio	22	21½	21½	21½	22½	....
Chicago and Alton	108	109	....	110	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	117	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	123	....	126½	124½	....	....
7s Consol, 1903	....	121	....	....	....	....
Chic., Mil. and St. Paul	23	77½	77½	77½	79½	80½
Preferred	102½	102½	103	103	103	103½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	113	....	....	113½
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	116½	....	115½	....	....	....
Consolidated S. F.	....	110½	110½	110½	111	111
Chic. & Northwestern	93½	93½	94	93½	94½	94½
Preferred	108½	108½	109	108	109	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	122½	122½	....	....	....
Consol. Gold bonds	116½	....	....	116½	117	117½
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	192	193½	193	191½	....	192½
6s, 1917	....	116	116	116	....	....
Clev., Col., C. and Ind.	76½	78	....	76½	78	....
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	111½	111	111½	....	112	111
7s, Consolidated	119½	120	120	120	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	14½	14½	14	13½	14	15
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	82½	82	82½	81	82½	82½
Reg. 7s, 1891	....	....	....	....	110½	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	108½	....	....	108½
Del., Lack. & Western	89½	89½	89	88½	90	90½
2d mortgage 7s	....	102	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	106	....	....	....	....
3d mortgage	....	105½	105	105½	....	105½
4th mortgage	....	101½	101½	....	101½	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	118	117½	....	118	118
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	104	104	104	104	104½	104½
Hannibal & St. Joseph	32½	33	33	32½	34	34½
Preferred	67½	67½	68	68½	70½	72
8s, Convertible	....	....	....	....	....	106½
Houston & Tex. Cent	75	76	75	67	73½	74
1st Mortgage	....	....	....	....	....	110
Illinois Central	105	105½	105½	106	107	107
Lake Shore & Mich So.	106½	106½	106½	106½	108½	108½
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	152½	....	129	135½	139	140
7s, Consolidated	....	....	....	....	114½	....
Manhattan	28½	28½	28½	29½	31½	31½
Metropolitan Elevated	93½	93½	....	95½	97	98
1st Mortgage	101½	101½	....	100½	101½	101½
Michigan Central	90½	91½	91	91½	92½	91½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	107½	107	107	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	114	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	110	....	110½	110½
N. Y. Cent. & Hud. Riv	130½	130½	130½	130½	131½	132½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage reg	....	....	....	....	....	126½
N. Y. Elevated	116	115	115	114	116	....
1st Mortgage	112	112	111½	111	111	112
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	126½	126½	....
1st mortgage, reg	126	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
N. Y., Lake Erie & W.	42½	42½	42½	43½	44	43½
Preferred	66	66½	65	66½	67½	....
2d Consolidated	90½	91	90½	91½	91½	92
New 2d 5s fund	84½	85	84½	85½	....	86½
N. Y., N. Haven & Hart	....	160	....	....	....	....
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	27½	27½	28	29	29½	29½
Preferred	52½	52½	52½	53½	53½	54
Ohio and Mississippi	33½	33½	33½	34	35½	35½
Preferred	73	73	73½	73½	76	76½
2d mortgage	112½	111½	112	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	39½	39½	38½	38½	40½	41½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	106½	106½	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	190	....	....	....	....	....
Philadelphia & Reading	67	67	66½	65½	67	67½
Pitts., Ft. W. & Chi. gtd	130	....	....	....	118	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	117½	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	68	67	65	64	....	....
St. Louis & San Fran.	36½	36	36	35½	36½	....
Preferred	51½	52½	51	52	52½	53½
1st Preferred	74½	73	74	....	....	....
St. L., Alton and T. H.	....	....	....	....	....	23½
Preferred	....	....	....	....	....	67
1st mortgage	....	....	....	....	113	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	49½	50½	48½	48	50½	51½
1st mortgage	113½	....	....	....	....	....
2d mortgage	103	....	103½	103½	103½	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	87	88½	88	88	88½	89
1st mortgage	....	112	112½	113½	113½	112
Land Grant 7s	....	110½	....	....	....	....
Sinking Fund 8s	115	....	115	....	....	....
United States Express	48	....	....	....	....	47½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	109	....	....	....
2d mortgage	....	....	104	103½	104	104½
7s, Consolidated	....	....	....	....	....	101
St. Louis Division	....	....	....	106	....	....
Wabash, St. L. & Pac.	38½	40	39½	39½	40½	41
Preferred	66	66½	66½	66½	68½	68½
New Mort. 7s	....	....	....	95	....	95½
Wells-Fargo Express	105	106	....	....	105½	....
Western Pacific bonds	....	....	109	....	....	....
Western Union Tel	104½	105½	106½	105½	105½	107½
7s, S. F. conv., 1900	....	116	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Apr. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Atch., Top. and San. Fe	....	....	....	130	130	131
1st mortgage	116	116	....	....	116½	116½
2d mortgage	....	....	....	....	....	118½
Land Grant 7s	....	....	....	....	114½	....
Boston and Albany	....	....	....	....	....	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	....	98½	98½	98½
Boston and Maine	129	129	128½	128½	128½	129
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	55½	55½	55½	55½	56	56
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	148	148½	....	....	....	147½
6s, exempt	108½	....	....	....	....	....
4s	....	....	....	....	80½	80
Chi., Burl. and Quincy	124	124	124	124	....	....
7s	....	....	....	....	118½	....
Cin., Sand. and Clev	14½	14	14½	14½	....	14½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	144
Eastern	36½	36	36½	36½	36½	36½
New 4½ Bonds	92	92	92	92	92	92½
Fitchburg	123½	....	123½	123½	123½	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	91	91½	....	....	92
N. Y. & New England	50½	50	51	50½	50	50½
7s	110½	110½	110½	111	....	....
Northern, N. H.	....	....	96½	....	....	....
Norwich & Worcester	136½	....	....	....	....	....
Ogden. & Lake Champ	....	....	....	31½	31½	32½
Preferred	....	....	....	77	77	....
Old Colony	112½	....	112½	112½	....	112
Ph., Wil. & Balt. ($50)	70½	....	....	70½	....	....
Portl'd, Saco & Ports	....	....	....	....	106	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	....	....	....	110	....	109½
Pullman Palace Car	116½	....	....	116	....	116
Union Pacific	87½	88	88½	88	....	....
8s	....	110	110½	110½	111	....
Land Grant 7s	....	109½	109½	....	110	....
Sinking Fund 8s	....	114	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	63	64	64
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	65	....	....	66½	65½	....
Middlesex (")	111	....	....	....	....	....
Cal. & Hecla Mining Co.	250	240½	240½	238½x	....	237½
Quincy	31½	29	29½	....	30	29½

New York Stock Exchange.

Closing Prices for the week ending Apr. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Federal Stocks:—						
U. S. 4s, 1907, reg	107	106½	106½	106½	107½	107½
U. S. 4s, 1907, coup	106½	106½	....	106½	....	108½
U. S. 4½s, 1891, reg	108½	....	108½	....	....	....
U. S. 4½s, 1891, coup	108½	....	....	....	....	106½
U. S. 5s, 1881, reg	103½	102½	....	102½	....	....
U. S. 5s, 1881, coup	103½	....	....	103½	103½	103½
U. S. 6s, 1881, reg	....	....	....	....	105½	106
U. S. 6s, 1881, coup	....	....	....	....	105½	106
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	104½
Dt. of Col. 3-65s, reg	....	92½	....	....	....	....
Dt. of Col. 3-65s, coup.	93	....	94	....	....	....
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Apr. 9.	Apr. 2
Atlantic & Gt. W. 1st mort. Certs.	67 — 69	66 — 68
Do. 2d mort., Certs	34 — 36	30 — 32
Do. 3d mort., Certs	15½ — 16½	15½ — 16½
Baltimore and Ohio (sterling)	112 —114	112 —114
Central of New Jersey $100 shares	80 — 83	84 — 87
Do. Cons. Mort. Oct. '79 coupon	106 108	105 —107
Do. Adjustment bonds	108 —110	108 —110
Do. Income bonds	87 — 89	88 — 90
Det., Gd. Haven & Mil. Equip. bds.	107 —109	107 —109
Do. Con. M. 5 p.c. till '84 after 6 p.c.	97 — 99	96 — 98
Erie shares $100 Recon. Ass. $6 pd.	45½ — 46½	46½ — 47½
Do Pref. Shares, R. T. Ass. $8 pd	68 — 72	66 — 68
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —122	120 —122
Illinois Central $100 shares	110 —112	110 —112
Illinois & St. Louis Bdge 1 mort. stg.	— — —	— — —
do do. 2 mort. stg	80 — 85	78 — 82
Lehigh Valley Consol. mortgage	110 —112	110 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares	136 —138	137 —139
Do. Mort. bonds (stg.)	115 —117	115 —117
N. Y., Lake Erie & West. 1st Con:		
Mort. Funded Coupon bonds	118 —120	118 —120
Do. do. 2d do.	86 — 88	86 — 88
Do. 2d Consol. Mort. bonds	93 — 95	93 — 95
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	54 — 55	53½ — 54½
Do. Con. Sink. Fund Mort	114 —115	112 —113
Philadelphia and Reading $50 shs.	34½ — 35½	35½ — 36½
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	109 —111
Union Pacific Land Grant 1st mort.	116 —116	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 22, 1880.

The market on Wall Street at the close of our last issue was feverish and unsettled under the continued stringency in money and the supposed manipulations of the large speculators, who were said to be short of the Coal stocks and desired to cover, beside getting long of the whole list. This was the street talk, but those who have read the JOURNAL's theory of Wall Street speculation for the last six months, may doubt this Wall Street story, for the reason that neither Mr. Gould, with all his power over the stock market, nor Mr. Sage, with his power over the money market, could cause such a decline in stocks were not large holders selling. They tried this plan of raiding the market last fall and could make no impression upon prices, for every body was either holding or buying for a rise. Now the whole machinery of speculation on Wall Street, as elsewhere, is reversed and the large holders as well as small, are selling to avoid further losses, and the bears are discounting this fact and the general tendency to undo the greater half of the bull speculation of last Fall Mr. Gould was simply shrewd enough to see this tendency and avail himself of its advantages, and he is therefore simply an auxilliary to the decline and not the prime cause, as Wall Street money article writers would have the public think. They have placed the cart before the horse, as the same is true in all the markets for merchandize in which speculation ran ahead of legitimate demand last fall.

This accounts for the decline in Stocks, Cotton,

Breadstuffs, Metals, Provisions, Opium, and everything else that was "boomed" up last fall. Without saying whether this speculation and its results have been all undone and trade and prices placed back upon a legitimate basis again, it is certain that at the close there is a reaction which is nearly general on the whole list of articles above named, which may prove permanent and may not. The causes which produced it are more speculative than legitimate, still, and it may as easily be temporary as otherwise. Indeed the chances are that the bottom has not yet been reached in many things, as the downward reaction is likely to go too far, as did the upward one last fall, since the seven years of continuous depression,

The first cause of the improvement in stocks toward the close of the week, is an easier money market, owing to the return of currency from the interior, and to the reduced volume necessary to carry stocks and merchandize, on account of the great decline in prices, which is on an average over 25 per cent of what was required on the 1st of January 1880. Next to this has been the general covering of short accounts in view of easier money, and the large profits in doing so. This of itself is always the best temporary support to a market. In addition many who thus "covered" have gone "long" for a "turn" on the market, which was sure to come of their own "covering" purchases, with the purpose of selling out at a profit on the advance thus caused, and also to get the market up, in order to put out a new line of short contracts. The markets are all in just this position at the close, and detail would be useless. The chances are, therefore, that before another review week we shall see lower prices again and they may be carried as much below true value before bottom is finally reached, as they were above true value last fall.

Every thing else has adjusted itself to this state of things, money, exchange, bonds and stocks, with exports as well, imports alone being unaffected and large.

The Government purchase of bonds Wednesday was $3,000,000, at about old prices, after which stocks fell off though stronger before.

Mining shares have recovered in a measure from the Little Pittsburg shock to confidence, and there has been a better business in the investment mining stocks here and at San Francisco, and better prices have been obtained on a better demand and lighter offerings. After May 1st tax is levied in San Francisco, a better market still is looked for.

The bank statement showed $664,330 gain in reserve, which makes up the deficit of last week and leaves a surplus of $536,930, as about $2,000,000 currency was returned from the interior during the week.

The raid during the early part of the week on Louisville and Nashville is explained in our editorial columns. This was followed by a similar one on Houston and Texas Central, but with less success. The opening rates for money were 6 and ⅛ commission after which they fell to 3@4 per cent, and from that to 6 per cent toward the close.

Under the caption of "Statistical Quackery" we note an article in the Produce Exchange Reporter of this city on the manipulation of statistics by the Exchange official organ, in the interest of the wheat combination, which are well timed, and to which we have before alluded. Had the Exchange statistician confined himself to manipulation of recognized authorities the world over on the wheat supply, he might now have fallen back upon them and saved his reputation and that of the Exchange for reliability. As it is, however, we do not see how either can escape the charge of being the organ of the wheat combination, as a French journal has styled them, for they went under our Agricultural Bureau's estimate of the supply which is usually below the fact, and over European authorities on the European deficit, of which this statistician of course was no judge. Naturally he has come out wrong as the result proves, and the wheat combination and all who followed his figures will now blame him as warmly as they praised him when wheat was up to $1 65 on faith in his statistics, instead of at $1 30 on proof of his error.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 43@44; Canada Southern, 61@61⅛; Central of New Jersey, 78@78⅛; Central Pacific, 75@76; Chicago and Northwestern, 94⅛@94¼; do. pref., 108¾@109¼; Chesapeake and Ohio, 21½@22; do. 1st pref., 27@32; do. 2d pref., 23@25½; Chicago, St. Paul and Minneapolis, 58@59; Chicago, Milwaukee and St. Paul, 78¾@78⅞; do. pref., 103@103½; Chicago, Rock Island and Pacific, 192@192¾; Chicago and Alton, 110@112½; do. pref., 120@127; Cleveland, Columbus, Cincinnati and Indianapolis, 76½@77½; Col., Chicago and Indiana Central, 14½@15; Delaware and Hudson Canal, 81½@81⅝; Delaware, Lackawanna and Western, 88⅞@89; Hannibal and St. Joseph, 33½@34; do. pref., 70⅜@70¾; Illinois Central, 106@106¾; Lake Shore and Michigan Southern, 107¾@107⅞; Louisville and Nashville, 136⅛@138; Michigan Central, 91¼@91⅛; Morris and Essex, 107@108; Manhattan Railway, 31@31¼; Metropolitan Elevated, 96½@97½; Nashville, Chattanooga and St. Louis, 72½@73; New York Elevated, 114@116; New York Central and Hudson River, 131¼@131½; New York, Lake Erie and Western, 43@43⅛; do. pref., 66@66½; New York, Ontario and Western, 29¼@29⅜; Northern Pacific, 29⅝@30; do. pref., 53¼@53½; Ohio and Miss. 34⅞@35; do. pref., 75@76; Pacific Mail, 41⅞@42; Philadelphia and Reading, 66⅛@66¼; St. Louis and San Francisco, 37@37½; do. pref., 53@53½; do. 1st pref., 70@75; St. Louis and Iron Mountain, 50¼@50½; St. Paul and Sioux City, 43½@43¾; do. pref., 76½@78; St. Louis, Alton and Terre Haute, 20½@23½; do. pref., 66@67; Union Pacific, 88¾@89; Western Union Telegraph, 106¾@107; Wabash, St Louis and Pacific, 39¾@40; do. pref., 67⅝@67¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chicago, St. Paul and Minn. R. R., 59⅞; do. L. G. Inc., 101¾; New York, Ontario and Western R. R., 30½; Missouri, Kansas and Texas R. R., 37⅞; do. consol. ass., 102; do. 2d, 60¼; Nashville, Chattanooga and St. Louis R. R., 74; Oregon Railway and Nav. Co., 107½; do. 1st, 92½; St. Paul and Sioux City R. R., 44¾; do. pref., 78; do. 1st, 101; Ohio Central R. R., 22; do. 1st, 90; do. inc., 51; St. Louis and San Francisco 2d, class B, 75; do. A, 95; Mobile and Ohio R. R. ass., 20⅛; do. 1st deben., 74½; do. 2d deben., 45¼; do. 4th deben., 30; do. 1st mort., 101½; Lake Erie and Western R. R., 34; do. 1st, 99¼; do. inc., 60½; Boston and New York Air Line pref., 48; Hannibal and Central Missouri 1st, 110½; Cedar Falls and Minnesota R. R, 18; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 105; Rensselaer and Saratoga R. R., 120; Col., Chi. and Ind. Cent. inc., 36; do. 1st, Trust Co. certif. ass., 81; Marietta and Cincinnati 1st pref., 8; do. 2d pref., 6¾; Louisville, New Albany and Chicago R. R., 85; Buffalo and State Line 1st, 104; Peoria, Decatur and Evansville R. R., 23½; do. inc., 56; Albany and Susq. 1st consol., 109½; Chesapeake and Ohio 1st pref., 30; do. cur. int., 42½; do. 1st, Series B, 68⅜; Boston, Hartford and Erie 1st, 56; Lehigh and Wilkesbarre consol. ass., 96¾; Chicago and Milwaukee 1st, 114½; Ohio and Mississippi 1st, Springfield div., 78¾; International and Gt. Northern 1st, 101¼; Southern Pacific of California 1st, 97½; Denver and Rio Grande 1st, 104¾; Ind., Bloom. and Western 1st, 74¾; do. 2d, 62; Rome, Watertown and Ogdensburg 1st consol., 68; Cleveland and Toledo S. F. bonds, 110½; Louisville and Nashville, Cecilian Br. 1st, 110; Laf., Bloom. and Muncie 1st, 101; Kansas Pacific 6s, Denver Div., ass., with coupon certif., 108¼; Texas and Pacific 1st, 103; do. Income, L. G. 68; St. Louis and Iron Mt. 1st pref. inc, 94; do. 2d do., 78½; do. Cairo, Arkansas and Texas 1st, 101¼; Cairo and Fulton 1st, 107¾; Central Iowa 1st, 98; Indianapolis, Decatur and Springfield 2d, 65; East Tennessee, Virginia and Georgia 1st, 110; Delaware and Hudson 1st, Penn. div., 112¾; Chicago, St. Louis and New Orleans R. R., 33; do. 2d inc., 75½; Am. Dock and Imp. 7s, ass., 108¼; Houston and Texas Central 1st, Western div., 107; do. 2d, M. L, 110; Nashville and Decatur 1st, 112; Cincinnati and Springfield 1st, guar. by C., C. C. and Ind., 106; Chicago, Burlington and Quincy 8s, 109½; Chicago, Milwaukee and St. Paul S. W. Div. 6s, 102; Alabama, Class A, 57; Louisiana 7s, consol., 49½; Tennessee 6s, new, 28½; Missouri 6s, 1887, 108½; Maryland Coal, 22; New Central Coal, 30; Consol. Coal, 35; Sutro Tunnel, 2½; Am. Dist. Tel., 75½; Canton, 53; Excelsior, 20; Little Pittsburg Mining Co., 6¾; Climax, 3; Standard, 30; Mariposa L. & M., 3; Central Arizona, 6½; Silver Cliff 4; Caribou, 2⅞.

Boston.—Republican Valley R. R., 147; do. 7s, E. D., 106⅜; do. W. D., 100¼; Kansas City, Fort Scott and Gulf R. R., 51¼; do. rights, 2½; Little Rock and Ft. Smith R. R., 52⅝; do. 7s, 101; Flint and Pere Marquette R. R, 23½; Kansas City, St. Joseph and Council Bluffs R. R., 71½; do. 7s, 110¼; do. inc. 6s, 88; Atchison and Nebraska R. R., 80½; Chicago and West Michigan R. R., 61; Rutland R. R., 7; do. pref., 31¼; do. 1st 6s, 96; New Mexico and Southern Pacific R. R., 108; do. 7s, 108½; Chicago, Clinton, Dubuque and Minnesota R. R., 75½; do. 7s, 107; Wisconsin Valley 7s, 108¼; Kansas City, Lawrence and Southern 4s, 1909, 86½; Portsmouth, Gt. Falls and Conway R. R., 25; Wisconsin Central R. R., 10; do. pref., 20; do. 2d series,

40; Detroit, Lansing and Northern pref., 103; Louisiana and Missouri River R. R., 13; Summit Branch, 15; Burlington and Missouri River in Nebraska, 6s, non-exempt, 102; Boston, Revere Beach and Lynn R. R., 100; Old Colony 7s, 1894, 118¼; Connotton Valley 7s, 1909, 97; Ottawa, Oswego and Fox River Valley R. R. 8s, 1900, 118; Maine 6s, 1889, 113⅞; Boston Land, 9⅞; Boston Water Power, 14⅛; Maverick Land, 3¼; New Hampshire Land, 8¼; Brookline Land, 4¾; Atlantic Mining Co., 20; Allouez, 17; Aztec, 1½; Brunswick Antimony, 38¾; Blue Hill, 9⅛; Catalpa, 1⅞; Central, 39⅛; Copper Falls, 12; Douglass, 4½; Dana, ¾; Franklin, 17½; Huron, 7; Harshaw, 21; Mesnard, 2; National, 8; Osceola, 42; Pewabic, 21¼; Ridge, 6½; Silver Islet, 16½; Star, 2; Sullivan, 10½; South Hite, 1⅜; Waukeag, 6½; Washington, 75c.; West Minnesota, ⅜.

Philadelphia.—Lehigh Nav. consol. mort. 7s, 104½; do. scrip, 90; Western Pennsylvania 6s, 105; Empire Car Trust, 100; Pittsburg, Titusville and Buffalo income scrip, 72; Philadelphia and Reading R. R. scrip, 87½; do. income 7s, 88¾; Philadelphia and Reading C. & I. deben. 7s, ex-coup., 54½; Pennsylvania Co. 6s, 105⅛; Warren and Franklin 7s, 101½; Huntingdon and Broad Top Mt. consol., 7s, 68; Allegheny Valley Income 7s, 26; do. scrip, 25; Am. S. S. Co. 30⅛; do. 6s, 102¼; Belvidere Delaware 1st mort., 112; Erie and Western Transp. 6s, 100¾; Oil Creek 1st mort., 99; Texas and Pacific inc. L. G., 65; Steubenville and Indiana 6s, F. & A., 104¼; Union and Titusville 7s, 89; Philadelphia, Germantown and Norristown R. R., 102; Nesquehoning Valley R. R., 54½; Morris Canal pref., 149; Central Transp. Co. 50; St. Paul and Duluth R. R., 86; Continental Pass. R. R., 97; West Philadelphia Pass. R. R., 78; People's Pass. R. R., 16; Cincinnati 7.30s, 119½. The latest quotations are: City 6s, 106@108; do. free of tax, 122@122½; do. 4s, new, 104½@105½; Pennsylvania State 6s, 2d series, 101½@102⅛; do. 3d series, 107⅛@108; do. 5s, new loan, 114½@115; do. 4s, new, 104@105; Philadelphia and Reading, 33½@33⅝; do. consol. mort. 7s, coup., 118@119½; do. reg. 118½@120; do. mort., 6s, 101@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 160@161; Pittsburg, Titusville and Buffalo R. R., 19⅝@19¾; do. 7s, 83@84; Camden and Amboy mort. 6s, 1889, 114@115; Pennsylvania R. R., 54¼@54¼; do. 1st mort., 102½@102¾; do. gen'l mort., coupon, 117⅞@118⅛; do. reg., 118¼@120; do. consol. mort. 6s, reg., 112@115; Little Schuylkill R. R. 54½@55; Morris Canal, 60@64; do. pref., 147@151; Susq. Canal 10@13; do. 6s, ex-coup., 50@55; Schuylkill Nav., 7@8; do. pref., 14@15½; do. 6s, 1882, 78@79; do. 1872, 100@101; Elmira and Williamsport pref., 50@54; do. 7s, 109@111; do. 5s, 85½@90; Lehigh Coal and Navigation, 37@37¼; do. 6s, 1884, 107⅜@107⅝; do. R. R. loan, 109@110; do. Gold Loan, 106@106½; do. consol. 7s, 104¼@104½; Northern Pacific, 29½@29⅝; do. pref., 53¾@54¼; North Pennsylvania 51@51¼; do. 6s, 108¼@108¾; do. Gen'l mort. 7s, reg., 115@116; Philaadelphia and Erie, 16½@17; do. 6s, 101@102; do. 7s, 110@114; Minehill, 58@59; Catawissa, 14¾@16; do. pref., 52@52½; do. new pref., 51@52; do. 7s, 1900, 118@115; Lehigh Valley 52⅜@52½; do. 6s, coupon, 117@118½; do. reg., 118@120; do. 2d mort. 7s, 125@126; do. consol. mort., 111½@113; Fifth and Sixth streets (horse), 115@118; Second and Third, 100@108; Thirteenth and Fifteenth, 74@80; Spruce and Pine, 52@55; Green and Coates, 99@102; Chestnut and Walnut, 78@80; Hestonville, 20@21; Germantown, 68½@70; Union, 110@112; Lombard and South, 15@20; West Philadelphia 65@79; People's, 16@17; Ridge Av., 70@90; Continental, 95@100.

Baltimore.—Chesapeake and Ohio Canal 6s, 90; Central 5s, 80; Canton Co. 6s, 109½; Richmond and Danville 6s, 1890, 105; Central Ohio pref., 49½; Maryland 6s, 1890, 110½; Virginia 10 40 coupons, 88; City 5s, 1885, 104¼; do. 5s, 1894, 109¼; do. 6s, 1890, 113½; Cincinnati 7.30s, M. & N., 116. The latest quotations are: Wilmington, Columbia and Augusta 7s, 55¾@56; Baltimore and Ohio, 155@158; do. 6s, 1885, 106½@107; Northern Central 83@83¼; do. 6s, 1900, 109⅛@—; do. 1900, gold, 108¾@109½; do. 6s, 1904, gold, 103¾@104; do. 5s, —@80; Marietta and Cincinnati 1st mort., 1892, 109⅛@109½; do. 2d mort. 7s, 80⅞@81¼; do. 3d mort. 8s, 47@47½; Pittsburg and Connellsville 7s, —@115; Orange, Alex. and Manassas 7s, 82¾@83⅞; Virginia consol. 6s, 53½@53¾; do. 2d series, 23@25; Virginia Consol. coupons, 86¾@87; Virginia 10-40 bonds, 38@39; Virginia 10-40, coupons, 89@90; City 6s, 1902, 119@—; do. 1884, 105¾@106½; do. 1890, —@113¾; do. 1893, —@115; do. 5s, 1885, —@104½; do. 1894, 109@—; do. 1900, 109@—; do. 1916, 109@—.

Mobile and Ohio Railroad.

At a meeting of the stockholders of the Mobile and Ohio Railroad Company, held in this city on 20th inst., the act of the Legislature of Mississippi passed March 5, 1880, providing for a settlement of the controversy between the company and the State was unanimously approved, a vote of 44,931 shares being cast in favor of the proposition out of a total of 53,206 shares. According to the terms of this Act the State of Mississippi relinquishes to the Mobile and Ohio Railroad Company the judgment it held against the railroad on account of what is known as the Chickesaw School Fund Claim amounting in the principal to the sum of $397,866, with interest from Feb. 1, 1876, at 8 per cent; the Company consenting to the repeal of the third section of its charter, and becoming hereafter taxable as other railroads in the State are taxed. This relieves the Company from the last unsettled claim of any moment, all other claims, liens and securities being inserted in the scheme of reorganization, which is thus brought to a final and successful result.

☞ The grain trade will be gratified to learn that the new Erie Railway grain elevator, now in course of construction in Jersey City, will be ready for use in July next. It is 365 feet in length, 96 feet in width, and 156 feet in height, and its storage capacity 1,500,000 bushels. The lower story is of brick, and above the walls are of heavy planks two feet eight inches in width, fastened one upon another. This is about the same capacity as the Central elevator and will add much to the traffic of the Erie in grain, and make it as popular as it has long been in the provision trade, which has given it the preference over any other road, for years.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of March, 1880 and 1879:

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic.....	$1,404,877 68	$4,986,212 79
Canal traffic.....	6,893 67	35,503 23
Steam colliers.....	37,978 68	227,950 94
Richmond coal barges	7,571 64	29,640 27
Total Railroad Co..	$1,457,321 67	$5,279,307 23
Reading Coal & Iron Company.....	927,670 09	2,854,476 45
Total of all.....	$2,384,991 76	$8,133,783 68
Tonnage and passengers:		
Tons of coal on railroad.	537,809 02	2,044,326 11
Tons of merchandise...	544,893 00	1,920,705 05
Passengers carried....	715,208	2,822,735
Coal transported by steam colliers.....	40,196 00	167,595 00
Tons of coal mined:		
By Coal and Iron Co...	254,792 18	976,715 15
By tenants.....	94,985 19	329,380 10
Total mined from lands owned and controlled by Co. & from leasehold estates.....	349,778 17	1,306,096 05

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic.....	$889,569 39	$3,426,096 76
Canal traffic.....	75,864 03	84,964 33
Steam colliers.....	69,647 30	226,496 83
Richmond coal barges	6,061 26	20,420 40
Total Railroad Co..	$1,041,141 98	$3,757,878 32
Reading Coal and Iron Co.....	753,178 97	2,311,271 02
Total of all....	$1,794,820 95	$6,069,149 34
Tonnage and passengers:		
Tons of coal on railroad.	600,493 15	1,944,362 06
Tons of merchandise...	301,702 02	1,024,080 06
Passengers carried....	510,762	1,937,880
Coal transported by steam colliers.....	56,236 00	178,586 00
Tons of coal mined:		
By Coal and Iron Co..	323,378 10	1,005,614 15
By tenants.....	97,691 02	826,445 04
Total mined from lands owned and controlled by Co. and from leasehold estates.....	421,069 12	1,332,059 19

☞ Messrs. Booth & Flinn, of Pittsburg, have received the contract for building five miles of the new Somerset and Johnstown Railroad. The job is to be completed by December 1st. The contract prices ranges upwards of $100,000. The five sections of the new road are located near Scalp Level.

☞ The contract for building 140 miles of road from the terminus of the Hastings and Dakota Branch of the Chicago, Milwaukee and St. Paul railway on the west line of Minnesota, down the valley of the Red river to the intersection of the Northern Pacific, near Fargo, has been given out.

☞ The Baltimore Sun says that the Lobdell Car Wheel Company of Wilmington, Del., has purchased a large tract of mineral land in Wythe county, Va., from E. E. Early and Thos. Wilkinson, on New River.

Chicago and Alton Railroad.

DIRECTORS' SEVENTEENTH ANNUAL REPORT.

To the Stockholders of the Chicago and Alton Railroad Company:

The Board of Directors submit the following report for the year ending December 31, 1879:

LENGTH OF ROAD OPERATED.

	Main Track.	Second Track.	Side Track.
Chicago to Joliet (leased)	37.20	36.48	16.84
Joliet to East St. Louis (owned)	243.50	25.58	57.17
Coal City Branch (owned)	27.84	.....	5.74
Dwight to Washington, and Branch to Lacon (owned)	79.80	.....	7.18
Roodhouse to Louisiana (owned)	38.10	.....	5.29
St. Louis, Jacksonville and Chicago (leased)	150.60	.....	13.63
Louisiana & Missouri River (leased)	100.80	.....	10.44
Mexico to Kansas City (leased)	162.62	.....	21.59
Total miles	840.46	62.06	127.88

The railroad last referred to has been in full operation about one-half of the year.

CAPITAL STOCK.

Preferred shares	$2,425,400
Common shares	10,065,400
Convertible scrip outstanding	72
Total	$12,490,872

FUNDED DEBT.

First Mortgage 7 per cent bonds due January 1, 1893	$2,383,000
Income Bonds, 7 per cent due January 1, 1883	1,083,000
Consolidated 6 per cent Sterling bonds, due July 1, 1903 £900,000 say	4,379,850
St. Louis, Jacksonville and Chicago Railroad bonds, assumed in purchase of road from Roodhouse to Louisiana, First Mortgage 7 per cent, maturing April 1, 1894	564,000
Second Mortgage 7 per cent maturing July 1, 1898	188,000
Sinking Fund 6 per cent gold bonds, due May 1, 1903	3,000,000
Total stock and bonds	$24,088,722

GROSS EARNINGS.

	1878.	1879.
From passengers	$1,071,108 68	$1,311,708 17
" freight	3,409,509 82	4,242,791 39
" express	97,969 00	111,806 69
" mails	92,146 84	88,530 24
" miscellaneous sources	789 79	840 70
	$4,671,519 13	$5,755,677 19

OPERATING EXPENSES.

	1878.	1879.
For conducting transportation	$705,242 80	$905,145 86
For motive power	669,124 05	914,368 83
For maintenance of way	717,255 00	806,140 52
For maintenance of cars	283,423 45	268,767 65
For general expenses	140,089 01	155,098 22
Total	$2,515,134 31	$3,049,520 63

SUMMARY OF EARNINGS AND EXPENSES

	1878.	1879.
Earnings from all sources	$4,671,519 13	$5,755,677 19
Operating expenses	2,515,134 31	3,049,520 63
Net earnings	$2,156,384 82	$2,706,156 56
Operating expenses equal per cent of gross earnings	53.83	52.98
Increase in gross earnings		$1,084,158 06
Increase in operating expenses		534,386 32
Increase in net earnings		$549,771 74

Deducting from this sum the amount transferred to account of the Kansas City, St. Louis and Chicago Railroad, as hereinafter stated, the remainder is equal to a net gain of 20.75 per cent over the net earnings during 1878.

	1878.	1879.
Gross earnings per mile of road, estimating the operation of the new line for eight months as equal to 109 miles operated for the year	$6,891 77	$7,313 44
Expenses per mile of road on same basis	3,710 51	3,874 87
Net earnings per mile	$3,181 26	$3,438 57

INCOME ACCOUNT.

Gross receipts from traffic, including Mississippi River Bridge	$5,755,677 19
Dividends and interest collected on stock and bonds of the Mississippi River Bridge Company, held by our company	33,000 00
Balance of amount temporarily taken from this account to purchase supplies	350,000 00
Total	$6,138,677 19

Disbursements:

Debit balance December 31, 1878	$109,442 06	
Interest on funded debt	561,278 85	
Interest on Louisiana and Missouri River R. R. bonds	30,737 00	
Rent St. Louis, Jacksonville and Chicago R. R. Co	297,263 24	
Rent Joliet and Chicago R. R. Co.	131,980 00	
Rent Louisiana & Missouri R. R. Co	138,370 09	
Rent Mississippi River Bridge	63,000 00	
Rent Kansas City, St. Louis and Chicago R. R. for November and December	52,500 00	
Rent Chicago and Illinois River R. R	71,799 41	
Dividend No. 32, paid in March	382,888 00	
Dividend No. 33, paid in September	382,888 00	
Taxes for account of 1873, 1875, 1876 and and 1877	34,025 79	
Taxes for account of 1878	121,935 96	
Interest and exchange	14,226 50	
Stock of Joliet Iron and Steel Company	15,273 38	
Paid to account construction of the Kansas City, St. Louis and Chicago R. R. Net earnings of that Line from May 1, to November 1, as per contract	102,174 15	
Operating expenses in 1879	3,049,520 63	
		5,559,303 97
Balance, December 31, 1879		$579,373 22

The earnings from traffic during the year 1879, after deducting operating expenses, taxes and assessments for that year, interest on bonds, rent, losses and all other sums properly charged in the income account, are equal to 9 42 per cent on our capital stock, both common and preferred.

At the date of this report, the Postal Department of the Government has not fixed a price for transporting the mails between Mexico and Kansas City, and no compensation has been received for that service.

The amount of Capital Stock remains the same as at the date of our last annual report.

In pursuance of the contract with the Kansas City, St. Louis and Chicago Railroad Company, for the construction of the new railroad from Mexico to Kansas City, that company issued and transferred to our company $3,000.000 of its First Mortgage 7 per cent bonds, which by reason of the high rate of interest they bear, our board considered it unwise to sell. The bonds referred to have been deposited with the United States Trust Company, of New York, as collateral security for an issue of the same amount of 6 per cent Sinking Fund bonds, issued by our company, as stated in the foregoing summary. Both issue of bonds bear the same date and mature May 1 1903.

LEASED LINES.

The earnings on each of the lines held and operated under lease were larger than in 1878.

No separate account of the earnings of the Joliet and Chicago Railroad is kept. The rent is fixed by the terms of a perpetual lease at 7 per cent per annum on the capital stock of that company, amounting to $1,500,000, with a covenant by our company to pay the interest and principal of its mortgage bonds at maturity, the amount of which now uncancled is $306 000. The net earnings of this road have at all times exceeded the amount of rent paid for its use.

During the last four years our company has operated a railroad (nearly parallel with our Main Line), extending from Joliet to the Wilmington Coal Fields, which was built and leased to our company, as heretofore reported, by the Chicago and Illinois River Railroad Company. The financial affairs of that company have been seriously embarrassed for nearly the entire period of its existence, and on the 3d day of September last, its property of every description was sold by order of Court under a foreclosure of its first mortgage. The sale was confirmed by the court, and on the 5th of September the property was purchased and deeded to our company. The title is subject to the rights of the Union Rolling Mill Co., if the court shall hereafter decide that its claims for rails sold to the Illinois River Railroad Co. constitutes a lien upon the road. The present cost to our company of what we now call the Coal City Branch (which includes the road purchased and 1,400 acres of coal land), is $500,184 93. Deducting the estimated value of the lands, the remainder is equal to about $15,500 per mile. The cost of the property may be increased by the payment of the claim referred to, so as to be equal to $19,-800 per mile, if all that is claimed should be allowed by the court. This line will be connected at a little cost with our main line, so as to be used for about 28 miles as a second main track where such a track is needed. Its location commands almost the entire coal field, and its value to our company is much greater than its cost.

The St. Louis, Jacksonville and Chicago Railroad earned $655,736 24 in 1878, and $742,798 10 in 1879—increase, $87,061 86, or 13.27 per cent.

The Louisiana and Missouri River Railroad earned $231,389 75 in 1878, and $317,756 59 in in 1879—increase, $86,366 84, or 37.32 per cent.

The contract between our company and the Kansas City, St. Louis and Chicago Railroad Company, under date of March, 1878, in which provision is made for the construction and use of a railroad from Mexico to Kansas City, was stated in full in our last annual report. It provided (as the basis of a construction fund) for the issue and transfer to our company of $3,000,000 of 7 per cent first mortgage bonds; $1,500,000 of 7 per cent preferred stock, and the proceeds of all local subscriptions to its common capital stock. That contract was changed, so far as it relates to the issue of preferred stock, by a supplemental agreement under date of the 29th day of May,

1879, in which it is stipulated that $1,750,000 of 6 per cent preferred stock shall be issued in place of $1,500,000 of 7 per cent preferred stock. All other stipulations in the original contract remain unchanged. The agreement provides that rent for the use of the road shall commence to accrue on the 1st day of November, 1879. Prior to that date, all net earnings on that line have been credited, and all coupons and dividends falling due on the bonds and preferred stock of that road, which had been guaranteed and sold by our company, have been charged in the construction account as will appear from the synopsis of that account in the appendix to this report. The cost of the road so far as the original plans have been adopted in construction, does not exceed the original estimates. Much larger and more valuable depot grounds have been procured at Kansas City, and, in short, a much better road has been built than was originally contemplated. The amount expended in the construction of the road, including the steel bridge over the Missouri River, depot grounds, buildings and all other appurtenances, is $3,592,027 95, or $22,088 47 per mile. The cost of the bridge over the Missouri River and its approaches, is $475,341 96, which, if deducted from the amount above stated, leaves a sum which is equal to $19,165 33 per mile of road. Adding to the sum above stated discount and commissions on bonds and stock sold, and interest paid during the time employed in constructing the road (less net earnings from traffic prior to November 1, 1879), the aggregate sum charged to account of construction is $3,957,382 27, or $24,335 15 per mile. The road is of the most substantial character; the work of construction was prosecuted and materials were purchased for it when prices were cheaper than at any other period for many years. An estimate shows that at present prices the cost of the road would be increased more than $1,500,000. The amount of traffic over this line since its completion has fully equaled the most sanguine expectations of those who recommended its construction. Although it was in full operation only about one-half of the year, it contributed 56½ per cent of the total increase in gross earnings during the year.

The present traffic of our lines imperatively demands additional tracks and buildings at Chicago and East St. Louis, about 15 miles of new side tracks at other stations on our several lines east of Mexico, and a large addition to our rolling stock. Partial provision has already been made to meet this demand.

Twenty locomotives have been contracted for delivery in the next three months, and an average of about eight freight cars per day are being constructed at the shops of our company at Bloomington.

When authority was last conferred upon the board to increase the share capital of our company, the additional amount was limited to 22,710 shares. As was proposed at the time, only about one-half of that number was issued. By the terms of the circular, to which the shareholders gave their consent, it was provided that the time when the remainder of the shares should be issued and sold should be left to the future decision of the board, in view of the necessities of the traffic of the lines as the same might be there after developed.

The shares then issued were sold to the shareholders pro rata at par, in the proportion of one share to each ten shares owned by them respectively, less fractions if any. In our opinion a similar issue and sale should be made not later than May next, of which at least thirty days' notice will be hereafter given. Such an issue of shares would provide a fund of about $1,000,000, which is no more, in our judgment, than will be needed to procure facilities for the increased traffic of our lines in the immediate future.

The property of our company has been in all departments fully maintained in efficient condition, and in many respects improved during the last year.

The company have 187 locomotives, 95 cars for use in passenger trains, 12 Pullman sleeping cars, and 4,218 freight cars of different kinds. Total mileage of revenue trains, 3,609,638. Number of passengers transported, 843,429; do. transported one mile, 54,219,072. Tons of freight transported, 2,634,177; do. transported one mile, 402,234,396. The average rate per passenger per mile was 2.419 cents; do. per ton per mile, 1.054 cent. Average distance traveled by each passenger, 64.28 miles. Av. distance each ton of freight was carried, 114.73 miles. Av. fare paid by all classes of passengers, $1 55.

GENERAL BALANCES, December 31, 1879.

Cost of road and equipment		$19,095,603 40
Machinery and tools in shops:		
In machine shops	$133,129 27	
In car shops	54,074 39	
		187,204 86
Louisiana and Missouri River R. R. construction		2,317 86
Western Division construction		1,116,724 91
Coal City Branch construction		500,184 93
Louisiana Branch construction		1,389,537 92
Samuel J. Tilden and Lewis H. Meyer, Trustees, bonds, etc., in their hands, per contra		37,813 89
James Robb, Special Receiver; bonds deposited to meet contingent liabilities		40,000 00
Chicago and Mississippi R. R. Co. bonds, etc., owned by this company		2,500 00
T. B. Blackstone, Trustee, interest in palace cars		20,000 00
T. B. Blackstone, trustee of C. & A. R. R. Co. stock		127,600 00
Inter-State Industrial Exposition stock, 14.60 shares, cost		1,000 00
Mississippi River Bridge Co. stock, held for redemption of Louisiana and Missouri River R. R. Co. bonds		300,000 00
Mississippi River Bridge Co. bonds, held for redemption of Louisiana and Missouri River R. R. Co. bonds		150 000 00
Mississippi River Bridge Co. bonds		50,000 00
Kansas City, St. Louis and Chicago R. R. Co. First Mortgage bonds, 7 per cent		3,000,000 00
Income bonds scrip		1,121 49
Tilden and Meyer, Trustees of Sinking Fund bonds, cash in their hands to redeem bonds, exclusive of interest		22,626 71
Louisiana and Missouri River R. R. Co. Second Mortgage bonds		70,000 00
Post Office Department, for mail service		27,694 99
Louisiana and Missouri River R. R. Co. advances for interest over rental due that company		361,539 79
Due from stations:		
On freight account	$252,444 45	
On passenger account	6,810 90	
		259,255 35
Supplies on hand:		
In engineering department	$98,498 05	
In locomotive department	242,693 37	
		341,191 42
Balances due from other companies for mileage, track service, etc., less balances due to other companies		65,910 84
Bills receivable and balances due from others, less balances due this company		19,779 48
Cash on hand		106 442 52
		$27,296,078 77

Capital stock—preferred		$2,425,400 00
Capital stock—common		10,065,400 00
		$12,490,800 00
Old common stock scrip outstanding		72 00
Funded debt:		
First Mortgage bonds, due January 1, 1893	$2,400,000 00	
Income bonds, due January 1, 1883	1,096,000 00	
Consolidated Sterling bonds, due July 1, 1903	4,379,850 00	
Sinking Fund Gold bonds, due May 1, 1903	3,000,000 00	
St. Louis, Jacksonville and Chicago R. R. Co. guaranteed First Mortgage bonds, due April 1, 1894	564,000 00	
St. Louis, Jacksonville and Chicago R. R. Co. guaranteed Second Mortgage bonds, due July 1, 1898	188,000 00	
		11,627,850 00
Sinking Fund bonds, paid and canceled		600,000 00
Sundry bonds, stock, etc., unissued per contra		87,813 89
Louisiana and Missouri River R. R. Co. special bond account		439,100 00
Unclaimed dividends—old		732 70
Unclaimed coupons—old		595 76
Unclaimed wages, including December pay rolls		207,488 84
Wages checks not presented for payment		35 438 49
Bills payable		60,000 00
Due for supplies purchased in December		182,611 31
Balances due other companies for tickets sold, less balances due this company		1,885 87
St. Louis, Jacksonville and Chicago R. R. Co., due for rent		61,554 53
Kansas City, St. Louis and Chicago R. R, construction account unexpended, balance of the construction fund provided as per terms of contract with the K. C., St. L. & C. R. R. Co.		828,020 99
Income account, credit balance December 31, 1879		579,373 22
Sundry items of rent accrued on leased lines, not yet due:		
Louisiana and Missouri River R. R. Co.	$48,854 17	
St. Louis, Jacksonville and Chicago R. R. Co.	41,387 50	
Kansas City, St. Louis and Chicago R. R. Co.	52,500 00	
		142,741 67
		$27,296,078 77

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, Chicago, Ill, John B. Drake, Chicago, Ill.—term of service expires first Monday in April, 1880; John F. Slater, Norwich, Conn., John A. Stewart, New York, George Strant, Peoria, Ill.—term of service expires first Monday in April, 1881; John Crerar, Chicago, Ill., Lorenzo Blackstone, Norwich, Conn., John J. Mitchell, St. Louis, Mo.—term of service expires first Monday in April, 1882.

Secretary and Treasurer.—CHARLES H. FOSTER.

Gen'l Manager & Gen'l Sup't.—J. C. MCMULLIN.

☞ The Pennsylvania, Poughkeepsie and New-England Railroad Company have commenced putting down rails at the Wind Gap. The first spike was driven by Judge Rank, and was made of silver.

The Boston and Maine and Eastern Railroads.

Dr. J. B. Nichols, of Haverhill, Mass., one of the directors of the Boston and Maine Railroad Company, writes to a Haverhill paper that the clamor in regard to the union of these two roads is to a large extent the work of stock jobbers. He says:

The Boston and Maine has taken no part in any legislative action regarding the two roads, neither advocating nor opposing such action. No propositions made by the Eastern have been considered or discussed by the Boston and Maine, and only one meeting has been held by the committees of the two roads, and that in February, lasting about thirty minutes. It is not true that progress has been made in any arrangement for running the two roads under one management, whilst it is possible for the Eastern to place the management of the road in the hands of the Boston and Maine under favorable conditions, it is not probable that it will be done, and as to the Eastern controlling the Boston and Maine, the notion is too preposterous for a moment's consideration.

The two roads have been running under a business contract during the past five years, which has stopped to a large extent all contention and injurious competition, and this contract is satisfactory to the Boston and Maine and has been to Eastern, and with some modifications will probably be continued. The Boston and Maine was never stronger, or its business prospects more flattering than at the present time, and no action will be taken under its present conservative management to jeopardize its interests.

S E. Spring, resident director of the Boston and Maine Railroad Company, at Portland, Me., is authority for the statement that permission to consolidate with the Eastern Railroad was not requested from the Massachusetts Legislature by the Boston and Maine, nor was the bill for arrangement or consolidation carried before the Legislature by it or by the consent of its board of directors, a majority of whom would be decidedly opposed to such a proceeding, or, in fact, going before the Legislature proposing anything requiring legislative action. Mr. Spring says that the only arrangement entered into, or that will be entered into by the two roads, is the present one for pooling receipts for competing points. In this case a looseness has prevailed of late, and a committee of five each on the part of the two roads has been appointed to see if the arrangement could not in future be enforced in good faith.

☞ The gross earnings of the South Carolina Railroad for the year ending December 31, 1879, were $1,052,023 75, the expenses $720,001 39, and the net earnings $332,022 36—showing an increase in gross earnings, as compared with the previous year, of $40,162 14, an increase in expenses of $117,445 47, and a decrease in net earnings of $77,283 33.

☞ Work has been commenced on the extension of the International Railroad from Austin to San Antonio, Texas. It is said that 150 miles of road from Austin are under contract, which would carry the road within 70 miles of the Mexican border.

☞ The Boston, Clinton, Fitchburg and New-Bedford Railroad Company have declared a dividend of 2½ per cent, on the preferred stock, payable on demand at the Treasurer's office in Boston. The Company paid 2 per cent dividend in October, 1879.

Commerce of New York.

The foreign imports at New York for the month of March, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$14,412,884	$25,443,771
Do. for warehousing....	6,545,720	10,115,827
Free goods	6,666,488	9,244,529
Specie and bullion....	612,915	794,602
Total entered at port..	$28,238,007	$45,598,729
Withdrawn fr.wareh'use	5,570,837	7,545,317

The foreign imports at New York for three months from January 1, were:

	1879.	1880.
Entered for consump'n	$38,700,380	$66,124,600
Do. for warehousing..	16,689,424	25,021,653
Free goods.....	22,502,633	32,872,800
Specie and bullion	2,972,103	2,642,214
Total entered at port..	$80,864,540	$126,661,267
Withdrawn fr. wareh'se	15,274,300	21,441,451

The foreign imports at New York for nine months of the fiscal year, were:

	1879.	1880.
Six months ending January 1.....	$148,784,274	$266,228,601
January	25,657,546	40,897,154
February	26,968,987	40,165,384
March..	28,238,007	45,598,729
Total 9 months..... ...	$229,648,814	$392,889,868
Deduct specie.....	9,077,371	81,385,385
Total....	$220,571,443	$311,504,483

The duties received at New York for nine months ending with March, were:

	1879.	1880.
July	$8,103,513 74	$9,329,895 17
August	10,149,191 69	10,662,138 82
September	9,080,936 88	11,790,902 26
October	8,349,904 94	10,952 554 48
November	6,713,339 94	3,460,050 08
December....	6,175,359 43	8,175,540 13
January	7,655,552 67	11,960,677 78
February	8,229,362 06	12,254,602 24
March...	9,320,695 68	14,469,557 65
Total	$78,787,857 03	$97,955,918 61

The exports from New York to foreign ports in the month of March, were:

	1879.	1880.
Domestic produce.	$27,984,449	$33,086,477
Foreign free goods.	283,698	216,068
Do. dutiable.	514,702	323,914
Specie and bullion.....	2,346,398	1,612,713
Total exports	$31,129,247	$35,239,172
Do. exclusive of specie..	28,782,849	33,626,459

The exports from New York to foreign ports for three months from January 1, were:

	1879.	1880.
Domestic produce....	$76,487,771	$81,104,711
Foreign free goods...	849,617	822,302
Do. dutiable.	1,137,360	1,007,160
Specie and bullion....	5,390,015	3,037,654
Total exports....	$83,864,763	$85,971,827
Do. exclusive of specie	78,474,748	82,934,173

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1879.	1880.
Six months ending January 1.	$177,556,058	$197,760,586
January	22,559,556	25,416,566
February	27,132,343	23,891,148
March...	28,782,849	33,626,459
Total produce....	$256,030,806	$280,694,759
Add specie..	9,200,610	6,370,720
Total exports,....	$265,231,416	$287,065,479

☞ The rai road to the crater of Vesuvius is now completed. The depot is situated at a height of 810 metres, or 210 metres above the Observatory. A restaurant and cafe capable of accommodating 100 people is attached to the depot. The angle of inclination of this railroad attains at various points 40, 50 and 63 degrees. There are two passenger cars, the Vesuvius and Etna, accommodating 12 persons each. The system adopted in the construction of the railway is of American invention, and is known as the "prismatic system."

☞ The work of grading the track on the Atlantic and Pacific Railroad from Albuquerque west to the Pacific Ocean has been commenced and is being energetically and vigorously prosecuted, the workmen advancing rapidly on the way. The road crossed the Rio Grande about two and a half miles south-east of the old plaza.

☞ The Bradford, DeGolier and Smethport Railroad Company was organized at Bradford, Penn., on the 16th inst. with a capital stock of $130,000. The road will be a narrow gauge and 12 miles in length, forming almost a direct line to Smethport, the country seat of McKeon county. The road is to be in running order by the 1st of August.

☞ The work of re-laying the Pittsburgh, Virginia and Charleston Railroad with steel rails between Monongahela City and Pittsburg, has commenced. The old iron rails on the present section will be shipped to that portion of the line above Monongahela City, from which point the line will be extended.

☞ There are now about 600 hands employed in grading the Clifton Forge and Buchanan railroad. The route has been changed from the east to the west bank of Jackson river at Clifton Forge. It is expected the grading will be completed by the 1st of July.

☞ The work of grading and bridge-building on the Philadelphia, Marlton and Medford Railroad will be commenced this week and urged to completion with vigor. This road will pass through a portion of the richest agricultural section of South Jersey.

☞ The Lower Brule Sioux have agreed to permit the Chicago, Milwaukee and St. Paul Railway Company to run a railway through their reservation toward the Black Hills. Several chiefs are to go to Washington to ratify the grant.

☞ The Franklin Narrow-Gauge railroad is now running to Rocky Mount, Va., the county seat of Franklin county. The Lynchburg News has been informed that arrangements are now being made for the shipment of 200 tons of magnetic ore daily.

☞ The Kentucky Legislature has passed a bill amending the charter of the Maysville and Big Sandy Railroad Company, so as to authorize the company to build a road from Catlettsburg to Newport and Covington, making a connection for the Chesapeake and Ohio railway.

☞ The capital stock of the Manhattan Beach Railway Company is to be increased from $500,000 to $800,000, of which $200,000 will be used to pay off the indebtedness of the company.

Mining.

Messrs. Lounsbury & Haggin are in receipt of a dispatch from the Homestake Mine, announcing the shipment of 2,347 ounces of gold bullion, which, at $17 25 per ounce, would make the brick worth $40,486. Mr. Haggin started for San Francisco on Saturday last. He will be absent several weeks.

Mr. Drake DeKay tendered his resignation on the 17th inst. as secretary of the Little Chief Mining Company, and Mr. D. F. Verdenal was elected to fill the vacancy.

☞ The Louisville Courier-Journal says that the Louisville and Nashville Railroad Company have again shown their confidence in Southern railroad values by adding to their immense system the Western railroad of Alabama, between Montgomery and Selma, giving the company control of all outlets from Montgomery. A year from now the Southern States will feel the full effects of a net-work of railroads, all operated on a common system, the work directed from one intelligent centre; the aim, that of developing the country so that it will contribute of its fullness to the business of the roads.

☞ Chief Engineer Morley says that he expects to complete the railway from Guaymas to El Paso in eighteen months. He says that the distance from ocean to ocean by that route is 600 miles shorter than the present route, and to Australia it will be 1,000 miles shorter; but from San Francisco to Galveston, Texas, by railway surveys, is exactly 2,000 miles. He says that wheat is the chief export now from Guaymas, and that its commerce will be assisted by supplying return freights of superior anthracite coal.

☞ The Pittsburg Chronicle says that surveying was commenced on the 14th inst. of a new route for the extension of the narrow gauge Pittsburgh and Northwestern Railway to the West. The present survey is from Wampum to Youngstown, 28 miles, and it is expected the matter will be actively pushed and the construction of the proposed extension speedily begun. This road from Pittsburgh to Wampum has opened an immense field of ore, coal and limestone.

☞ The present capital of the Louisville and Nashville Railroad Company is $9,052,950, and the net earnings of their separate line, independent of their recent acquisitions, are 16 per cent. If a combination like this, covering so large an area of rich country and controlling so enormous a mileage, can be held together with less than $10,000,000 of capital, it is certainly one of the wonders of railroad management.

☞ The fast express locomotive just turned out of the Baldwin Locomotive Works for the Philadelphia and Reading Railroad, to be run on the Bound Brook route between Philadelphia and New York, was the 5,000th built by this company. The first locomotive was turned out in November, 1831.

☞ The Red River Northern Railway Company has filed articles of incorporation with the State Secretary of Minnesota. The object of the organization is to build a road from Brownsville, Clay County, to Moorhead. The capital stock is placed at $50,000.

☞ A safety device, applied to the cars of elevators, to avoid accidents in case of the breaking of the suspending ropes, or otherwise, has been recently invented by Geo. W. Fitts of South Hampton, N. H. It involves an entirely new principle, dispensing with the old ratch principle, which has been the fruitful source of so many accidents. The fall of the car is impossible; the safety increases with the weight of the load. Application has been made for a patent.

☞ A Japan Railway Co. have ordered an outfit of scales from Riehle Bros. Phila. among which are 2-25 ton narrow gauge Track Scales, 2-6 ton warehouse scales and a number of warehouse and baggage trucks and smaller scales. This firm are very busy on work for the United States Government and for their regular customers and have doubled their force within the last three months.

☞ The Kansas division of the St. Louis and San Francisco Railroad has been completed to Beaumont, Kan., 20 miles west of Severy, and 47 miles east of Wichita. This puts the building beyond the most difficult portions of the country, and brings the track to the top of the Flint Hills. From this out, track laying will go on at the rate of 2½ miles per day.

☞ The trains are now running on the Republican Valley Branch of the Burlington and Missouri River Railroad in Nebraska to Orleans, Neb., 11½ miles westward from the late terminus at Republican, and 93 miles from the junction with the main line at Hastings. The new stations are Alma, 87 miles, and Orleans 93 miles from Hastings.

☞ The Helena (Montana) Herald gives a lengthy account of the ceremonies attending the laying of the first rail in Montana on the Utah and Northern Railroad. The rail was fastened with silver spikes, and the inevitable champagne and cheers for absent and present friends followed. The Utah and Northern is now 290 miles in length—the longest three feet gauge in the world.

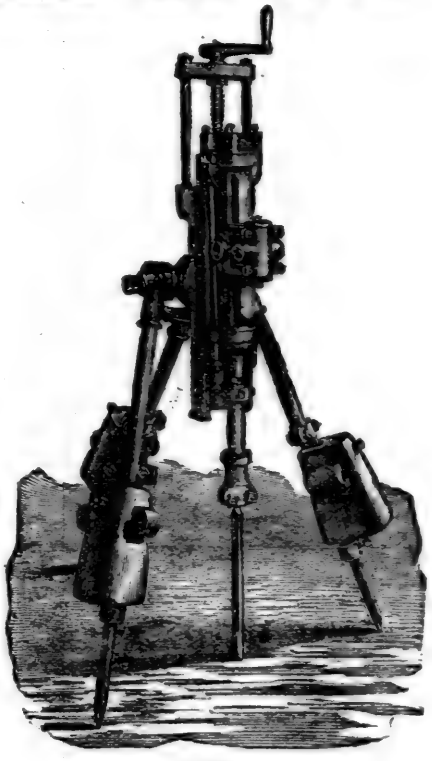
☞ The New Railroad from the Western Maryland railroad to Waynesboro', Pa., will soon be completed. The length of this branch is seven miles, and the country through which it passes is one of great beauty and fertility. A further extension is projected to meet the Harrisburg and Potomac, which is gradually extending in that direction.

☞ The Board of Trustees of the Little Chief Mining Company have declared a monthly dividend (No. 3) of One per cent on the $10,000,000 capital stock amounting to $100,000, or 50 cents per share, out of the third month's net earnings, payable at the Central Trust Company on the 25th inst.

☞ The Denver, Middle Park and Pacific Company has been organized to build a road from Denver to Boulder, and thence to Hot Sulphur Springs, in Grant County, Col., reserving the right to extend the same to and into the Territory of Utah. Capital stock $2,500,000.

☞ The stockholders of the Boston and Lowell Railroad Company have ratified the lease of the Massachusetts Central Railroad by a vote of 8,427 out of 6,500 shares.

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THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 3) of ONE PER CENT. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the third month's net earnings, payable at the Central Trust Company's on the 24th inst.

Transfer-books will close April 19th, and re-open April 26th.

DRAKE DE KAY,
Secretary.

CHRYSOLITE SILVER MINING CO.
Rooms Nos. 51 to 57 Boreel Building,
No. 115 Broadway, New York.
April 20th, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a monthly DIVIDEND (No. 6), of ONE PER CENT on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000), or FIFTY CENTS PER SHARE, out of the net earnings, payable at the office of the company on the 27th of April.

Transfer-books will close at the Central Trust Company, April 22d, and reopen April 29th.

DRAKE DE KAY,
Secretary.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending April 10th, as reported by the several carrying companies, amounted to 627,433 tons, against 462,855 tons in the corresponding week last year, an increase of 164,578 tons. The total amount of anthracite mined for the year is 5,439,107 tons, against 5,756,908 tons for the same period last year, a decrease of 317,801 tons. The quantity of bituminous coal sent to market for the week amounted to 22,230 tons, against 71,787 tons in corresponding week last year, a decrease of 49,557 tons, The total amount of bituminous mined for the year is 864,942 tons against 787,967 tons for the corresponding period last year, an increase of 76,975 tons. The total tonnage of all kinds of coal for the week is 649,663 tons, against 534,642 tons in corresponding week last year, an increase of 115,021 tons, and the total tonnage for the coal year is 6,304,040 tons, against 6,544,875 tons to same date last year, a decrease of 240,826 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of April was 118,409 tons, of which 86,499 tons were coal and 31,910 tons coke. The total tonnage for the year thus far has been 1,872,870 tons, of which 1,316,225 tons were coal and 466,645 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended April 10 were 53,235 tons, and for the year to that date 417,193 tons—164,928 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 39,948 tons, and for the year 358,116 tons, an increase of 143,342 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 4,866 tons, and for the year 8,743 tons, a decrease of 8,035 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 8,421 tons, and for the year 50,334 tons, an increase of 9,620 tons over last year.—[Phil. Ledger, April 19.

☞ The New York and Greenwood Lake (formerly the Montclair) Railroad is said to have greatly improved under the presidency of Mr. Abram S. Hewitt. Steel rails have been laid; a new coal dumping trestle has been erected at West End, the cars and rolling stock have been thoroughly overhauled, new switches put in, and new bridges built where needed. The extension of the road to Middletown will be begun this season. The road is about forty miles long and has a first mortgage of only $900,000, which makes the interest charge $63,000 per year. The second mortgage bondholders have the right to take up these bonds at 105 at any time and assume control of the property.

☞ The Lake Ontario and Southern Railroad is now in process of construction through the centre of this State, from Great Sodus Bay, on Lake Ontario, to the bituminous coal regions of Potter County, Penn., a distance of 155 miles. The company was formed by the consolidation of the Ontario Southern and the Geneva, Hornellsville and Pine Creek Railroad Companies. Thirty-five miles south from Sodus Bay are now in operation. An extension of the Philadelphia and Reading Railroad to Gaines will give the line connection with the East and West.

☞ The Senate Committee on Railroads on the 19th inst. decided by a vote 7 against 4, to recommend the passage of a bill to extend the time for the completion of the Northern Pacific Railroad six years.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, April 30, 1880.

"Argument of Hon. Chauncey M. Depew."

Under the above caption, pamphlets have been published in Albany—at whose expense we do not know—and lavishly distributed at the Produce Exchange, giving what, upon perusal, would appear to be the misstatements rather than the "argument" made by the self-styled "Hon." gentleman above named before the Assembly Committee on Railroads. We have told our readers that Mr. Vanderbilt is a public benefactor, and that he runs his railroads solely for the good of the public. It would be logical therefore to conclude that the "Hon. Chauncey M." is imitating the example of his great master, and distributing his "argument" at his own expense for the public good. Upon this theory let us examine this pamphlet of 30 pages which he has thus dignified with the title of "argument" and embellished with his "Hon." prefix, a title which we suppose he claims by virtue of his long and well paid service of Vanderbilt in the lobby at Albany where "in the last fifteen years" he has made many *convincing* "arguments," no doubt, which he did not publish. Of course "Hon. Chauncey M." was perfectly disinterested in what he said before the Committee. He is like the Vanderbilt family in this respect; and we should accept his views as we would those of the man being tried for murder who should tell us his only desire was to protect society and submit to its laws.

"Hon. Chauncey M." begins with a plaintive statement that during fifteen years' contest before the Legislature for the rights of the railroads, he had been almost alone among hostile elements which regarded him as the incarnation of monopoly. [Here Chauncey paused to wipe away a tear.] "But," he continues, with a smile of honest pride and triumph, "I am here to-day—in the midst of a gathering—the most wonderful we have ever seen in which the business representatives of the State have appeared on the side of the railroads," to fight their battles and he was "compelled to take a back seat"—in front. He then dried his cheek and told the committee that it "was composed of men of intelligence" but that they knew nothing about "the great transportation problems of the day," and that they must be educated before they could legislate thereon. Then he tells this committee of "intelligent men" that Mr. Thurber kicked up all this trouble that called them into existence as an Investigating body. He reminds them that "there was upon it none of the great shippers who" (by special privileges) "control this vast business which has created New York. There was upon it none of these manufacturers" (who also get cut rates) "whose interests have been presented here with such force and emphasis during the past two weeks," when free passes, free feed and free orders were sent them to go to Albany and kill the bills if they expected to get any more special rates. He reminded the Committee how Vanderbilt's Associated Press and every machinery was used to bring before them every possible complaint; and yet "no representative of the great manufacturing interests in this State appeared. The Produce Exchange is unrepresented, the Chamber of Commerce, the Butter and Cheese Exchange, the American Exchange are unrepresented." Mr. Depew will here pardon us for correcting him, as his knowledge of the Exchanges in New York, like that of some other things, is not as perfect as of the Lobby at Albany where he says he spent fifteen years. The Butter and Cheese and American Exchange are one and the same, or rather there is no American Exchange in existence. All these great interests, said he, "stood silent because they had no complaint to make."

The readers of this JOURNAL do not need to be told why the representatives of these interests stood silent and would not testify; but for "Hon. Chauncey M.'s" enlightenment, of which he stands sadly in need, we will restate what we have already published and what we know personally; that is, that merchants who had not the cut rates dare not testify for fear the railroads would carry out their policy of still farther discriminating against any one hostile to them and entirely drive them out of business. We could name men who were asked and refused to testify for this reason, although we had been told by them that they were at times compelled to make arrangements with and to ship over their favored neighbor's way bills in order to get any consignments from the West.

This, the committee knew, whose intelligence Mr. Depew treated with contempt when he told them the great shippers and manufacturers who get special rates had not come before them to complain. Does Chauncey M. call such transparent humbuggery as this argument and its author Honorable? If so, we think the New York Central Company could

get better "General Counsel" for less money, with more honor and more intelligence or integrity than to assume that other people have no more sense than Mr. Depew's "argument" before this committee would appear to indicate. It was an insult to the common sense of any well read or well posted man, and it was an affront to a committee of gentlemen who had spent months in learning facts which they knew and Mr. Depew knew were just the opposite of those assumed in his so-called "argument" which was a mass of misstatement and sophistry from beginning to end. No where is this better known than at the Produce Exchange which he lately undertook to coerce into opposition to the Hepburn bills by threats of discrimination and promises of special rates; and if Mr. Depew knew no better than to send these pamphlets there, he ought to resign as general and special counsel and chief lobbyist of the New York Central, for he could do no more to convince people of the truth of the charges against his road and of the necessity of "an act to regulate the transportation of freight by railroad corporations, than by circulating the "Argument of Hon. Chauncey M. Depew, General Counsel of the New York Central and Hudson River Railroad Company."

Now that "Hon. Chauncey M." has discharged his duty to the Public, we would suggest that he also discharge one to himself; lest the public, in gratitude for his services at Albany, take the matter in hand for him. The suggestion will suggest itself if "Hon. Chauncey M." will read the sentence of the "Hon. William Kemble," Chief of the Lobby at the Capital of the Key Stone State. A word of warning to the wise is sufficient.

The Railways of Prussia.

From the report just issued by the Prussian Minister of Public Works we gather the following summary of the present state of the railways of Prussia. The entire length of the railways in operation at the close of 1879 was 18,578 kilometres, or 11,550 miles, of which only 6,634 kilometres, or rather more than one-third, had two lines of rails. The increased length opened in the year was 759 kilometres.

Of the entire length the State owned and worked 5,391 kilometres, or 29 per cent. Private companies owned 3,823 kilometres, or 21 per cent, which were worked by the State, and further 9,364 kilometres or 50 per cent which were worked by the private companies themselves. Since these statistics were compiled, however, the State has made large purchases of private lines, so that at the present time there are nearly 75 per cent of all the Prussian railways worked by and for the most part owned by the State, leaving only 25 per cent still in the hands of private companies.

On an average there are 5.2 kilometres of railway to every 100 square kilometres of area in Prussia. In the different provinces, however, the railway accommodation is very various. Thus to 100 square kilometres there are 9 kilometres of railway in the Rhenish province, 8 in Westphalia, 7.2 in Hohenzollern, 7 in Saxony, 6.6 in Hesse Nassau, 6.4 in Silesia, 5.7 in Brandenburg, 4.7 in Hanover, 4.4 in Schleswig-Holstein, 3.6 in Pomerania, 3.5 in Posen, 3 in West Prussia, and 2 5 in East Prussia.

The total capital expended on the construction is 4,829,000,000 marks, or £241,450,000, being at the rate of 261,551 marks (£13,077) per kilometre. The cost of different lines was very various. Thus the single-lined railway between Angermunde and Schwedt, connected with the Berlin and Stettin system, cost only 77,239 marks (£3,862) per kilometre, while the doubled line Berlin, Potsdam and Magdeburg Railway cost 445,571 marks (£22,278) per kilometre. The average cost in 1844 was only 118,000 marks (£5,900) per kilometre against rather more than 260,000 marks (£13,000) at the present day. The principal reasons of this large increase are to be found in the enhanced cost of materials and labor, and in the better way in which railways are now constructed, as well as in the fact that many lines have recently been built in the most costly billy and mountainous districts of the country.

As regards passenger traffic there were conveyed in the year 1879 on Prussian Railways 119 million persons, inclusive of the military, while the goods traffic comprised the carriage of 97 million tons of merchandise. Of the total number of passengers, exclusive of soldiers, 1.3 per cent traveled in first-class carriages, 13.6 per cent in second, 51.9 per cent in third, and 33.2 per cent in fourth-class carriages. This was in 1878. A considerable change has gone on in this respect since 1871, the first and second-class passengers having steadily diminished, viz: from 1.7 and 17.3 in 1871 to 1.3 and 13.6 in 1878. Only the fourth class have increased, viz: from 28.6 in 1871 to 33.2 in 1878. The third class remained throughout steady at 52 per cent.

The rolling stock of all the lines at the end of 1878 consisted of 7,000 locomotives, 10,500 passenger carriages, and 145,500 goods wagons. This gives to every 10 kilometres of line an average of 3.7 locomotives, 5.7 passenger carriages, and 77.4 goods wagons. This is a decline since 1874 when the proportions per 10 kilometres of line were 4 locomotives, 6.1 passenger carriages, and 87.7 goods wagons respectively.

The persons employed by the railways numbered altogether 179,200, consisting of 94,000 regular servants and officials, and 85,200 laborers. This is about 1½ per cent of the male population of the country, and in the above number the navvies, etc., employed by contractors in building new lines and extensions are not included.

The total receipts in 1879 were 550 million marks or £27,500,000 sterling. The working expenditure amounted to 310 million marks or £15,500,000 sterling, leaving 240 million marks or £12,000,000 sterling for distribution among the proprietors or shareholders, and giving an average dividend of 4.9 per cent on the total capital expended on the railway system of the country.

With regard to accidents to passengers, there were in 1878 just 12 killed and 46 injured. Of this number 8 were killed and 16 injured from heir own carelessness. The safety of railwayt traveling has improved of late in Prussia, as the average in 1878 was 1 person killed in every 9½ million passengers, and 1 person injured in every 2½ millions, while the average a few years since was 1 killed In every 5¾ millions, and one injured in every 1¼ millions. Accidents among regular railway employes were more frequent, the average in 1878 having been 1 in every 171 either killed or injured, while among the laborers the average was 1 in every 120. The number of persons who attempted to commit suicide by allowing themselves to be run over by trains was 93 in 1878, the number of fatal cases being 86.

Camden and Atlantic Railroad.

The receipts from operations of this road for the years ending December 31, 1878 and 1879, were as follows:

	1878.	1879.
Passengers, including Horse cars	$253,816 55	$311,538 44
Freight	61,091 83	82,887 92
Express	24,747 66	30,382 80
Ferry	45,614 12	49 842 20
May's Landing Branch	3 338 58	3,359 77
United States Mail	4 014 30	3,744 88
Rent of real estate	3,863 43	3,521 49
News agency	1,525 00	1,870 45
Dividend of Sea View Hotel company	1,020 00	1,020 00
Interest	29 36	.....
Premium Second Mortgage bonds	.....	7,305 00
	$399,060 93	$495,472 95
Expenses, viz:		
Conducting transp	$65,993 16	$65,892 90
Motive power	57,286 86	63,128 54
Maintenance of way	58,038 71	52,064 02
General expenses	31,852 76	32,771 16
Express	9,819 01	13.387 24
Ferry	25.248 97	30,033 80
May's Landing Branch	10,285 88	10,066 04
Atlantic City Horse cars	5,913 91	5,202 09
	$277,847 66	$293,345 76
Net earnings	$121,213 27	$202,127 19
Interest on bonded debt taxes, etc	93,950 62	88,659 29
Leaving	$27,262 65	$113,467 90
From which deduct dividend of Nov. 1, 1879, 3½ per cent on preferred stock	$29,335 25	
Deduct, also, balance of account "Stock Centennial Board of Finance," charged to profit and loss	3,917 47	
		33,252 72
Balance to credit of profit and loss		$80,215 18

The company now have 14 locomotives, one new locomotive having been purchased during the year. The number of miles run in 1879 was 296,511, against 268,154 in 1878—an increase of 28,857. The passenger car mileage was: in 1879, 1,142,638; in 1878, 994,000—increase, 148,638. The freight car mileage was: in 1879, 670,383; in 1878, 547,136—increase, 123,702. The report says:

There has been no increase in rolling stock during the year, though that on hand has been or is now being put in condition, not only to meet all demands upon it, but also to give satisfaction to those who may use it. The entire passenger rolling stock of the company and all the engines have been equipped with the Westinghouse Air-brake, and about one-half in number of the passenger cars have been fitted with the Miller Platform and Bumper, and the remainder will be furnished with them in ample time for the requirements of the coming season.

The second mortgage bonds of the company, bearing interest at seven per cent per annum having been reduced to $497,000, and maturing on October 1st, 1879, a new mortgage was executed in that amount, with interest on the same at the rate of six per cent per annum, payable half-yearly, the company not responsible for taxes on same, and the bonds secured by the same were negotiated at a premium of one and one-half per cent on the principal. The annual interest is thereby reduced $4,970.

But one dividend was declared during the year, and that was three and one-half per cent upon the preferred stock of the company, and amounted to the sum of $29,335 25. The balance of net earnings was carried to capital account.

The disbursements on capital account during the year were:

Construction	$26,760 05
Real estate	1,850 00
Equipment	19,074 88
Steam ferry boat	53,066 00
Express trains	610 00
	$101,960 93

During the year 331.73 tons steel rails, 213.49 tons iron rails, and 31,497 cross ties were used in the track. Twenty patent safety switches were put in to supply the places of old switches removed; giving, with those laid in former years, an almost unbroken main track on the western half of the road. A new steamboat was added to the ferry equipment, and another new one is now being built. Two additional first class passenger engines have also been ordered to be ready early in the season of 1880.

The amount of unpaid wages, material bills, dividends, etc., at the close of the year was $53,301 98, against $46,984 60 at the end of 1878, showing an increase of $6,317 38; the floating assets at the same time were $75,655 72, against $86,854 62, showing a decrease of $11,198 90—an aggregate of $17,516 28.

CONDENSED BALANCE SHEET, Dec. 31, 1879.

Construction		$1,946,409 47
Real estate		51,477 05
Equipment		560,060 33
Equipment, Atlantic City Horse cars		8,688 71
Steamboats		130,466 00
Express teams		6,539 35
Sea View Hotel Company's stock and bonds		22,000 00
Bills receivable		6,499 91
Materials on hand		40,267 73
Due by sundry debtors		6,997 75
Cash on hand		21,890 38
Total Assets		$2,801,296 63
Common stock (7,548 shares)		$377,400 00
Preferred stock (16,763 shares)		838,150 00
Preferred stock scrip		161 50
		$1,215,711 50
First mortgage bonds (7 per cent interest in gold)	$490,000 00	
Second mortgage bonds (6 per cent interest, in currency)	497,000 00	
		987,000 00
Bonds and mortgage		95,400 00
Second mortgage coupon scrip		250 65
Dividends unpaid		27,857 25
Wages for December, payable in January, 1880		10,300 01
Material bills for December, payable in January, 1880		10,521 14
Sundry accounts		4,623 58
Profit and loss, balance from 1878	$369,417 32	
Added in 1879	80,215 18	
		449,632 50
Total Liabilities		$2,801,296 63

President.—CHARLES D. FREEMAN.

Directors.—Charles D. Freeman, John Lucas, Andrew K. Hay, James B. Dayton, Enoch A. Doughty, Thomas H. Dudley, Samuel C. Cooper, George T. Da Costa, Joshua R. Jones, William C. Houston, John A. Merritt, George W. Steever, Edmund E. Read.

Secretary and Treasurer.—D M. ZIMMERMAN.

The Tariff on Hoop Iron.

To show the importance of the manufacturing interest protected by the recent ruling of the Treasury, published in our last issue, that cut hoops must pay a specific duty of 1½ cents per pound, prominent iron-hoop manufacturers state that $6,000,000 is invested in the manufacture of cut hoops, and that 5,000 men are employed therein in the States of Pennsylvania, New York, New Jersey and Ohio. Thirteen mills are exclusively devoted to the manufacture of hoop-band and scroll iron, employing 1,000 men, with a capital of $10,000,000. Ten mills make hoop-bands and scrolls in connection with the merchant iron business, which employes 3,000 men and a capital of $2,500 000. The total amount of capital invested in this industry is $12,500,000, and the total number of men employed is 18,000. The total product is 150,000 tons per year. The value of the raw material used is $5 000,000. The total amount of wages paid is $8,000,000.

Boston, Hoosac Tunnel and Western Railway.

The Boston, Hoosac Tunnel and Western Railroad, lately completed between the western terminus of the Troy and Greenfield Railroad and the Hudson River, comprises two separate corporations. The corporation under which that part of the road that lies within the State of Vermont was built, is known as the Boston, Hoosac Tunnel and Western Railway of Vermont, while the portion in the State of New York bears the corporate name of the Boston, Hoosac Tunnel and Western Railway of New York. The latter corporation leases the road of the former. It is now proposed to consolidate these two corporations into one; and at recent meetings of the directors of both roads, the terms for such a consolidation were agreed to. For the purpose of affording the stock-holders of each road an opportunity to ratify these agreements, a meeting of the stockholders of the Vermont corporation will be held at Rutland, Vermont, the 25th of May, and of the stockholders of the New York corporation at New York city upon the 27th of the same month. The name of the consolidated road will be the Boston, Hoosac Tunnel and Western Railway Company. Immediately after this consolidation has been accomplished, it is expected that the work of extending the road from the Hudson River to Schenectady will be commenced.

Lookout Mountain Railroad.

The Lookout Mountain Railroad, the Memphis Branch (a road partly built between Chattanooga and Rome), and the Sommerville and Rome Railroad have been consolidated into the Lookout Mountain Railroad Company. The latter company is to receive $50,000, paid in stock of the Sommerville and Rome Railroad, 24 miles of which are already graded and ready for the cross ties. They also receive a two-span bridge at Rome, Ga., across the Oostanaula River and $20,000 donations, subscribed by property owners along the proposed lines. Messrs. A. G. Houston & Co. have the contract for the construction of the road which, when completed, will connect Chattanooga, Tenn., with Rome, Ga., and will be the link between the Cincinnati Southern railroad and the entire railroad system of the South via the Selma, Rome and Dalton road. The New Orleans and Selma road, when purchased and reorganized under the late decree of court by the bondholders, will be finished in connection with the Mobile and Alabama Grand Trunk railroad, recently turned over to the bondholders and reorganized. There are fifty miles to build throughout a level country, and when completed this line will be a direct route via the Cincinnati Southern from the West to Mobile and New Orleans.

Northern Central Railway.

The following is a comparative statement of the gross earnings and operating expenses of the Northern Central Railway for the month of March:

	1880.	1879.
Gross earnings	$415,824 92	$334,165 92
Operating expenses	275,269 97	195,261 05
Net earnings	$140,054 95	$138,904 87

Three months ended March 31:

	1880.	1879.
Gross earnings	$1,080,679 47	$872,776 01
Operating expenses	702,425 89	563,575 66
Net earnings	$378,254 08	$309,200 35

☞ The Staten Island Railroad Company is making extensive improvements for the accommodation of the Summer travel. New steel rails are being laid on different parts of the road, the station at the Vanderbilt Landing is receiving a thorough overhauling, and a new bridge is being built at Clifton. It is proposed to have a switch at New Durham, and to lay a track to the South Beach, a distance of about a mile.

☞ The West Jersey and Atlantic Railroad is being rapidly pushed to completion. The rails are laid more than half the distance, and work is progressing from both ends. The entire road, together with the excursion house and depot at Atlantic City, will be completed by the first of June, when trains will begin to run. The entire rolling stock for this road will be new. The cars will be painted red and supplied with steps.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	.....	May '80 1½
Atlanta and West Point.100	1,282,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May 80 4
" " pref.100	4,599,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar.100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M. & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '79 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl. '80 3½
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June '79 3
Catawissa*.....50	1,159,800	Oct. ber.	Oct. '79 1½
" pref.....50	2,200,000	M. & N.	Nov.'79 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'79 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey.100	18,563,200	quarterly	Apl. '76 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific.....100	54,275,500	.....	Feb '80 3
Chemung*.....100	380,000	quarterly	Apl. '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref.100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	May 80 2½
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	Dec. '79 3
" pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 3½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'79 4
Clev., Col., Cin. & Ind.100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Feb '80 4
Concord.....50	1,500,000	M. & N.	May 80 6
Concord and Porta.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv..1.0	2,175,700	F. & A.	Feb '80 1½
Connecticut River.....100	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref..50	241,900	A. & O.	Apl. '80 4
" 2d pref...50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk..50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*....100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref.100	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*.... 50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '79 3
Easton (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	Nov.'79 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*.....50	1,000,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 3
Glan. June., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '80 2
Illinois Central.....100	29,000,000	M. & S	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7 630,000	quarterly	May '80 1½
Ja. Riv. & Ka. Northern. 25	5,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2,250,000	F. & A.	Feb. '80 3
Kentucky Centra 1.0	4,500,000	J. & D.	June '78 1
" pref.100	500 000	J. & D.	June '78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Feb. '80 4
" " (guar.).100	538,500	F. & A.	Feb. '80 5
Lawrence*.....50	450,000	quarterly	Apl. '80 2
Lehigh Valley.....50	27,332,555	quarterly	Apl. '80 1
" " pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*.....50	5,871,450	quarterly	Mar. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex...50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J.	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'79 3
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apl. '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Mcr. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oregon Railway & Nav.100	4.455,0.0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A	May '80 4½
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '79 2½
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl. '80 1½
" Special Imp..100	5,504,300	quarterly	Apl. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" pref.100	4,600,000	....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 2
Shore Line*.....100	995,300	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 2
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass.....100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills....100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	$,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.'00	800,000	— & —	Apl. '78 3
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600.000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	Feb. '80 4
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov. '79 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Mar. '80
American Express.....100	18,000,000	J. & J.	Jan '80 2
Amoskeag Manuf. Co....100	2.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80$10
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2.500.000	quarterly	Jet. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Molongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Jan. 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Feb. '80 2
Quicksilver, common...100	5,700,000	.....	.....
preferred...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co....100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,056,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,169	420,521	446,529	438,583	340,932	3,950,868
1879	314,733	369,107	508,608	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354.882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533.701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038.000	1,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,650	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	468,543	602,624	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	954,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275.516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,080,853	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,965	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,723	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	315,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	239,234	254,332	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	302,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,703	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,163	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,375 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,596	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,187,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,755	15,134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,596
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879	334,029	339,161	353,147	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	113,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,374	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,950
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Apr. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$13,365 000	6	Jan. & July.	1880	104¼
.. ..coupon	3,421,000	6	" "	1880	104¼
Oregon War Bonds of March 2, 1861...coupon	765 250	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	124,629,050	6	Jan. & July	1881	106¾
.. ..coupon	46,330,450	6	" "	1881	106¾
Loan of March 3, 1863.....registered	52,300,500	6	Jan. & July.	1881	106¾
.. ..coupon	15,067,450	6	" "	1881	106¾
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,660,050	5	F. M. A. & N.	1881	102¾
.. ..coupon	208,302,850	5	" "	1881	104¼
.. ..registered	170,058,800	4½	M. J. S. & D.	1891	109¼
.. ..coupon	79,941,200	4½	" "	1891	109¼
.. ..registered	514,793,950	4	J. A. J. & O.	1907	107¾
.. ..coupon	224,223,400	4	" "	1907	107¾
Refunding certificates of Feb. 28, 1879.....	1,820,450	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	9,922,985	...	.....	.....	....
Debt bearing no interest.....	391,067,928	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'96-'99	125
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	58
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,398,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	91
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866...	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $16,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	48½
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	..	.....	.....	....
.. * Levee (Act, 1855 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. County Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds, 1864.....	2,330,000	6	June & Dec.	1889	113¾
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1859	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,323,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1874).....	916,291	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,420):					
.. Defenses and Bounty (1862) loans, gold.	1,038,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110½
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	106¾
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	109½
.. Han. & St. Jo. R. R. Loans (& renewals	8,000,000	6	" "	'87-'96	106¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	575,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	18
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½ gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,983	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'77	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1859	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	24½
.. *Funding (new) bonds, 1873, registered.	14,855,000	6	" "	'75-'00	28½
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s) gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($62,072,047):					
.. Old bonds (Irds fundable), registered.—	6,139,250	6	Jan. & July.	'86-'96	27
.. Old bonds (Irds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered...	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,270	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
... None on market; all in trust funds ...		...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,800,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	111
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,700,000	7.3	Jan. & July.	New York.	1896	116½
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	118½
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1885	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	101½
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	107½
Loan of 1855-'90 (Balt.) sks fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	102
Bingham Canyon & Camp Floyd:						
1st Mortgage	940,000	6*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	129½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	55½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	57½
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1908	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	117½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	120
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	870,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1893	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	107
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1888	....
2d Mortgage	497,000	6	April & Oct.	"	1893	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sks fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	90½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	..
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	...
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	...
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	..
1st Mortgage (new)	1,200,000	7	" "	"	1900	114
Chattel Mortgage	229,850	6	May and Nov.		86-'96	...
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	..
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	105
1st Mort. (W. to Minn. Lake)	1,250,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112¾
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111¼
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114¼
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	108¼
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108¼
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	77¼
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	104¾
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	103¼
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112¼
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102¼
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105¼
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109¼
1st Mort. (Calif. & Oregon) gold	5,000,000	6*	" "	" "	'88–'92	104¾
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	5,030,000	6*	April & Oct.	" "	1900	104
Land bonds (Cen. Pac. Co.)gold	8,704,000	6*	" "	" "	1890	104¼
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25¼
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	45
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38¼
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106¼
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	103
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67¼
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80–'96	103¼
Chester Creek (Phil. & Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,551,000	7	Feb. & Aug.	" "	1900	103
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109¼
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	113
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 6 p. c. Mort. b'ds(Iowa D.)	600,000	6	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,630,500	7	June & Dec	Boston.	1903	121
1st Mort. (Dix., Peo. & Han)guar.	84,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,073,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	640,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114¼
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	118¼
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	115¼
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109¾
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111¾
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	112
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114
1st Mort. (Prairie du Chien Div.)	3,674,000	5	Feb. & Aug.	" "	1898	127
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112¾
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1907	102¼
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,900	7	Jan. & July.	" "	1905	110¼
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105¼
General 1st Mortgage (193 m.)..	3,440,400	7	" "	" "	1885	110
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	108
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	107¾
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	109
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River)..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	123¾
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	117
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	117¾
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C., H. & D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	120
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. and July.		1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114¼
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	669,000	7	March & Sept	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	109½
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	122
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	113½
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110½
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	81
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'98-'96	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	809,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	116
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	108
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	101½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	105½
Des Moines and Ft. Dodge:						
1st Mortgage (scrpos).....	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,285,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (" ").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1896	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	123½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1893	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	118
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	116
2d Mortgage.....	190,000	6	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (K.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1906	96½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1862	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	92½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	86½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	106
3d Mortgage.....	4,852,000	7	" "	" "	1883	106
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	101½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	110
1st Consol Mortgage gold....	16,656,000	7*	March & Sept.	NY&London.	1920	118½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	94½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & Kalag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1881	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov	"	1902	96
Construction Loan.....	280,000	8	Jan. & July.	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	830,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold,	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	106
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,425,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	111
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	...
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	...
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F. & P. M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300,000	8	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	109½
1st Mortgage (Western Div.)	2,365 000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	$	" "	" "	1908	107½
Income and Indemnity bonds	1,359,500		May & Nov.	"	...	98½
Consolidated Mortgage	2,564,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1896	68
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200.000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000.000	7*	April & Oct.	New York.	1909	74½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62½
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage & Sk. Fund Bar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	637.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C. B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260 m.) conv.	887,000	7	March & Sept.	" "	1890	112
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL. & G.)						
1st Mortgage for $1,000,000	730,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	94
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100¾
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	122¾
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	121
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	119¾
Bonds of 1892 (Reg. & Coupon)	8,244,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	118
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	....
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	.....	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¾
2d Mort. gold tax free and conv.	3 200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117
1st Mortgage (")reg...		6	" "	"	1898	116
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125¾
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	111¾
General Mort., registered ...		6*	" "	"	1923	111¼
Lewisb. Centre & Spruce C.(P.& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¾
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	107¼
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	800,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105¼
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $6,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114¾
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¾
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1909	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7s	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¾
$1,100,000 Loan, tax free.....	756 800	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93¾
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	80
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	42¾
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101¾
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121¾
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	112
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¾
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111¾
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1894	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	99½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	101½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	62½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1938	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,358	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.).	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	114½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103½
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	860,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimantic:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	740,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $8.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Conn. Val.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage	892,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	108
2d Mort. (Hudson River) S. F.	1,794,000	7		" "	1885	110
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,466,000	7	Jan. & July.	" "	1903	127
1st Mort., reg'd }		7	" "	" "	1903	126
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	..
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	120
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	120½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	111½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1888	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2 035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered	206,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon	3 000,000	5	" "	Baltimore.	1926	80
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	112
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	76½
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds	265,000	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	118
Oregon and California:						
1st Mortgage gold	10,960,000	7*	April & Oct.	New York.	....	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1883	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	640,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	117
General Mortgage, registered.		6	" "	"	1910	117½
Consolidated Mortgage	28,901,540	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg f'd	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	457,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	65
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	101
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-46 & 49.	1,510,500	6	" "	"	1910	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1826 stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	118½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	863,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	85½
Income Mortgage of 1870	2,213,000	7	June & Dec.	Philadelphia.	1896	88½
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	92
Funding Incom	300,000	7	" "	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	58
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	452,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,541,000	7	Feb. & Aug.	Philadelphia.	1890	115
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	128
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	119
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N. H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77½
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	114
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	130
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1890	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	105
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1891	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct.	" "	1904	65½
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	85
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lowey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	113½
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	103½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	105
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	94½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	75½
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	816,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	100½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	113½
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	138½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	96
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	69
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $4,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	107½
1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	" "	1890	103½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	109
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1873	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1875	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	101
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112¼
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	111¾
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....
3d Mortgage Sinking Fund	13,861,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K. & T.):						
1st Mortgage gold, skg fund	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	88
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £389,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	164,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U. Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	107
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	114
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free	200,000	7	" "	"	1879	112
Convertible bonds	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M. & O.):						
1st Mortgage	5,000	6	Jan. and July.	N.Y. & Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1864	102¾
5th Mortgage	969,000	8	March & Sept.	" "	1900	117
Registered Certificates	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	101¾
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	82¾
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	...
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort " ")	600,000	8	May and Nov.	"	1873	90
4th Mort. " ")	700,000	8	March & Sept.	"	1880	47
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan	219,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lon [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,[illegible]	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible], tax free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118
Western North Carolina:						
1st Mortgage	850,000	8	Jan. and July.	"	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M. & W. Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	602,000	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	116
Sterling Bonds, Sinking Fund	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	108¾
1st Mort. endor. by Balt	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	108¾
2d Mortgage preferred	600,000	6	" "	"	1895	99¾
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	116
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,735,000	6g	Jan. and July.	New York.	1899	109¼
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	55¾
Wilmington and Reading:						
1st Mortgage	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis	1,700,000	7	Jan. and July.		1902	10
Wilmington and Weldon:						
Sterling Bonds	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	108¼
2d Mortgage $12,000 p. m.	1,650,000	7	May and Nov.	" "	1907	118¾
Extension mortgage bonds	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	4,618,500	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	..
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds	400,000	7	Feb. and Aug.	"	1895	99¾
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	81¼
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. reg. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	104¾
1st Mort. reg. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109¾
Coupon bonds of 1874	3,000,000	7	Apr. and Oct.	" "	1894	108¾
Registered bonds of 1874	2,000,000	7	" "	" "	1894	108¾
Lehigh Coal and Navigation:						
Loan of 1877, Debentures	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103¾
1st Mortgage, registered	5,331,963	6	J. A. J. & O.	"	1884	107¾
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold	4,658,500	6g	June & Dec.	"	1897	106
Consolidated Mortgage	1,115,000	7	" "	"	1911	105
Greenwood Mortgage Loan	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,806,000	6	Jan. and July.	Philadelphia.	1910	81¼
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph. & Rdg.:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	101
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	79
Improvement bonds	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	80
Coupon Bonds	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage	3,000,000	6	May and Nov.	Philadelphia	1888	....
West Branch & Susqua. (Penn.):						
1st Mortgage	450,000	6	Jan. and July	Philadelphia	1871	
2d Mortgage	296,000	6			1885	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A figure (¶) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	196.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	196.0	120,786	41,310	.....	229,156	89,918	—	100	....
Dec. 28, 1879	200.0	—	15.4	—	21	15	6	389	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	—	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,371,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	109
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,711,734	2,413,863	591,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	62.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	19	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	684,903	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	124
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia.	1,192,636	.....	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	155	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.9	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,585,500	1,331,118	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	405.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,665,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,495	18,277,300	37,670,350	5,319,729	37,111,919	557.3	9,303,055	.....	.....	8,563,957	4,039,612	8	100	155
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,638	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	8,343,715	—	.....	.....	5,680,695	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I.&Ill.	8,854,271	—	.....	.....	1,503,460	7,744,000	3,425,858	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,785	696,010	37,338	64,638	3,533,250	6,500,000	288,365	.....	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T.H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	—	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,611	2,842,555	6,633,533	2,219,536	8	100	147
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	.....	52.5	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	98
Sept. 30, 1878	115.5	11.0	107.5	—	77	138	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	206,369	6,921,274	3,500,000	88,359	1,502,226	206.8	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	129
Sept. 30, 1878	50.0	—	4.4	—	9	11	6	140	Boston and New York Air Line....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,911	53.6	287,486	93,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	134
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E.&W.). N.Y.	3,380,000	—	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,061	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,935,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,782	560,811	—	100	69
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,883	379,879	1,921,350	1,302,673	4	100	148
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174.437	32.234	7,186	9,423	135,142	.....	62,823	25,007	33.9	23,276	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,849	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	168	California Pacific (C. P.).....California	18,800,673	393,014	131,160	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,180	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... .....Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	328.6	1,681,914	219,544	953,044	1,440,270	233,045	—	100	61
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	18
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	110
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	503,458	7,500,000	3,617,000	398,718	.....	712.6	952,966	.....	.....	2,721,624	1,523,309	2†	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	3762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,653	.....	334.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	70
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	81	19	8	841	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,449	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,600	94,249,680	7,209,255	12,339,278	1,941.0	5,628,444	6,978,188	1,787,642	17,580,858	8,744,740	—	100	72
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,146	2,578,000	2,510,548	186,855	192,980	195.0	415,353	68,570	97,948	441,357	162,228	—	100	97
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	24,496,195	2,975,421	108,692	486,035	15,950,402	23,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	20
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24.427	53.6	577,059	124,321	419,309	527,588	123,885	1pf	100	53
Dec. 31, 1878	248.5	121.9	126.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	109
Dec. 31, 1878	486.6	1,117	455.8	103.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,956,816	27,068,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,865	6,585,530	8	100	124
June 30, 1878	764.0	48.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,000	.....	280,334	.....	221.6	318,592	87,572	235,333	534,595	280,947	—	100	73
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	99
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	252,407	71,556	823,054	3,714,154	420,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	142
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.&M.	58,755,181	*	2 848,298	1,480,429	27,683,744	32,088,500	791,523	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	77
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	38,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	93
Mar. 31, 1879	500.2	222.0	161.7	30.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,553,530	*	2,624,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,600,960	2,236,270	9,409,833	4,822,961	10	100	189
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O., Ky., T., M. & La.	25 911 501	.....	.....	.....	8,662,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,721	—	100	81

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Reference to the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Dec. 31, 1878	40.4	484	3671	6	495	178	86	10282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,264	14,378,709	5,510,852	3,429,057	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	107
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	—	—	375,100	600,000	—	—	25.0	—	12,400	37,882	27,828	3,912	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,986	—	16,035,233	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	50	50	104
Dec. 31, 1878	120.4	—	55.2	—	45	39	18	679	Lehigh Valley. Pa.	14,647,081	2,282,317	22,784,411	2,350,676	27,228,865	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,788	3,075,811	4	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	Little Miami. Ohio.	6,561,375	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,960	624,564	1,224,691	384,021	8	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ Ark.	8,000,000	*	—	—	5,000,000	3,000,000	—	—	165 2	169,845	47,805	47,284	228,648	116,857	—	100	44½
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Long Island ¶ N. Y.	6,242,603	*	—	—	3,260,600	1,881,750	1,157,861	—	322.9	1,609,250	1,157,715	251,580	1,631,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisiana and Mo. Riv. (C. & A.). Mo.	3,248,000	*	—	—	1,624,000	1,624,000	—	—	101.5	—	—	—	231 890	138,370	—	100	15
Jun. 30, 1878	155.0	280.6	98.3	—	180	75	37	3,239	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	....
Dec. 31, 1878	288.7	—	26.0	—	28	12	8	489	Louisville & Nashville. Ky. & Tenn.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	138
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago. Ind.	3,500,000	*	—	—	1,500,000	2,000,000	—	—	288.3	—	—	—	621,750	50,141	—	100	90
Jun. 30, 1878	187.3	87.9	158 5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.). Ohio.	2,760,430	*	—	—	1,373,000	1,471,000	—	—	43.0	—	—	—	91.424	36,569	—	50	....
Jun. 30, 1878	68.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.). Ohio.	23,606,983	*	2 584,932	391,220	3,932,060	11,307,811	7,509,691	—	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland. Ohio.	3,580,000	*	200,000	3,844	—	3,580,000	20,113	—	99.7	171,215	74,140	45,114	110,777	2,467	—	100	....
Jun. 20, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon* Mich.	7,804,961	1,050,376	28,667	132,486	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	21½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston. T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,535	—	292.0	645,928	—	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock. Arkansas.	4,419,584	*	—	408,169	1,500,000	2,850,000	402,217	75,536	132.0	—	—	—	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n. T. & Ky.	(No report since reorganization.)								115.0	156,463	—	—	208,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central. Mich.	28,437,938	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,787	6,872,094	2,707,353	4	100	89½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western. Wis.	6,913,439	*	—	—	6,000,000	750,000	166,439	—	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis. Minnesota.	3,692,911	*	—	—	2,000,000	1,101,650	—	—	123.5	280,174	64,235	263,356	359,550	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.). Minnesota.	2,529,000	*	—	—	2,000,000	366,000	155,000	—	....	—	—	—	—	—	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.). Minn.	136,330	—	—	28,669	15,000	150,000	—	—	....	—	—	—	—	—	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Mississippi and Tennessee. Miss. & Tenn.	2,956,654	*	—	—	163,917	825,400	1,982,900	324,445	100.0	157,457	—	—	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.6	—	88	34	25	1,477	Missouri, Iowa and Nebraska. Mo. & Ia.	3,838,149	*	—	—	308,672	1,457,225	1,800,000	329,969	559,678	86.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas. M. K. & Tex.	40,988,876	*	—	—	—	21,465,210	18,632,000	6,804,721	—	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	33½
May 31, 1879	84.0	—	4.2	—	4	5	3	60	Missouri Pacific. Missouri.	16,623,000	*	—	—	—	800,000	15,823,000	—	—	423.5	—	781,907	—	3,984,445	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard. Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	—	84.0	104,000	31,485	—	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery. Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67.754	600,526	178.8	480,138	62,493	—	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio. Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	—	528.6	1,166,773	233,087	186,638	2,098,500	279,351	—	100	19½
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula. Alabama.	3,142,999	*	49,967	77,278	1,149,364	1,810,000	1,129,688	—	80.0	—	—	—	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Morris and Essex. New Jersey.	17,710,791	12,144,240	4,141,925	$25,044	15,000,000	19,923,000	—	—	120.6	—	—	—	2,710,117	782,328	7	100	109½
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua and Lowell. N. H. & Mass.	948,146	201,688	—	257,163	800,000	200,000	316,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.). N. H.	2,005,800	—	—	—	1,305,800	700,000	—	—	48.8	—	—	—	95,982	43,275	5	100	60½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Chattanooga & St. L. T. Ala. & Ky.	14,097,296	*	679,162	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	—	1,871,809	767,995	2	25	73
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	293	Nashv. & Decatur (L. & N.). Tenn. & Ala.	3,747,557	—	—	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,706	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	86	Naugatuck. Connecticut.	1,928,845	234,087	108,797	67,969	2,000,000	—	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge. Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	—	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville. Ohio.	1,781,000	*	31,604	73,998	937,400	800,000	149,102	—	44.0	233,732	—	—	135,296	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3½). New Br.	2,021,000	*	—	—	200,000	1,722,000	99,000	—	190.0	—	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada. N. Br.	2,580,500	—	—	—	1,788,000	170,000	622,500	—	120.0	120,841	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	16.1	25.7	—	20	18	8	468	Newcastle & Beaver Val. (Penn. Co.). Pa.	834,083	—	55,358	52,472	605,000	—	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C. V.). Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	—	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	—	—	3,525,000	3,525,000	—	—	141.0	—	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	15964	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,068	—	4,000,000	4,000,000	279,741	—	149.9	297,703	101,374	231,727	—	—	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York Central & Hudson River. N. Y.	82,163,689	17,730,466	29,967,488	—	39,428,200	39,801,233	532,050	—	1,018.3	5,998,041	8,927,565	7,696,413	26,406,017	10,969,040	8	100	130
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern. N. Y.	1,775,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	851	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	—	Included in Lessees returns.				—	—	8	100	180
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	—	85,254,400	66,818,204	—	—	5.5	—	—	—	743,964	427,326	3	100	....
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.). N. Y.	568,111	169,107	704,118	—	500,000	829,000	45,000	82,829	928.1	10,730,231	4,896,327	6,150,468	15,644,978	5,009.114	—	100	42½
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England. M., R. I. & Conn.	20,622,534	*	866,382	53,881	20,000,000	400,000	934,076	201,721	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	123.0	17.5	179.1	—	98	199	59	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,778	1,537,029	15,500,000	—	475.465	1,940,376	139.0	815,352	1,781,635	435,367	1,006,287	197,890	—	100	48½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston. Conn. & R. I.	2,645,022	559,487	1,089,987	—	3,000,000	1,050,000	218,800	—	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	162
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC & HR.) N. Y.	1,000,000	—	—	—	1,000,000	—	—	—	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138½
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.). N. C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	102.0	—	8.1	—	13	13	5	142	Northeastern ¶ S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	—	363,645	162,500	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern. New Hampshire.	3,068,400	*	387,960	493,637	3,068,400	100	396,617	484,880	8.9	452,301	141,209	401,822	426,874	107,372	5	100	96
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Central. Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	—	322.5	2,936,663	1,380,393	5,908,371	3,723,456	1,118,960	—	50	67½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific. Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,694,587	120,347	100,000,000	—	50,349,761	1,176,193	646.0	—	—	—	1,193,382	583,700	—	100	28½
Oct. 31, 1878	55.6	32.6	79.5	—	58	68	32	1,143	North Pennsylvania (P. & R.). Pa.	5,834,418	1,748,208	4,619,567	251,639	4,284,500	6,000,000	2,041,256	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	101
Sept. 30, 1878	89.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester. Ct. & Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	138
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain. N. Y.	5,677,000	*	—	—	5,077,000	994,000	267,202	—	122.0	462,739	115,618	269,843	542,670	144,325	—	100	32
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi. O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,080,000	12,841,000	1,924,750	—	615.0	—	—	—	3,137,136	861,547	—	100	33½
Sept. 30, 1878	249.4	52.4	76.3	—	72	168	27	1,311	Old Colony. Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,198,087	3,960,023	681,190	2,077,616	703,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val. Neb.	1,118,000	*	—	—	371,000	742,000	—	—	74.2	—	—	—	—	—	—	—	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse. N. Y.	1,762,540	*	—	—	1,320,400	461,500	8,801	—	35.0	206,070	136,118	201,874	279,562	74,552	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown. Ky.	4,277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,461	53,277	228,882	319,542	88,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama. New Grenada.	12,000,000	*	—	—	7,000,000	3,877,308	—	—	47.6	—	24,921	152,478	2,114,859	1,569,515	12	100	190
78	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur. Ill.	1,586,448	*	—	—	574,000	1,076,000	—	—	76.5	147,388	76,899	$144,042	217,369	76,585	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128		Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	109
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl : 0 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,211	148,964	227,501	32,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31, 1878	51.7	—	5.2	—	8	40	3	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,303	257,870	86,849	—	50	33½
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,478,70.	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	33½
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,686	.....	29.3	.....	.....	.....	278,495	263,663	12	50	50
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59		Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	10,505,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,876,413	8,766,979	11,539,563	6,307,821	—	50	59½
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	798,365	2,660,446	1,198,048	8	50	40
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,487,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	-	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,466	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,383,686	13,510,000	.....	75,125	468.4	7,348,679	2,253,731	3,026,250	7,820,110	3,689,197	7	100	117
Dec. 31, 1878	68.0	2.6	3.6	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,269,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	34
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitt'sb., Wheeling & Kentucky	W. Va.	599,395	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,668	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,533	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	187	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,588	92,0.2	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	106
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,055	.....	47.5	76,503	51,040	18,647	55,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,160	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,597	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	55.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,348	8	100	120
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,576	.....	200.9	608,646	87,824	235,982	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,158	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,207	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N.Y.	8,797,611	563,804	.....	.....	3,147,600	7,749,900	608,688	.....	403.9	1,053,608	576,974	870,905	1,213,785	350,747	—	100	26
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,758	—	100	6
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	5	190	St. Croix and Penobscot	Me.	317,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	257.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	289.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H	Ill. & Ind. } Belleville Branch	Illinois. }	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	275.2	395,390	184,988	473,648	506,459	239,621	—	100	20
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	48½
Dec. 31, 1878	489.6	195.0	114.3	—	118	48	24	2,551	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2 600	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,880	1,291,652	608,517	—	100	33
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	668,208	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	28
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	43
May 31, 1878	156.0	—	19.5	—	11	10	4	318	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43.019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,918	602,754	239,505	—	100	43
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	476	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	341,442	191,069	731,146	657,632	284,227	—	50	....
Sept. 30, 1878	116 3	—	24.0	—	35	13	14	684	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,163	125,878	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	79.0	125,679	50,845	38,376	99,155	20,072	—	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,291	—	50	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	158.5	165,745	59,315	186,055	414,477	100,090	—	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	576,875	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....
Dec. 31, 1878	187.0	106.0	31.0	—	43	49	—	462	Southern Central	N.Y.	3,278,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,652	149,484	440,071	462,906	142,850	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Minnesota ¶	Minnesota.	6,424,100	.....	.....	.....	1,984,200	4,659,900	.....	.....	167.0	326,497	64,978	175,342	643,086	311,152	—	100	....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339.000	.....	.....	310.5	411,590	.....	.....	739,223	352,631	8	100	....
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,450	600.000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Sept. 30, 1878	48.5	—	3.0	—	8	4	2	17	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,000	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,582	224,624	3	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,169	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 .0.000	1,142,000	548,854	125,095	108.0	.....	.....	86,898	220,187	74,284	—	100	....
Dec. 31, 1878	108.0	—	6.4	—	4	2	2	272	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 .000	18,806,225	1,349,576	327,908	443.9	1,392,777	268,149	407,114	2,136,143	956,455	—	100	47½
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	18½
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,901	560,344	274,747	2	100	....
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Ulster and Delaware	New York.	1,062,357	*	.....	.....	1,152,100	1,478,000	57,682	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	United New Jersey (Pa.)	N. Jer.	34,988,581	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	4,583,229	10	100	169
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	*Union Pacific*	Nebr. Wy. & Utah.	115,914,388	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	5,846,580	188,516	844,019	11,121,272	7,744,686	—	100	86½
Dec. 31, 1878	1.088	—	113.0	—	172	121	41	3,279	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,129	62,069	—	100	....
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utica and Black River	New York.	2,878,791	418,847	296,152	18,694	1,771,720	1,112,000	57,809	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,366	88,120	147,542	def.3,911	—	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	6	86	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5½	100	119
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vicksburg and Meridian	Miss.	3,288,468	*	.....	.....	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Wabash	Ohio, Indiana and Illinois.	36,311,468	*	191,442	834,887	16,000,000	20,311,467	884,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,372	1,654,123	—	100	49
Dec. 31, 1878	452.1	148.1	143.3	100.0	197	68	39	4,711	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,893	*	.....	.....	4,266,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	258.5	121.5	18.0	—	31	34	14	476	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387.300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,150	821,300	1,100,000	95,601	237,436	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	410,545	612,330	119,032	541,678	202,985	—	50	70
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	724,011	2,563,000	207,757	.....	167.0	292,286	.....	.....	514,107	176,852	—	100	....
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	248	Western of Maryland	Maryland.	4,568,306	*	30,000	48,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	819,114	808,866	16,294	4,000,000	3,500,000	387,629	256,633	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	....
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	509,698	98,658	—	100	55
Sept. 30, 1878	189.0	—	18.0	—	33	12	7	296	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,100	52,132	315.434	105.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30, 1878	163.5	17.0	13.2	—	28	19	13	350	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	534,980	75,049	1,789,800	1,000,000	117,024	229.767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	63
Sept. 30, 1878	45 7	—	35.4	—	20	22	7	438																					

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for March, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of.... ....$675,118
An increase in expenses of..... 151,093

An increase in net earnings of.. ....$524,025

The three months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of.. ....$1,621,782
An increase in expenses of... 691,795

An increase in net earnings of..... $929,987

All lines west of Pittsburg and Erie for the three months of 1880 show a surplus over liabilities of $979,185, being a gain over the same period in 1879 of $829,736.

Statement of the Public Debt of the United States, April 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$17,286,000 00	$259,290 00
6 per cent. bonds, 1881 (Oregon,) 1861.....	765,250 00	11,478 75
6 per cent. 1881 bonds, 1861..	171,459,500 00	2,571,892 50
6 per cent. 1881 bonds, 1863..	67,376,950 00	1,010,654 25
5 per cent. funded loan of 1881	498,962 900 00	4,158,024 17
4½ per ct. funded loan of 1891	260,000,000 00	937,500 00
4 per ct. funded loan of 1907.	739,017,350 00	7,390,173 50
Refunding Certificates.....	1,830,450 00	18,304 50
3 per cent. navy pension fund, 1868.....	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,760,698,400 00	$16,462,317 67
Interest due and unpaid		2,518,642 84

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,900 00	5,214 39
6 per cent. 5-20 bonds, called June, 1864	68,950 00	956 84
6 per cent. 5-20 bonds, called 1865	117,550 00	51,785 35
5 per cent. 10-40 bonds, called, 1864.....	4,013,400 00	287,405 79
6 per cent. Consol. bonds, called, 1865.....	655,100 00	9,333 98
6 per cent. Consol. bonds, called, 1867.....	2,913,500 30	292,529 71
6 per cent. Consol. bonds, called, 1868	1,060,050 00	100,922 69
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	47,065 00	2,355 25
5 per cent. 2 year notes, 1863.	36,300 00	1,892 99
6 per cent. compound interest notes, 1863-64.....	248,670 00	50,121 73
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,350 00	5,460 96
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$9,922,965 26	$881,566 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,195 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency, 1862-3-4	15,625,297 00	
Coin certificates, 1863.....	8,855,500 00	
Silver certificates, 1878.....	11,289,920 00	
Unclaimed interest.....		7,987 03
Aggregate of debt bearing no interest.....	$391,007,928 00	$7,987 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$256,587,700 00	
Bonds at 5 per cent.....	498,962,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,017,350 00	
Refunding certificates.....	1,830,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,760,698,400 00	$18,980,960 51
Debt on which interest has ceased since maturity.....	9,922,965 26	881,566 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,211 00	
Certificates of deposit.....	8,495,000 00	
Fractional currency.....	15,625,297 00	
Coin and Silver Certificates.	20,145,420 00	
	$391,007,928 00	
Unclaimed interest.....		7,987 03
	$2,161,629,293 26	$19,870,513 99
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,181,499,807 25	

AMOUNT IN TREASURY.

Interest due and unpaid.....		$2,518,642 84
Debt on which interest has ceased.....		9,922,935 26
Interest thereon		881,566 45
Gold and silver certificates.....		20,145,420 00
U S Notes held for redemption of certificates of deposit.....		8,495,000 00
Cash balance available April 1, 1880.....		159,143,88 48
		$201,106,983 03
Debt, less amount in Treasury, Apr. 1, 1880.	$1,980,392,824 22	
Debt, less amount in Treasury, on the 1st ult.	1,995,112,221 17	
Decrease of debt during the month.....		$14,719,396 95
Decrease of debt since June 30, 1879.....		$46,814,432 15

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	24,424 80
Totals.....	$64,623,512 00	$969,352 68

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $12,983,707 66; interest repaid by cash payments: 5 per cent net earnings $659,198 87; balance of interest paid by United States $32,012,249 41.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ At a meeting of the directors of the Kansas City, Burlington and Santa Fe Railroad Company, held on the 26th inst., the following officers were elected: President, William H. Schofield, Burlington, Kas.; vice president, John C. Short, New York; secretary and treasurer, Orson Kent, Kansas; Joseph P. Hale, Thomas Rutter, H. S. Chandler, Charles Place, George Moore, George W. Debevoise and Henry A. Brown constitute the Executive Committee. It is claimed that arrangements have been made for the extension of the road from Kansas City or Leavenworth to Ottawa, and from Burlington to Wichita. Work will be begun in the Fall, and it is hoped that the line to Santa Fe will be completed in about two years.

☞ The Dominion Government has agreed to subsidize the South-eastern Colonization Railway of Manitoba to the extent of 2,500 acres of land per mile. The work on the railway will be commenced immediately.

☞ Track laying on the Texas and Pacific railway is progressing at the rate of 4,000 feet per day.

Philadelphia Stock Exchange.

Closing Prices for the week ending Apr. 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24	M. 26.	Tu. 27.
Allegheny Val. 7 3-10s.....	....	....	....	116¼	....	....
7s, Income..... ...	26	26	....	26	....	26
Camden & Am. 6s, 1883....	....	....	....	....	104	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	114	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	52¼	....	....
7s, new.....	....	....	....	....	114	....
Del. & Bound Brook... ...	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport'....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	108¼
Lehigh Navigation	37¼	37	37	37	36¼	36
6s, 1884.....	107¼	....	....	....	....	....
Gold Loan.....	107	....	....	....	....	106
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Lehigh Valley	52¾	52¾	52¾	52¾	52¼	52¼
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s....	....	....	126¼	....	....	....
Consol. mort. 6s.....	111	112	...	...	....	111¼
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Little Schuylkill...	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	55	55	....
North Pennsylvania	51¼	....	....	....	....	....
1st mortgage 6s..... ...	108¼	108¼	....	....	....	50¼
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	116	116	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central.	....	34	34	34¼	34¼	34¼
6s.....	81	81	80¾	....	....	80¼
Northern Pacific	29¼	29¼	29¼	....	28¾	28¾
Preferred	58¾	....	....	58¾	....	58¾
Pennsylvania R. R.	54¼	54¼	54¾	54¾	54¾	54¾
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage..... 118	....	....	....	117	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s....	....	....	....	....	....	113¾
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series.	....	....	....	....	....	....
do. 5s, new.....	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 33¾	32¾	33¾	34	32¼	32¼	....
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s..118¾	118¾	....	119¾	....	118¼	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s.....	85¼	....	....	....	....	....
Philadelphia and Erie	....	....	16¾	16¼	16¾	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.... 112	....	....	....	112	....	....
Pittsb., Cin. & St L. 7s	....	115	....	....	....	....
Pittsb., Titusv. & Buff..	19¼	19¼	19¼	18¼	18	....
7s.....	82	....	....	....	82	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	79	78¾	....	....	....
United Co. of N. Jersey	....	160	160¼	....	....	....
Hestonville, (Horse).....	20¼	20¾	21	21	....	....
Chestnut & Wal. (do.).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....
2d and 3d streets (do.).....	....	....	....	....	....	....

Baltimore stock Exchange.

Closing Prices for the week ending Apr. 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880..... 101¾	....	....	....	....	....	....
6s, 1885..... 107	....	....	107	....	107¾	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	....	....	....	....	109
2d mortgage, 7s.....	82	82	81¾	82	82	82
3d mortgage, 8s..... 47¾	....	48	47¾	46¼	45	....
Northern Central ($50)....	33¾	33¾	34¼	34¾	34¼	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold..... ...	....	....	....	103¾	103¾	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	110	....	....	80
3d mortgage, 8s.....	....	....	....	....	....	47
4th mortgage, 8s.....	....	....	....	....	....	47
O., Alex. & Manassas 7s....	....	....	82	....	....	82¾
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol .. 58¾	53¾	54	53¾	54	53¾	....
Consol. Coupons 86¾	87	87	....	87¾	87¾	....
10-40 bonds.....	....	....	38¾	....	39¼	....
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	7¾	7¾	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	108¾	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred ..100	....	....	99¾	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
Adams Express	112½	....	112	....	112	112½
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	58½	58½	....	58½	....	58½
Atlantic & Pacific Tel.	43	44½	44	....	44	....
Burl., C.R. & Nor.	....	....	....	....	70	69
1st mortgage 5s	....	91½	91½	91½	91½	91½
Canada Southern	61½	63	62½	61½	59½	61½
1st mortgage guar.	91½	91½	91½	91	90½	90½
Central of N. Jersey	78	78½	78½	77½	77	76
1st mortgage 1890	....	....	....	117	....	....
7s, consolidated, ass.	105½	....	105½	105½	....	104½
7s, convertible, ass.	....	....	108½	....	....	....
7s, Income	81½	....	....	80	80	78
Adjustment	108	....	108½	108½	....	....
Central Pacific	75	....	74½	....	74	72
6s, gold	112½	....	112½	112½	112½	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	104½	....	....	....	104½	....
Land grant 6s	....	....	104½	....	....	....
Chesapeake and Ohio	22	....	22	21½	21½	20½
Chicago and Alton	111	110	....	109	108½	109
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	126½	125½	126	126	....	....
7s Consol, 1903	....	121	....	121	....	....
Chic., Mil. and St. Paul.	78½	79½	79½	78½	77½	77½
Preferred	103½	103½	103½	....	102½	102
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	112	....
1st M. (La Crosse div.	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	111½	....	....	....
1st M. (I. and D. ext.)	....	....	....	109½	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	111	110½	....	110½	110½	110½
Chic. & Northwestern.	94½	94½	94½	94½	93½	93½
Preferred	109	....	109½	....	109½	108½
1st mortgage	....	....	....	....	110	....
Sinking Fund	....	....	....	....	....	105½
Consolidated 7s	123	123	....	....	123½	....
Consol. Gold bonds	....	....	118	....	....	117
Do. reg	....	....	117½	117	117½	....
Chic., Rock Isl. & Pac	192	191	191	188	190	189½
6s, 1917	....	....	....	117½	117½	....
Clev., Col., C. and Ind.	77	78	77½	....	76	76½
1st mortgage	....	120	....	....	....	....
Clev. & Pittsburg guar	111½	112	113½	113	113½	113
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	15½	15	15½	14½	14½	15½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal.	81½	82½	82	81	80½	79½
Reg. 7s, 1891	111	....	....	109½	....	....
Reg 7s, 1884	....	....	106½	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western.	88½	89½	89½	87½	86½	85½
2d mortgage 7s	....	....	....	....	....	101½
7s, Consol. 1907	....	....	....	....	....	116½
Erie Railway	....	....	....	....	....	....
1st mortgage	128	....	....	....	128	....
2d mortgage	....	....	....	....	....	....
3d mortgage	106	....	....	106	....	....
4th mortgage	....	....	....	101½	....	....
5th mortgage	112	....	....	....	....	....
7s, Consol. gold	117½	....	....	....	118½	....
Great Western 1st mort	....	....	108	....	107½	....
2d mortgage	....	....	....	104½	104½	....
Hannibal & St. Joseph	33½	34½	34½	34½	34	33½
Preferred	70½	71½	72	72½	71½	71½
8s, Convertible	106½	106½	....	....	106½	....
Houston & Tex. Cent.	74½	....	74½	72	70	70
1st Mortgage	....	....	....	109½	....	....
Illinois Central	107	106½	106½	107	105½	104½
Lake Shore & Mich So.	107½	108½	108½	108½	107½	107½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	122½
2d Consolidated	....	....	....	119½	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	137	139	140	139	139	138
7s, Consolidated	....	....	....	....	....	....
Manhattan	31	31½	31½	30½	31	30½
Metropolitan Elevated	....	97	....	....	96½	....
1st Mortgage	....	....	101	101½	101½	101½
Michigan Central	91½	91	90½	90½	90½	90
7s, 1902	....	....	....	122	121½	121½
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	108	108	108	108	107	106
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	110½	....	110½	....	....	....
N. Y. Cent. & Hud. Riv	131½	131½	131½	131½	130½	129½
6s, Sinking fund, 1883	....	....	....	....	....	106
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	127	....
1st mortgage reg.	....	....	....	....	....	....
N. Y. Elevated	115½	....	114	113½	114	....
1st Mortgage	112	....	111½	111½	....	111½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Apr. 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
N.Y., Lake Erie & W.	43½	43½	43½	42½	42½	42½
Preferred	66½	....	....	66	66½	66½
2d Consolidated	91½	91½	91½	91½	91½	91½
New 2d 5s fund	85½	....	....	85½	....	85½
N.Y., N. Haven & Hart	....	....	163	....	....	162
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	29½	29½	29½	29½	28½	28
Preferred	53½	53½	54	53½	53½	52½
Ohio and Mississippi	34½	35	35½	34½	34½	34
Preferred	75	75	....	75	74	73
2d mortgage	....	113½	....	112	....	112
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	41½	43½	42½	42½	40½	40½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	106½	105½	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	66½	66½	67	66	64	64½
Pitts., Ft. W. & Chi. gtd	117½	....	117½	117	....	117
1st mortgage	....	....	130½	....	130	....
2d mortgage	125	....	....	....	126	....
3d mortgage	....	....	119	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	....	....	14½	....	....	....
Preferred	67	69	70½	70	....	....
St. Louis & San Fran.	37½	37½	37	36½	32½	32
Preferred	53½	....	....	52½	....	....
1st Preferred	73	....	72	....	....	67
St. L., Alton and T. H.	23½	....	....	....	20	20
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	50½	51½	50½	49½	49½	49½
1st mortgage	113½	....	113½	....	113½	113½
2d mortgage	103½	....	....	103½	103½	103½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	89	89	89	88½	88½	87½
1st mortgage	112½	....	112½	112½	112½	112½
Land Grant 7s	111	111½	....	....	....	....
Sinking Fund 8s	115½	..	115½	....	....	....
United States Express	47½	....	....	48½	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	109	....
2d mortgage	....	104½	104½	104½	....	104½
7s, Consolidated	....	....	....	....	101	....
St. Louis Division	....	....	105½	106½	....	....
Wabash, St. L. & Pac.	39½	40½	39½	39½	39½	39½
Preferred	67½	68½	67½	67½	67½	69
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	106	....	106½	....	106
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	106½	107½	107½	106½	105½	106½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Apr. 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
Atch., Top. and San. Fe	130	128	127½	127½	126	124
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	147½	....	....	....	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	99	98½	98	....	....	....
Boston and Maine	....	129	129½	....	....	....
Boston and Providence	....	....	134½	....	....	....
Boston, Hart. & Erie 7s	56	55½	56½	55½	55½	54½
Burl. & Mo. R. L. G. 7s	....	114½	....	114½	....	....
Burl. & Mo. R. in Neb.	....	148½	149	149	149	148
6s, exempt	....	....	108	107½	....	....
4s	....	80	80	....	80	80
Chi., Burl. and Quincy	124½	....	125½	125½	125½	....
7s	....	....	....	118½	....	118½
Cin., Sand. and Clev.	14½	14	13½	13½	13	12½
Concord ($50)	....	....	....	....	89	....
Connecticut River	....	....	....	145	....	....
Eastern	36½	36	36½	....	35	36½
New 4½ Bonds	....	92½	92½	....	93½	92½
Fitchburg	....	....	125	....	125	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	91	91	91	90½	....	89½
N. Y. & New England	50	....	50½	50½	49½	48½
7s	....	....	109½	111½	....	....
Northern, N. H.	96	95	....	96	96	96
Norwich & Worcester	137½	....	....	....	138	....
Ogden. & Lake Champ	33½	34½	34½	34½	33½	32
Preferred	79	....	....	....	....	....
Old Colony	112	112½	....	112	112	112
Ph., Wil. & Balt. ($50)	70	....	....	70	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	109½	....	....	110
7s	....	....	....	....	....	....
Pullman Palace Car	....	....	....	116	....	....
Union Pacific	89½	....	89½	89½	89	89
6s	....	....	110½	110½	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	114½	114½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	119½	119	119
Worcester and Nashua	....	....	....	63	63½	....
Cambridge (Horse)	....	....	....	....	124½	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	238½	237	237	237½	237	236
Quincy	30½	31	30½	....	30	29½

New York Stock Exchange.

Closing Prices for the week ending Apr. 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
Federal Stocks:—						
U. S. 4s, 1907, reg.	107	....	....	107½	....	....
U. S. 4s, 1907, coup.	107½	....	107	....	107½	
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	108½	....	108½	108½
U. S. 5s, 1881, reg.	....	....	....	102½	102½	102½
U. S. 5s, 1881, coup.	103½	103½	....	103½	104	104
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	106½	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	104½	....	104½	....	....	....
Dt. of Col. 3-65s, reg.	94	....	....	....	94	94
Dt. of Col. 3-65s, coup.	....	....	....	....	....	93½
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Apr. 9.	Apr. 16
Atlantic & Gt. W. 1st mort., Certs.	67 — 69	69 — 71
Do. 2d mort., Certs.	34 — 36	35 — 37
Do. 3d mort., Certs.	15½ — 16½	16 — 17
Baltimore and Ohio (sterling)	112 — 114	112 — 114
Central of New Jersey $100 shares	80 — 83	80 — 83
Do. Cons. Mort. Oct. '79 coupon	106 — 108	106 — 108
Do. Adjustment bonds	108 — 110	105 — 107
Do. Income bonds	87 — 89	87 — 89
Det., Gd. Haven & Mil. Equip. bds.	107 — 109	106 — 108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	97 — 99	98 — 100
Erie shares $100 Recon. Ass. $6 pd.	45½ — 46½	43½ — 44½
Do Pref. Shares, R. T. Ass. $3 pd	68 — 72	68 — 72
Do. 1st Con. M. ex-Certs. 6 Cou.	120 — 122	120 — 122
Illinois Central $100 shares	110 — 112	108½ — 109½
Illinois & St. Louis Bdge 1 mort. stg.	— —	— —
do do. 2 mort. stg	80 — 85	85 — 88
Lehigh Valley Consol. mortgage	110 — 112	110 — 112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 — 130	128 — 130
Do. $100 shares	136 — 138	134 — 136
Do. Mort. bonds (stg.)	115 — 117	116 — 118
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 — 120	118 — 120
Do. do. 2d do.	86 — 88	85 — 87
Do. 2d Consol. Mort. bonds	93 — 95	92 — 94
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	54 — 55	55½ — 56½
Do. Con. Sink. Fund Mort.	114 — 115	115 — 117
Philadelphia and Reading $50 shs.	34½ — 35½	34 — 35
Pittsbg, Ft. W. & Chic. Equip bds.	110 — 112	110 — 112
Union Pacific Land Grant 1st mort.	115 — 116	112 — 114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, April 29, 1880.

The Wall Street and Merchandize markets closed with our last in a very uncertain and unsettled condition, some stocks and some merchandize being subjected to reacting influences by reason of short interests and other special causes which checked the general downward tendency for a time, and left people in great uncertainty as to the future tendency of prices. Since then, however, these influences have all, or nearly all, passed away, and with the close of last week and the opening of this, the general downward tendency resumed full control of all the markets with scarcely an exception, and since then we have had as weak and declining markets as have yet been experienced since the work of unloading last fall's speculation commenced some three months ago. That this work is not yet completed seems apparent in all business and directions, as legitimate trade is becoming stagnant and dealers begin to complain at dull times as well as weak markets.

Wall Street is still leading this decline, and resumption of normal values upon a natural basis of supply and demand, instead of speculation and anticipation. In consequence some of the great bull speculators are said to be getting badly hurt, and their favorites being the leaders in the break in prices gives color to these rumors. This is notably the case in Keene's stocks and staples controlled or held up by him, including the coal stocks, wheat, provisions and opium. He is the head of those who have undertaken to support prices, because they were loaded up with stocks

On the other hand Mr. Gould has led those who were out of the general list and believed prices were too high, in the selling movement that has been so successful for three months past. Accordingly one party has been seriously weakened and the other correspondingly strengthened. Hence the Keene fancies have been the weakest on the list and the Gould stocks least effected, though at one time, it is said, Keene undertook to retaliate on Gould by making a "drive" at the latter's stocks, this was not so successful, however, as Mr. Gould resorted to strategy by which he unloaded his M. K. and T. on Keene, just before it broke. In this transaction, it is reported on the Street, that Mr. Gould told in confidence, certain brokers who operate both for himself and Mr. Keene, to buy M. K and Texas for their own account as there would be a movement in it. They did so and also told Keene, in confidence, what Mr. Gould had told them, the result was Mr. Keene loaded up, as said, just before the break. Mr. Gould sent his broker friends his checks for their losses on what he told them to buy, while Mr. Keene footed the bill and also paid Mr. Gould for his stock a round price.

To keep Mr. Gould in his position on the market which was going downward of its own weight from natural causes, the money market has again become stringent on the prospect of taxation of foreign bank capital used on the street, to the amount of some 25 to 30 million of dollars, which is causing its steady withdrawal from the street in call loans since Monday. This bill only awaits the Governor's signature, which it is thought will be withheld, to become a law, which would permanently take that amount out of the loan market at a time when money had begun to work comparatively easy as in the first of the week when stocks went up on the "covering" of the short interest. Who inspired this bill is a matter of surmise as is the author of the Hurd bill in Congress, prohibiting the transportation of goods from and to the West over Canadian roads. There is a direct connection between both, and Wall Street speculation at the moment, and suspicion squints that way for the cause. We fail to see why foreign capital should not be subjected to just the same taxation as home capital, for its own protection, while in the latter we do not see how the United States can prohibit its citizens from shipping their goods by whatever line of road they may choose, so that they comply with the laws of the country, neither do we see how it can thus discriminate against foreign railroads so they comply with the same regulations as our own railroads.

The tightness in money was partially relieved by the sale of $3,000,000 bonds to the Treasury, Wednesday, which stayed the decline in stocks for the moment. The prices paid show ⅛ per cent advance, however, in the old issues. Other classes of bonds have not been in general demand, as the investment inquiry is limited in the present state of the money market, although early in the week they were firm on 4@6 per cent money.

The Treasury contemplates increasing its deposits in its regular bank depositories, which will increase the supply of loanable funds if done.

The Lehigh and Wilkesbarre and the Jersey Central were reported to be in condition to come out of the Receiver's hands early in the week and their stocks went up. At the close, however, this does not seem apparent from the course of these stocks.

The talk of making the stock of the New York Central $100,000,000 and retiring $10,000,000 of bonds is still going the rounds of the press.

The bank statement showed a gain in reserve of $1,654,000 owing to a decrease in loans consequent upon the general decline in prices.

The Treasury has begun the prepayment of the May interest which amounts to $6,250,000 which with the $3,000,000 paid for bonds should go far to making good the withdrawals of foreign bank capital above described.

Rumors are getting current that Mr. Gould is going into Western Union Telegraph again and absorb his new American Union Co.

Imports are still large though decreasing, being about $10,000,000 per week, while exports are on the increase, being over $3,000,000 the past week, largely of cotton, provisions, and grain. Yet the excess of imports over exports from January 1st is over $57,000,000.

Iron is falling off heavily, Scotch standard pig iron selling at $24 per ton, equal to $15 after deducting freight and duty. This is $10 from the top prices and American is $11@12 from the top.

Coffee and tea are drooping and not yet at bottom it is thought.

The Coal trade is curtailing production and the market is not in satisfactory condition, as will be seen elsewhere in these columns. Cotton has gone out more freely of late but the decline that stimulated it has been checked thereby and now the exports are falling off again. The same is true of Breadstuffs and Provisions and the other side with good supplies for current wants, do not buy faster than wants require. The tendency is therefore still downward all over.

Foreign Exchange has been quiet and for the most part dull and steady, until the foreign bank tax bill was passed at Albany, when it became stronger. The quarrel between the members of the South Western Railway Association has been settled on the old basis of December last.

The Huston self-leveling berth as a preventive of sea-sickness has been introduced by Messrs. Alexandre & Co., of this city, on their Havana and Mexican line. A very satisfactory exhibition on their steamer Alexandria was given Wednesday.

Mining stocks are still under ban, the dead weight of mismanagement dragging down the market with all old dividend as well as new properties. The Little Pittsburg fiasco is not ended for Chaffee and Moffatt have had to take back 40,000 shares sold at $16 and these have either been thrown on the market or are expected to be, and the price has gone down to 5⅞. This has dragged down all Eastern mines, while the Pacific mines went down first in San Francisco from some unknown cause.

To show the extent of the reaction in prices since the New Year began and the boom in most articles ended, a comparison of prices, then and now, of some dozen of the chief articles of speculation, gives fully 20 per cent decline. Wheat has fallen the most, from $1 65 as the top price to $1 28 per bushel.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 42¾@43; Canada Southern, 61¾@62; Central of New Jersey, 75@75⅛; Central Pacific, 72@72½; Chicago and Northwestern, 93⅛@93⅜; do. pref., 109@110; Chesapeake and Ohio, 20@21⅛; do. 1st pref., 27@30; do. 2d pref., 21⅛@25; Chicago, St. Paul and Minneapolis, 57⅛@58; Chicago, Milwaukee and St. Paul, 77@77⅛; do. pref., 101¾@102¼; Chicago, Rock Island and Pacific, 190@200; Chicago and Alton, 108@109½; do. pref., 125@127; Chicago, Burlington and Quincy, 122@124; Cleveland and Pittsburg, 112½@114; Cleveland, Columbus, Cincinnati and Indianapolis, 75¾@76; Col., Chicago and Indiana Central, 14½@15; Delaware and Hudson Canal, 79@79½; Delaware, Lackawanna and Western, 84⅛@85½; Hannibal and St. Joseph, 33⅞@34; do. pref., 72@72¼; Houston and Texas Central, 68@70; Illinois Central, 104½@104⅞; Lake Shore and Michigan Southern, 106¾@107; Louisville and Nashville, 133@134; Michigan Central, 89@89¼; Morris and Essex, 106@106¼; Manhattan Railway, 30½@31¼; Metropolitan Elevated, 95⅛@97; Mobile and Ohio, 19@23; Nashville, Chattanooga and St. Louis, 72¾@73½; New York Elevated, 112½@113; New York Central and Hudson River 130@130¼; New York, Lake Erie and Western, 42¼@42⅜; do. pref., 64½@65; New York, Ontario and Western, 29⅜@29⅝; Northern Pacific, 28¼@28½; do. pref., 51⅛@51¾; Ohio and Miss. 33¼@33½; do. pref., 73@—; Pacific Mail, 39⅛@39⅝; Philadelphia and Reading, 69@70; St. Louis and San Francisco, 33½@36; do. pref., 51@52½; do. 1st pref., 66@72; St. Louis and Iron Mountain, 48⅛@48¾; St. Paul and Sioux City, 42@42½; do. pref., 76¼@77; St. Louis, Alton and Terre Haute, 20@—; do. pref., 60@65; Union Pacific, 86¾@87; Western Union Telegraph, 105⅞@106; Wabash, St. Louis and Pacific, 38¾@38⅞; do. pref., 66¾@66⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Chicago, St. Louis and New Orleans R. R., 31½; do. 1st consol., 111½; Chesapeake and Ohio 1st pref., 27¼; do. 2d pref., 23⅛; do. 1st, Series B, 68⅛; Keokuk and Des Moines R. R., 10; do. pref., 33; Lake Erie and Western R. R., 30⅞; do. 1st, 99¼; do. inc., 61; Louisville, New Albany and Chicago R. R., 90; Mobile and Ohio R. R. 20; do. 1st deben., 73; do. 1st, 102; Missouri, Kansas and Texas R. R., 35½; do. consol. ass., 102; do. 2d, 62; Nashville, Chattanooga and St. Louis R. R., 74½; New York, Ontario and Western R. R., 30; Oregon Railway and Nav. 109½; do. 1st, 93¾; Rensselaer and Saratoga R. R., 120; St. Paul and Sioux City R. R., 42¼; do. pref., 76¼; do. 1st, 101½; Ohio Central R. R., 22; do. 1st, 90⅝; do. inc., 50½; Chicago, St. Paul and Minn. R. R., 60; do. 1st, 105; Dubuque and Sioux City R. R., 68; Marietta and Cincinnati 1st pref., 9; New Jersey Railroad and Transp. Co., 160; Hannibal and Central Missouri 1st, 111; Peoria, Decatur and Evansville R. R., 25; do. inc., 56¾; Am. Dock and Imp. 7s, ass., 109; Lehigh and Wilkesbarre consol. ass., 98; South Pacific 1st, 104¼; Syracuse, Binghamton and New York 1st, 113½; St. Louis and Iron Mt. 1st pref. inc., 98½; do. 2d do., 74½; do.

Cairo, Arkansas and Texas 1st, 101 ; do. Arkansas Branch, 104¼ ; Long Island R. R. 1st, 107¼ ; Boston, Hartford and Erie 1st, 55¼ ; Buffalo and Erie 7s, new, 117½ ; Ind., Bloom. and Western inc., 50 ; do. 1st, 74½ ; do. 2d, 62½ ; Indianapolis, Decatur and Springfield 1st, 99⅜ ; do. 2d, 65 ; Winona and St. Peter 1st, 108½ ; Erie and Pittsburg consol., 105 ; Denver and Rio Grande 1st, 105½ ; Buffalo, New York and Erie 1st, 120 ; Kansas Pacific 6s, Denver Div., ass., with coupon certif., 108 ; do. ex-coupon, 100 ; International and Gt. Northern 1st, 101 ; Rome, Watertown and Ogdensburg 1st consol., 65½ ; Kansas Pacific 1st consol., 96 ; Houston and Texas Central 1st, Waco and Northwestern div., 107⅜ ; Houston and Gt. Northern 2d, pur. com. rec., 35¾ ; St. Louis, Kansas City and Northern, Omaha div., 1st, 109⅞ ; do. St. Charles Bridge 1st, 105 ; do. R. E. 7s, 1895, 105 ; Southern Pacific of California 1st, 97¾ ; Texas and Pacific 1st, 103¼ ; do. inc. L. G., 69 ; Laf., Bloom. and Muncie inc., 70 ; Cairo and Fulton 1st, 107¾ ; Chicago, Milwaukee and St. Paul S. W. Div. 6s, 102½ ; Col., Chi. and Ind. Cent. inc., 37 ; Cincinnati and Springfield 1st, guar. by C., C. C. and Ind., 108 ; do. by Lake Shore, 108 ; Nashville and Decatur 1st, 111½ ; Central Iowa 1st, 98¼ ; Toledo, Peoria and Warsaw E. D., pur. com. rec., ex int., 130 ; Chicago, Burlington and Quincy 8s, 109¼ ; Albany and Susq. 1st consol., 109½ ; Michigan Central 8s, S. F., 107 ; do. 6s, 108½ ; St. Louis and San Francisco 2d, class C, 75 ; do. A, 94½ ; Ohio and Mississippi Springfield div., 1st, 78½ ; Louisiana 7s, consol., 48½ ; Alabama, Class A, 58 ; Virginia 6s, consol., ex mat. coupon., 54¾ ; Missouri 6s, 1886, 106½ ; do. 1887, 108¾ ; Am. Dist. Tel., 76 ; Sutro Tunnel, 1⅞ ; Canton, 52 ; Central Mining Co., 6 ; Standard, 29½ ; Silver Cliff, 4 ; Homestake, 83¾ ; Climax, 2⅞ ; Little Pittsburg, 6 ; Maryland Coal, 20 ; New Central Coal, 29 ; New York and Straitsville Coal, 107 ; Consol. C. & I., 35.

Boston.—New Mexico and Southern Pacific R. R., 100 ; do. 7s, 108½ ; Flint and Pere Marquette R. R., 20 ; Chicago, Clinton, Dubuque and Minnesota R. R., 73 ; Atchison and Nebraska R. R., 80 ; Kansas City, St. Joseph and Council Bluffs R. R., 70 ; do. 1st, 112 ; do. inc. 78 ; Rutland R. R., 6½ ; do. pref., 28½ ; Summit Branch, 12 ; Little Rock and Ft. Smith R. R., 44½ ; do. 7s, 101 ; Boston, Revere Beach and Lynn R. R., 100 ; Republican Valley 6s, E. D., 101 ; do. W. D., 101 ; Detroit, Lansing and Northern 7s, 113 ; Chicago, Burlington and Quincy 5s, 100 ; Central Railroad of Iowa, 100 ; Kansas City, Topeka and Western 1st, 115 ; Kansas City, Lawrence and Southern R. R., 80½ ; do. 4s, 86½ ; Boston and Maine 7s, 120 ; Michigan Central 8s, 112 ; Chicago, Iowa and Nebraska R. R., 142½ ; Nashua and Lowell R. R., 114 ; Portsmouth, Gt. Falls and Conway R. R., 80 ; Kansas City, Fort Scott and Gulf R. R., 52 ; do. 7s, 107 ; Chicago and West Michigan R. R., 62 ; Burlington and Missouri River R. R. in Nebraska, 6s, non-exempt, 102 ; Wisconsin Central 2d series, 40 ; Boston Water Power Co., 11¼ ; Boston Land, 9⅛ ; Brookline Land, 4⅛ ; Maverick Land, 8 ; New Hampshire Land, 8 ; Allouez Mining Co., 14 ; Atlantic, 19 ; Blue Hill, 8 ; Brunswick Antimony, 27½ ; Catalpa, 1⅞ ; Copper Falls, 11⅛ ; Central, 39 ; Duncan, 2⅛ ; Douglass, 4 ; Franklin, 16 ; Great Basin, 3⅛ ; Huron, 7 ; Humboldt, 1⅛ ; Hungarian, ⅛ ; Madison, 1¼ ; Mesnard, 2 ; National, 3 ; Osceola, 40 ; Pewabic, 20½ ; Pontiac, 1 ; Ridge, 6 ; Silver Islet, 16 ; Sullivan Silver, 10 ; Waukeag, 4⅛.

Philadelphia.— Am. S. S. Co., 30 ; do. 6s, 102 ; Western Pennsylvania 6s, Pittsburg Br., 106 ; Lehigh Nav. consol. mort. 7s, 105 ; do. scrip, 90½ ; Pennsylvavania Canal 6s, 81½ ; Texas and Pacific 1st, 106 ; do. inc. 69 ; Warren and Franklin 7s, 101½ ; Pennsylvania Co. 6s, 105½ ; Philadelphia and Reading R. R. scrip, 87½ ; Huntingdon and Broad Top Mt. consol., 7s, 68 ; Allegheny Valley inc. scrip, 87½ ; People's Pass. R R., 16 ; do. 6s, 102½ ; Union and Titusville 7s, 88 ; 13th and 15th Streets, R. R., 72 ; Central Transp., 49¾ ; Philadelphia, Germantown and Norristown R. R., 102 ; Delaware Division Canal, 38 ; Nesquehoning Valley R. R., 54⅜ ; St. Paul and Duluth R. R., 36 ; do. pref., 66 ; Cincinnati 7.30s, J. & J., 120 ; Pittsburg 7s, W. L., 117½. The latest quotations are : City 6s, 106@108 ; do. free of tax, 122½@123 ; do. 4s, new, 104@105 ; Pennsylvania State 6s, 2d series, 101½@101¾ ; do. 3d series, 107½@— ; do. 5s, new loan, 115@115¼ ; do. 4s, new, 104@105 ; Philadelphia and Reading, 31⅛@31¼ ; do. consol. mort. 7s, coup., 118½@119 ; do. reg. 118¾@120 ; do. mort., 6s, 101@102½ ; do. 7s, 1893, 115@— ; United New Jersey R. R. and Canal, 160½@— ; Pittsburg, Titusville and Buffalo R. R., 16¾@17 ; do. 7s, 82@86¾ ; Camden and Amboy mort. 6s, 1889, 114@— ; Pennsylvania R. R., 54½@54⅝ ; do. 1st mort., 102½@102¾ ; do. gen'l mort., coupon, 116@118 ; do. reg., 117@120 ; do. consol. mort. 6s, reg., 112½@115½ ; Little Schuylkill R. R. 54⅞@55 ; Morris Canal, 60@64 ; do. pref., 149@150¼ ; Susq. Canal, 10@13 ; do. 6s, 75@82 ; Schuylkill Nav., 7@8 ; do. pref., 14@15 ; do. 6s, 1882, 78@79 ; do. 1872, 101@101⅛ ; Elmira and Williamsport pref., 50@51 ; do. 7s, 109@— ; do. 5s, 85@86 ; Lehigh Coal and Navigation, 35¼@35½ ; do. 6s, 1884, 107@107⅝ ; do. R. R. loan, 111@111½ ; do. Gold Loan, 106@106½ ; do. consol. 7s, 105@— ; Northern Pacific, 28¼@28⅜ ; do. pref., 52⅛@52½ ; North Pennsylvania 50⅜@50⅝ ; do. 6s, 108@108¾ ; do. Gen'l mort. 7s, reg., 115¾@116¼ ; Philadelphia and Erie, 15⅛@16 ; do. 6s, 101⅛@— ; do. 7s, 112@114 ; Minehill, 58¾@59 ; Catawissa, 15@16 ; do. pref., 52@52½ ; do. new pref., 49@52 ; do. 7s, 1900, 113¾@114¼ ; Lehigh Valley 51¾@51⅞ ; do. 6s, coupon, 119@121 ; do. reg., 118@— ; do. 2d mort. 7s, 125@125½ ; do. consol. mort., 112@112½ ; Fifth and Sixth streets (horse), 115@117 ; Second and Third, 95@105 ; Thirteenth and Fifteenth, 70@80 ; Spruce and Pine, 55@57½ ; Green and Coates, 99@100 ; Chestnut and Walnut, 79½@80 ; Hestonville, 19@19½ ; Germantown, 68@70 ; Union, 110@112 ; Lombard and South, 15@20 ; West Philadelphia 75@78 ; People's, 15@17 ; Ridge Av., 75@80 ; Continental, 96@96½.

Baltimore.—Canton Co. 6s, 110 ; Union R. R. 6s, Canton endorsement, 113 ; Northern Central 5s, 80½ ; Chesapeake and Ohio Canal 6s, 92 ; Baltimore and Ohio 1st pref., 116 ; do. 2d pref., 108½ ; Baltimore City 6s, exempt, 116 ; do. 6s, 1890, 113⅜ ; do. 6s, 1884, 106 ; do. 1886, new, 109½ ; do. 6s, 1893, 113⅛ ; do. 6s, 1900, 118⅛ ; do. 5s, 1894, 109½ ; Cincinnati 7.30s, J. & J., 121 ; Virginia 10 40 coupons, 90 ; Maryland Asylum 6s, 114 ; do. 6s, exempt, 114. The latest quotations are : Chesapeake and Ohio Canal 6s, 90@93 ; Virginia and Tennessee 3d mort., 118@120 ; Wilmington, Columbia and Augusta 7s, 55¾@— ; Baltimore and Ohio, 152@157 ; do. 6s, 1880, —@102 ; do. 6s, 1885, 106¾@107¼ ; Northern Central 83¾@84 ; do. 6s, 1885, 108½@109½ ; do. 6s, 1900, gold, 109@109½ ; do. 6s, 1904, gold, —@104 ; do. 5s, 80@81 ; Marietta and Cincinnati 1st mort., 1892, 109@109½ ; do. 2d mort. 7s, 79@80¾ ; do. 3d mort. 8s, 42½@42¾ ; Pittsburg and Connellsville 7s, 113@114⅝ ; Orange, Alex. and Manassas 7s, 82½@83½ ; Virginia consol. 6s, 53½@53¾ ; do. 2d series, 22½@— ; Virginia Consol. coupons, 88½@89 ; Virginia 10-40 bonds, 38@38¾ ; Virginia 10-40, coupons, 90@91 ; City 6s, 1902, 119@— ; do. 1884, 106@— ; do. 1890, 113¼@113¾ ; do. 1893, —@118½ ; do. 5s, 1885, 104½@105 ; do. 1894, 109½@110 ; do. 1900, 110@— ; do. 1916, 110@—.

Jerome Park Railway Co.

The gentlemen named as directors of the Jerome Park Railway Company are : Leonard W. Jerome, Eugene M. Jerome, H. Alexandre, Edward O. Gould, Charles W. Griswold, Thomas R. Jackson, Theodore Moss, E. C. Morrison and C. W. Bathgate. President, Leonard W. Jerome ; Treasurer and Secretary Eugene M. Jerome. The capital is placed at $50,000. There are two routes. The first, known as the Jerome Park and Harlem Railroad Route, will begin within the limits of Jerome Park and run to a point of connection with the New York and Harlem Railroad at or near the present Jerome Park station. The second, known as the Jerome Park and Harlem River route will begin within the limits of the Park and run to a connection with the lines of the West Side and Yonkers Railway Company, not less than 1,000 feet north of the station known as Morris Dock. The first route is to be completed before April 1, 1881, and the second a year later.

South Carolina Railroad.

The Receiver of the South Carolina Railroad Company has filed in the United States Court his report of the operations of the road from October 1, 1878, to December 31, 1879. The earnings were $1,423,340, the expenses, $874,177, and the net earnings $549,162. The receiver has paid out for interest on first mortgage bonds $238,216, for legal expenses $23,707, and for freight cars $42,105. There is due for first mortgage interest prior to and including July 1, 1879, $99,488. The cash balance on hand is $184,051, to which must be added balances due by agents and others, amounting to $75,545.

☞ The ten days' debate in the Dominion Parliament on the proposed construction of the Canada Pacific Railway shows a strong feeling in its favor, and the test vote gave 142 in its favor to 49 against it, which gives the ministry a strong enough support to carry it through provided the money can be raised, of which it is estimated 60 to 70 millions of dollars will be required.

☞ Grading has commenced on the Nebraska branch of the St. Paul and Sioux City Railway. On the Sioux Falls extension of the same road graders are working on 38 miles of road.

☞ The report of the Receiver of the Ohio and Mississippi Railroad shows that the receipts of March last amounted to $634,054 40. The disbursements in the same time amounted to $180,669 75, of which $35,290 21 was for liabilities incurred prior to the appointment of the Receiver. The cash balance on hand 1st April was $355,282 86.

Pittsburgh, Cincinnati and St. Louis Railway Company.

To the Stockholders of the Pittsburgh, Cincinnati and St. Louis Railway Co:

Your Directors submit herewith their report of the results of the operation of your road during the past year, and also of the several lines in which you are directly interested, together with a statement of the physical condition of these properties, and the financial status of your company, December 31, 1879.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY.

Earnings:	1879.	1878.
Freights	$2,643,713 92	$2,270,835 88
Passengers	760,841 09	701,607 22
Express	60,923 82	54,678 28
Mails	127,720 70	130,670 32
Rent of railway	3,600 00	11,424 99
Other rents	2,998 95	3,749 54
Miscellaneous	8,325 28	8,404 34
Totals	$3,603,123 76	$3,176,370 57
Expenses:		
Conducting transp.	$796,221 40	$834 375 58
Motive power	517,583 19	469,122 80
Maintenance of way	383,028 38	398,225 92
Maintenance of cars	216,561 47	200,884 18
General expenses	90,166 57	86,998 56
Totals	$2,003,561 01	$1,989,607 04

The expenses were 55.61 per cent of the gross earnings, as against 62.64 per cent for 1878:

The net earnings for 1879 were	$1,599,562 75
Add amount received from hire of equipment	11,024 76
Received from interest on investments	2,997 90
Total net revenue for 1879	$1,613,585 41
Total net revenue for 1878	1,211,617 84
Increase	$401,967 57
From the above revenue of	$1,613,585 41

Deduct payment as follows:

Interest on 1st mortgage consolidated bonds	$446,635 00	
One year's interest on 2d mortgage bonds, held by Penna. Co.	175,000 00	
Interest on S. & I. R. R. Co. 1st mortgage bonds	180,000 00	
Interest on Columbus and Newark Division bonds	31,990 00	
Interest on securities received under Little Miami lease, which has been credited to income acco'nt of that road	79,444 00	
Interest charged to Car Trust, series "D"	53,500 00	
Interest charged to Car Trust, series "E"	4,035 86	
Rent of Monongahela Extension	37,500 00	
Total charges to net revenue		1,008,104 86
Profit for 1879		$605,480 55
Profit for 1878		371,383 84
Increase		$234,096 71

To the above profit for 1879, viz:		$605,480 55
Add net revenues of the other lines operated by your company, the details of which will be stated hereafter, viz:		
Chartiers Railway	$24,749 25	
Pittsburgh, Wheeling and Kentucky Railroad	26,339 95	
Cincinnati and Muskingum Valley Railway	110,142 17	
Little Miami Railroad	550,233 51	
Columbus, Chicago and Indiana Central Railway	756,300 83	
		1,467,765 71
Total		$2,073,246 26
From which deduct payment as follows:		
Rent of Chartiers Railway	$23,749 25	
Rent of Pittsburgh, Wheeling & Kentucky Railroad	26,339 95	
Interest on bonds of Cincinnati and Muskingum Valley Railway Company	105,000 00	
Interest and dividends paid Little Miami Railroad Company, including loss in operating Cincinnati Street Connection Railway	709,086 28	
Interest on Cincinnati Street Connection Railway bonds	23,625 00	
Receivers of Columbus, Chicago and Indiana Central Railway	756,300 83	
One-half loss in operating St. Louis, Vandalia, & Terre Haute Railroad	16,144 44	
		1,661,245 75
Profit on all lines for 1879		$412,000 51
Loss on all lines for 1878		139,757 21
Gain for 1879		$551,757 72

There was an increase in both local and foreign tonnage during the year, and the number of tons carried was 2,726,847, as against 2,142,155 in 1878; the revenue per mile was 7.2 mills, as against 7.9 mills in 1878; but the cost was reduced to 4.2 mills. The reduction in cost was due to the improved condition of the property, an increased tonnage mileage of 27 per cent, and a diminished empty car mileage, the latter being but 14.61 per cent of the aggregate; and the effect of a largely increased movement in through West bound tonnage, and also in local coal and coke.

There were carried during the year 778,461 passengers, as against 747,455 in 1878, the increase being entirely in local travel. There was a material decrease in the cost of doing the passenger business.

During the year there were used 625 tons of steel, and 109,417 ties; 2⅛ miles of additional side track were laid, and 9⅛ miles were ballasted with stone, and 6 miles with gravel and slag.

Additional double track is needed both at Columbus and Pittsburgh to accommodate the increasing traffic of the line.

Very extensive renewals and repairs of bridges were made upon the line, 1,086 feet of iron and stone spans being substituted for wood; this included the rebuilding of the large bridge over the Tuscarawas river, composed of three 153 feet spans. The work upon the Monongahela bridge was also completed, the piers of the Saw Mill Run bridge strengthened, and a large amount of flooring renewed; the entire expenditure under this head was $74,567 10.

The condition of the equipment was fully maintained, and ten ten-wheeled locomotives were purchased to replace the same number condemned and broken up. 1,000 additional freight cars were placed upon the line under the Car Trust arrangement formerly explained, and the company thus enabled to further reduce the amount heretofore paid for car service.

The load and mileage of engines both show an improvement over the preceding year.

PITTSBURG, WHEELING AND KENTUCKY RAILROAD.

Earnings:	1879.	1878.
Freights	$46,810 34	$24,816 71
Passengers	27,148 81	23,082 30
Express	2,101 79	.....
Mails	1,537 68	1,038 04
Miscellaneous	.....	78 00
Totals	$77,598 62	$49,315 05
Expenses:		
Conducting transp.	$15,903 05	$13,220 94
Motive power	9,479 15	7,777 86
Maintenance of way	16,275 44	17,298 38
Maintenance of cars	48 81	29 18
General expenses	2,543 60	684 59
Totals	$44,250 00	$30,010 95

The expenses were 57.02 per cent of the gross earnings as against 79.11 per cent for 1878.

	1879.	1878.
Net earnings	$33,348 57	$10,304 10
Less hire of equipment	7,008 62	4,684 88
Net amount paid Pittsburgh, Wheeling & Kentucky Railroad	$26,339 95	$5,619 22

The views entertained in regard to the value of this road as an auxiliary to your main line are being entirely verified.

The number of tons carried was 121,808, as against 45,653 in 1878, being a large increase in both local and foreign traffic; the number of passengers carried was 63,123, as against 47,991 in the previous year, the increase being entirely in local travel.

The condition of the track and road-bed has been much improved; and 17.7 miles were ballasted with gravel and slag. In view of the heavy and growing traffic, it will soon be necessary to renew the rails with steel, and to provide additional side tracks and terminal facilities at Wheeling.

CINCINNATI AND MUSKINGUM VALLEY RAILWAY.

Earnings:	1879.	1878.
Freights	$250,966 54	$228,706 44
Passengers	105,203 47	95,693 48
Express	8,265 87	6,000 00
Mails	8,047 44	8,259 21
Rents	722 00	758 24
Miscellaneous	1,460 80	1,979 35
Totals	$374,766 12	$340,396 72
Expenses:		
Conducting transp.	$72,308 10	$71,704 59
Motive power	62,801 04	75,912 20
Maintenance of way	85,049 66	121,422 61
Maintenance of cars	25,176 28	30,785 46
General expenses	19,188 87	18,261 84
Totals	$264,523 95	$318,086 70

The expenses were 70.60 per cent of the gross earnings as against 93.45 per cent for 1878.

Net earnings for 1879	$110,142 17
Net earnings for 1878	22,310 02
Increase	$87,832 15

The balance of the net earnings, after the payment of $105,000 interest on bonds, was applied on account of advances heretofore made to meet deficiency in net earnings.

The number of tons carried during the year was 285,784, against 255,928 in 1878, being an increase in both local and foreign tonnage; the number of passengers carried was 189,636, against 177,010 in the preceding year, the increase being

mainly in local travel; but the rates on both freight and passenger traffic show a further reduction as compared with the previous year.

The condition of the roadway and equipment was fully maintained; 42,479 ties, and 709 1760-2240 tons of re-rolled iron were put in the track.

It is believed that through the extension of the Columbus and Sunday Creek Valley Railroad into the Perry County coal region, an important traffic can be thrown upon this line, which would add materially to its revenue. Under an arrangement made with that company the right to use the portion of the line between New Lexington and Bremen has been granted for twenty years from November 1, 1879, at an annual rental of $4,681 17, in addition to its proportionate part of the running expenses and cost of maintenance of the property, the use of which is so leased.

LITTLE MIAMI RAILROAD.

Earnings:	1879.	1878.
Freights	$734,995 24	$639,599 69
Passengers	457,472 51	436 260 95
Express	38,661 84	45,912 22
Mails	47,933 23	49,013 65
Rents	28,159 98	27,634 31
Miscellaneous	25,273 01	25,270 46
Totals	$1,332,495 81	$1,223,691 28
Expenses:		
Conducting transp.	$306,176 45	$300,193 05
Motive power	209,907 06	210,270 98
Maintenance of way	210,921 86	266,359 75
Maintenance of cars	65,633 09	69,165 32
General expenses	99,067 93	102,524 71
Totals	$891,706 80	$948,513 81

The expenses were 66.92 per cent of the gross earnings, as against 77.51 per cent for 1878.

Net earnings for 1879	$440,789 51
Add amount due this road on division of earnings with C. C. & I. C. Railway	30,000 00
Add for dividends and interest on securities transferred with lease	79,444 00
Total net revenue for 1879	$550,233 51
Against which were charged:	
Twelve months' rent of road	$710,518 24
Twelve months' interest on Cincinnati St. Connection bonds	23,625 00
Twelve months' loss in operating Cincinnati St. Connection Railway	2,935 26
	$737,078 50
Less profit in operating Newport and Cincinnati Bridge	4,267 22
	732,711 28
Net loss for 1879	$182,477 77
Net loss for 1878	363,250 72
Decrease	$180,772 95

The tonnage for the year was 787,769 tons, against 624,564 tons in 1878, being a large increase in both local and foreign.

The number of passengers carried was 835,541, against 850,950 in the preceding year, the decrease being principally in local travel, but the passenger mileage shows an increase.

The condition of the track and structures was much improved. 2,814 tons of 60-pound steel rails were laid, making a total length of 82 miles of steel, and 62,211 ties put into the track. Over 6 miles of the road-bed were ballasted with gravel, and numerous repairs made to bridges, 582 feet of iron plate girders being substituted for wooden spans.

The equipment was fully maintained during the year. Additional depots are needed at Springfield and Dayton, and also at Cincinnati, for the accommodation of the freight and passenger traffic.

CHARTIERS RAILWAY.

Earnings:	1879.	1878.
Freights	$36,336 16	$33,189 37
Passengers	44,716 79	46,361 16
Express	1,840 80	3,130 00
Mails	1,581 21	1,622 85
Miscellaneous	185 55	184 00
Totals	$84,660 51	$84,487 38
Expenses:		
Conducting transp.	$12,443 81	$11,422 07
Motive power	10,627 88	9,972 95
Maintenance of way	29,933 34	18,840 14
Maintenance of cars		160 53
General expenses	1,059 48	1,503 66
Totals	$54,064 01	$41,899 35

The expenses were 63.86 per cent of the gross earnings as against 49.59 per cent for 1878.

	1879.	1878.
Net earnings	$30,596 50	$42,588 03
Less hire of equipment	5,847 25	5,451 86
Net amount paid Chartiers Railway Company	$24,749 25	$37,136 17

The tonnage increased largely, having been 167,571 tons, against 110,250 tons in 1878; the number of passengers carried was 130,743, against 126,718 in the previous year.

The increase in expenditure was in the maintenance of way department, in improving the condition of track and bridges.

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY.

Earnings:	1879.	1878.
Freights	$2,815,910 09	$2,379,660 74
Passengers	852,500 77	799,645 42
Express	64,218 23	62,446 08
Mails	103,953 59	106,672 71
Rent of railway	67,101 80	69,102 68
Other rents	5,244 33	5,526 27
Miscellaneous	2,332 47	10,611 50
Totals	$3,911,261 28	$3,433,665 40
Expenses:		
Conducting transp.	$1,059,515 96	$956.727 84
Motive power	890,459 58	789,891 17
Maintenance of way	777,140 79	772,038 48
Maintenance of cars	224,529 74	261,415 61
General expenses	203,314 38	242,979 24
Totals	$3,154,960 45	$3,022,151 34

The expenses were 80.66 per cent of the gross earnings, as against 88.02 per cent for 1878.

Net earnings for 1879, to credit of C. C. & I. C. Railway Co.	$756,300 83
Net earnings for 1878, to credit of C. C. & I. C. Railway Co.	411 514 06
Increase	$344,786 77

The tonnage moved was 2,310,058 tons, against 1,791,981 tons in 1878, being an increase in both local and foreign. Though carried at a lower rate than in 1878, the cost of movement was more than proportionately reduced; and the line, it will be noted, shows a very large increase in net earnings.

There were 695,552 passengers carried, against 663,917 in 1878, the increase being in local travel.

The motive power and car equipment of the road are in improved condition, seven ten-wheeled locomotives having been purchased, and heavy repairs made to cars.

During the year, 123 miles of track were ballasted with gravel and sand, and numerous repairs and renewals made to bridges. 544,604 ties, 2,658 tons of iron, and 8,319 tons of steel rails were used in renewal. There are now 139½ miles of track laid with steel.

The property is in better condition than at any time since the lease.

ST. LOUIS, VANDALIA AND TERRE HAUTE RAILWAY.

Earnings:	1879.	1878.
Freights	$362,486 79	$669,023 04
Passengers	343,763 22	218,123 36
Express	35,797 81	34,794 27
Mails	69,964 17	54,888 54
Miscellaneous	5,274 60	6,591 07
Totals	$1,317,286 59	$1,086,420 28
Expenses:		
Conducting transp.	$313,975 32	$245,893 58
Motive power	213,091 47	189,281 40
Maintenance of way	310,494 13	264,783 99
Maintenance of cars	91,881 99	61,961 01
General expenses	24,946 62	25,563 78
Totals	$954,389 53	$890,483 76

The expenses were 72.45 per cent of the gross earnings, as against 81.97 per cent for 1878.

The net earnings for 1879 were	$362,897 06
Against which were charged:	
Rental, 30 per cent of gross earnings	395,185 97
Net loss for 1879	$32,288 91
Net loss for 1878	130,400 69
Decrease	$98,111 78

One-half of the above loss, $16,144 44, is a charge against the income of the P., C. and St. L. Railway Co.

There were carried, during the year, 900,294 tons, against 701,502 tons in 1878, the increase being mainly in through traffic; 240,730 passengers were carried in 1879, against 201,176 in 1878.

During the year 2,521 tons of steel rails were put in the track, and the condition of the property was generally improved.

* * * * * *

Up to the end of the year, $2,711,000 of the coupon bonds of the company were converted into registered bonds; this included $280,000 of the 7 per cent Steubenville and Indiana Railroad bonds, and $39,000 more of the same bonds were converted into the coupon bonds above referred to.

Under a settlement made with the County of Allegheny, Pennsylvania, $61,318 74 have been received, in full settlement of the loss consequent on the destruction of your property at Pittsburgh, during the riots of July, 1877.

* * * * * *

The thanks of the company are due to the officers and employes for their faithful services during the past year; and the board take pleasure in stating that the financial condition of the company is such as to warrant an increase of their compensation on and after the first day of April next.

By order of the Board of Directors.

THOMAS A. SCOTT,
President P., C. & St. L. Railway Co.

Columbus, Ohio, March 16, 1880.

☞ At the annual meeting of the stockholders of the Valley Railroad Company, held in Cleveland, Ohio, on the 21st inst., W. J. Boardman and L. M. Coe were elected directors for three years and John Tod to fill a vacancy. The board organized by electing J. H. Wade President, S. T. Everett Vice-President and Treasurer, Samuel Briggs Superintendent, C. B. Childs Chief Engineer, and W. B. Porter Secretary. The receipts of the company for the year ending March 31, 1880, were $1,030,931, exceeding the expenditures by $49,572.

☞ The first sod of the Emory-Savona (British Columbia) Railway will be turned on the 24th of May. The labor of 4,000 men will be required in the construction of this road.

☞ The work of changing the gauge of the Canada Southern Railway has been completed.

American Iron and Steel.

The following statement of the number and capacity of iron and steel manufactories of the country is from the preface to a work recently prepared by Mr. J. M. Swank, Secretary of the American Iron and Steel Association:

Number of completed blast furnaces, March 1, 1880	697
Number of blast furnaces building March 1, 1880, 23 Bituminous, 12 Anthracite, 9 charcoal—total	44
Annual capacity of completed furnaces, in pig iron, net tons	6,500,000
Annual capacity of 203 Bituminous furnaces, net tons	2,825,000
Annual capacity of 228 Anthracite furnaces, net tons	2,600,000
Annual capacity of 66 charcoal furnaces, net tons	1,075,000
Number of completed rolling mills and steel works March 1, 1880	382
Number of rolling mills and steel works building March 1	10
Number of single puddling furnaces (a double furnace counting as two single ones)	4,467
Number of heating furnaces	2,419
Number of trains of rolls	1,397
Annual capacity of rolling mills in finished iron, net tons	4,000,000
Annual capacity of rail mills, in heavy rails, net tons	2,150,000
Number of rolling mills having nail factories	73
Number of nail machines	4,152
Number of complete Bessemer steel works March 1, 1880	11
Number of Bessemer steel works building March 1, 1880	2
Number of Bessemer converters 22 completed; 10 building	32
Annual capacity in ingots, net tons; completed converters, 1,250,000; new converters, 500,000—total	1,750,000
Number of completed open-hearth steel works March 1	22
Number of open-hearth steel works building March 1	3
Number of open-hearth furnaces—33 completed; 6 building	39
Annual capacity in ingots, net tons: completed furnaces, 225,000; new furnaces, 50,000—total	275,000
Number of completed crucible cast steel works March 1	35
Number of crucible cast steel works building March 1	3
Number of cast steel melting pots in the completed works	3,080
Annual capacity in ingots, net tons	90,000
Number of miscellaneous steel works March 1, 1880	9
Number of steel manipulating works March 1, 1880	31
Number of completed forges (one building) March 1, 1880 (make wrought iron from ore)	69
Annual capacity in blooms and billets, net tons	85,000
Number of completed bloomeries (one building) March 1, 1880 (make blooms from pig iron)	60
Annual capacity in blooms, net tons	80,000

Increase in Illinois Central Business from their New Orleans Extension.

The Illinois Central road does a very large business for nearly half the year in carrying fruits and vegetables from the southern states and the southern portion of this state to Chicago and the north. Its line from this city to the southern extremity of Illinois traverses 365 miles of varying latitude, Cairo at the end being almost as far south as the north line of Tennessee, while its main line from Dubuque to Cairo is no less than 458 miles long. From the latter point the Chicago, St. Louis and New Orleans road, owned by the Illinois Central, runs straight on to the gulf at New Orleans, 550 miles, so that the entire line from Chicago to New Orleans is 910 miles long and extends over 12 degrees of latitude. So when winter still reigns at the northern terminus gardens and orchards are in bloom at the opposite end of the route, and as the season advances the line of ripened vegetation moves northward until the autumn harvests are ripe on the shore of Lake Michigan. To meet the opportunities for this special traffic the Illinois Central runs special fruit express trains which move at passenger train speed and arrive at five o'clock every morning at Chicago. Here they are met by a great number of wagons, often between 200 and 300, sent by the various commission houses and dealers in fruit and vegetables, the cars are immediately unloaded and in about an hour are started southward again. The Illinois Central has some forty cars built for this special service which brings the early products of southern climes to the tables of the north, fresh from the field and garden.—[Railway age.

Oregon Railroads.

The Oregon Railway and Steam Navigation Company propose to build the present season thirty miles of railroad, commencing at Texas ferry on Snake River, and extending up Palouse valley. The contract for furnishing ties is already let, and the work of grading is soon to commence. It is the purpose of the company to have thirty miles completed this year, in time to handle the grain crop. The road will be of the standard gauge, and will, ultimately be continued down on this side of Snake river until a junction is effected with the other line, either at Wallula or Walla Walla.

The Oregon Railway Company, limited, has purchased all the interest of Joseph Gaston and other parties in and to the Dayton, Sheridan and Grand Ronde Narrow-gauge Railroad. The Receiver of the road has been relieved of his duties, and the Oregon Railway Company, limited, assumes entire control. The same company has purchased in the East 4 Mogul freight engines, 7 passenger and 65 freight cars, to be completed immediately and shipped overland. It has also purchased iron for 67 miles of track. One thousand men will be put to work and the ground broken next Monday at Silverton, Marion county, with great ceremony.—[Portland Dispatch, Apl 14.

Iron Trade Statistics.

The following is an extract from a circular statement recently issued by Mr. James M. Swank, Secretary of the American Iron and Steel Association, showing the exports of iron and steel from Gt. Britain to the United States in the month of March, and during the three months ending with March, 1880, compared with the corresponding periods of 1879 and 1878:

	Month of March.		
	1878. Tons.	1879. Tons.	1880. Tons.
Pig iron	1,761	3,429	106,302
Old iron	349	1,034	44,861
Steel, unwrought	389	657	5,625
Tin plates	8,417	14,861	14,801
Hoops and sheets	67	146	4,479
Bar, angle, bolt and rod	504	524	10,482
Iron and steel rails	106	272	15,198
Total	11,503	20,963	201,748

	Three Months.		
	1878. Tons.	1879. Tons.	1880. Tons.
Pig iron	5,341	9,792	232,523
Old iron	569	1,601	99,262
Steel, unwrought	1,187	1,432	11,125
Tin plates	24,139	32,983	42,071
Hoops and sheets	156	235	14,421
Bar, angle, bolt and rod	1,626	715	23,827
Iron and steel rails	109	1,184	43,367
Total	33,127	47,892	466,696

The following is a statement of the exports of railway iron of all kinds from Great Britain to all countries during the month of March and the quarter then ended:

	Month ending March 31.		
	1878. Tons.	1879. Tons.	1880. Tons.
United States	106	372	15,198
Russia	2,112	29	1
Turkey	7	8	....
British India	5,405	14,464	16,622
British North America	568	59	336
Egypt	138	94	95
Australia	7,718	9,784	3,153
Brazil	2,078	5,532	1,579
Holland	....	23	954
Spain and Canaries	2,286	567	717
Sweden and Norway	5,813	1,295	52
Chili	....	52	1
Denmark	861	25	21
Peru	613	551	....
Germany	6,016	307	....
British Possessions in South Africa	1,935	56	1,094
Italy	31	1,588	1,218
Other countries	607	2,396	5,609
Total	36,294	37,197	46,650
Total exports from Great Britain of all iron and steel to all countries	188,761	236,141	387,305
Total iron rails	11,956	3,382	12,812
Total steel rails	20,068	23,331	26,553
Total rails	32,024	26,713	39,365

	Three months ending March 31.		
	1878. Tons.	1879. Tons.	1880. Tons.
United States	109	1,184	43,367
Russia	2,745	29	65
Turkey	7	462	....
British India	38,594	31,088	39,980
British North America	633	627	1,421
Egypt	2,251	1,288	3,021
Australia	19,673	19,235	10,126
Brazil	5,320	10,781	5,935
Holland	4	23	954
Spain and Canaries	6,361	4,169	2,613
Sweden and Norway	7,978	5,244	278
Chili	135	584	330
Denmark	862	30	22
Peru	839	983	447
Germany	15,349	513	....
British Possessions in South Africa	4,346	1,092	2,842
Italy	542	1,742	2,953
Other countries	4,009	6,667	15,057
Total	109,757	85,751	129,411
Total exports from Gt. Britain of all iron and steel to all countries	486,506	499,100	927,436
Total iron rails	36,186	10,505	32,796
Total steel rails	47,290	52,504	76,955
Total rails	83,476	63,009	109,751

Baltimore and Drum Point Railroad.

Mr. Augustus Albert, president of the Baltimore and Drum Point Railroad Company, went to Annapolis yesterday and had an interview with the board of public works in regard to the proposed sale of the State's interest in the Annapolis and Elkridge railroad, in regard to which there was legislation at the late session of the General Assembly. Three acts were passed by the Legislature in connection with this matter. One of the acts authorizes the sale of the Annapolis and Elkridge road on the completion of the Drum Point road and its operation; the second author-

izes consolidation of the two concerns, and the third extends the Drum Point charter. All the legislation is contingent on the actual building and operation of Baltimore and Drum Point road, and it is further provided that neither the Baltimore and Ohio nor the Baltimore and Potomac roads shall become the owner of the Drum Point or Annapolis and Elkridge roads. The board of public works has not yet considered the question of the sale. The act fully empowers the Governor, comptroller and treasurer to effect the transfer if it is considered advantageous to the interests of the State. It is understood that the New York capitalists backing the enterprise desire that the State of Maryland should arrange terms in advance for the acquisition of the Annapolis and Elkridge road. If terms cannot be arranged their representatives believe the work will go on independently. So far, however, the indications have been thrown out that the State will not be illiberal, and the movers in the enterprise confidently expect that a satisfactory arrangement may be made. Counsel representing the New York parties have been in Baltimore in regard to the matter, and they are understood to be satisfied with the legislation on the subject.—[Balt. Sun, April 28.

Elkton and Middletown Railroad.

A certificate of incorporation has been taken out, under the general railroad law of Maryland, by Jacob Tome, Thos. Drennen, John H. Jamart, Henry H. Brady, Richard C. Mackall and Wm. H. Gilpin, to build a railroad from some point at or near Elkton, Cecil county, to the State line dividing Maryland from Delaware. A charter has also been obtained from the Delaware Legislature to extend the proposed railroad to Middletown, in Delaware, where it will connect with the Delaware railroad. At the last session of the Maryland Legislature an act was passed authorizing such connection to be made. A further act was passed transferring to the road, to be known as "The Elkton and Middletown Railroad of Cecil County," the sum of $58,000 appropriated heretofore by the State to the Elkton and Masseys Railroad, the construction of which was subsequently abandoned. The line of the Elkton and Middletown railroad has been already located between those points, the distance being about 12 miles. It is said that the cost of constructing this link will not be over $200,000. The effect of its construction, so far as the citizens of Baltimore are concerned, would be to lessen the distance now traversed over the Philadelphia, Wilmington and Baltimore road to Wilmington, to which city all passengers and traffic now have to go in passing overland by rail to the counties of the Eastern Shore. The town of Elkton, where the proposed railroad will tap the Philadelphia, Wilmington and Baltimore road, is but 52 miles from Baltimore, whereas Wilmington is 69 miles; and as Philadelphia is but 28 miles from Wilmington, the trade from the Eastern Shore of Maryland, which formerly came to Baltimore, has been diverted to Philadelphia. By constructing a railroad 12 miles long, from Elkton to Middletown, a large part of this trade would be recovered to our citizens; for the Delaware railroad, with which connection would be formed at Middletown, runs down the whole length of the peninsula to Crisfield, in Somerset county, and with its numerous feeders, covers, south of Middletown, a length of 466 miles. Besides the ordinary trade of those counties, it is estimated that the product of grain of all kinds on the Delaware and Maryland peninsula amounts to about twelve millions of bushels annually. A part of this reaches either Baltimore or Philadelphia by water; but the greater part of that which now goes overland to Philadelphia would, it is believed, take the Elkton and Middletown cut-off, if the latter road were built, and come to Baltimore, by reason of its being the better market, * * * and as the sum required to build it, in addition to the State appropriation, is not large, it is for our merchants and capitalists to consider what they will do towards helping the incorporators to construct the road.—[Balt. Sun.

Southern Minnesota Railway.

The bondholders' committee of the Southern Minnesota Railway Company have issued a circular making public that they have unanimously approved the sale of the company's railroads and franchises to the Chicago, Milwaukee and St. Paul Railway Co. The latter company is to issue $6,124,000 bonds in exchange for bonds outstanding, and reserves the remainder of a $9,000,000 mortgage on this division for further construction and equipment. The length of the Southern Minnesota Railway is as follows:

	Miles.
Old main line from Mississippi River to Winnebago City	167
Extension, Winnebago City to Flandreau Dak	138
Branch, Wells to Mankato, formerly Central Railroad of Minnesota	40
Total operated	345
Graded and under construction, extension from Flandreau to Sioux Falls	40
Total	385

The extension has been built and the Central Railroad purchased on the unaided credit and resources of the company under the management of the bondholders without involving the company in floating debt, and these additions to the property have added materially to its position and value in the late negotiations with the Chicago, Milwaukee and St. Paul Railway Company.

The Mortgage Liens on above Railroads are:

Southern Minn. R. R. "Pink" bonds, 7 per cent		$225,000
Do. construction bonds and accrued interest	$4,474,876	
Less concession to C. M. & St. P. R	309,376	
		4,165,000
Extension bonds 7 per cent, redeemable at par		1,266,000
Central R. R. 1st mortgage 7 per cent bonds, $600,000 redeemable at 78 per cent of par value		468,000
Total		$6,124,000

The Chicago, Milwukee and St. Paul Railway Company, by the terms of sale, provides for an issue of $9,000,000 in 6 per cent "Southern Minnesota Division" mortgage bonds, of $1,000 each, which, under the mortgage, can only be applied as follows, viz:

Nos. 1 to 6,124 to retire the above-mentioned liens.

Nos. 6,125 to 6,586 to complete the railway from Flandreau to Sioux Falls.

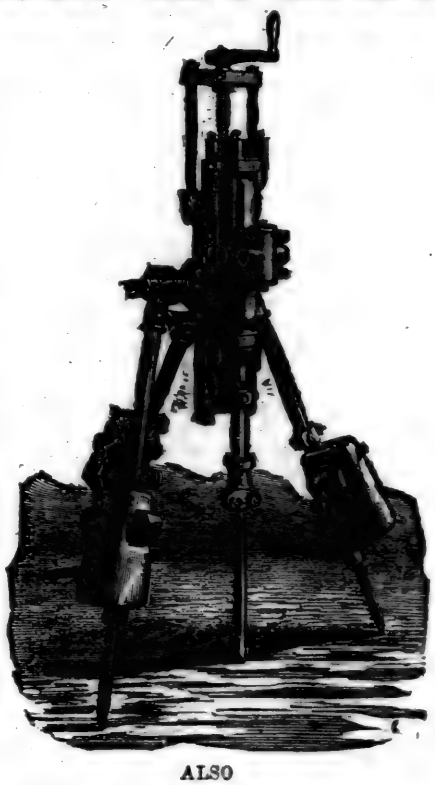
Nos. 6,587 to 7,000 to the purchase of equipment for and making permanent improvements on the "Southern Minnesota Division."

Nos. 7,001 to 9,000 to the construction and equipment of an extension of the branch from Mankato to Minnesapolis and St. Cloud, but only to the amount of its actual cost, and not exceeding $15,000 per mile, in sections of ten miles each of completed road.

☞ The Trustees of the Cincinnati Southern railroad have decided to immediately proceed with the construction of the road from Boyce's Station to Chattanooga, and have directed the engineer to advertise for bids. It is estimated it will require about $75,000 to build the five miles.

☞ The New Orleans, Mobile and Texas Railroad was sold at New Orleans on the 24th inst., by a special master in chancery to a committee of bondholders for $4,000,000.

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LITTLE CHIEF MINING COMPANY.

ROOMS NOS. 51 TO 57 BOREEL BUILDING,
No. 115 BROADWAY, NEW YORK, April 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 3) of ONE PER CENT. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the third month's net earnings, payable at the Central Trust Company's on the 24th inst.

Transfer-books will close April 19th, and re-open April 26th.

DRAKE DE KAY,
Secretary.

CHRYSOLITE SILVER MINING CO.

ROOMS NOS. 51 TO 57 BOREEL BUILDING,
No. 115 BROADWAY, NEW YORK.
April 20th, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a monthly DIVIDEND (No. 6), of ONE PER CENT on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000), or FIFTY CENTS PER SHARE, out of the net earnings, payable at the office of the company on the 27th of April.

Transfer-books will close at the Central Trust Company, April 22d, and reopen April 29th.

DRAKE DE KAY,
Secretary.

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The investigation of frauds on Railway Companies a specialty.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending April 17th, as reported by the several carrying companies, amounted to 598,627 tons, against 468,648 tons in the corresponding week last year, an increase of 129,979 tons. The total amount of anthracite mined for the year is 6,038,160 tons, against 6,225,556 tons for the same period last year, a decrease of 187,396 tons. The quantity of bituminous coal sent to market for the week amounted to 79,520 tons, against 79,152 tons in corresponding week last year, an increase of 368 tons, The total amount of bituminous mined for the year is 953,540 tons against 863,018 tons for the corresponding period last year, an increase of 90,527 tons. The total tonnage of all kinds of coal for the week is 678,147 tons, against 547,800 tons in corresponding week last year, an increase of 130,347 tons, and the total tonnage for the coal year is 6,991,700 tons, against 7,088,569 tons to same date last year, a decrease of 96,869 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of April was 154,228 tons, of which 107,978 tons were coal and 46,250 tons coke. The total tonnage for the year thus far has been 2,027,098 tons, of which 1,424,203 tons were coal and 512,895 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended April 17 were 59,986 tons, and for the year to that date 477,179 tons—134,857 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 40,600 tons, and for the year 898,716 tons, an increase of 149,820 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 12,748 tons, and for the year 21,491 tons, a decrease of 24,664 tons as compared with last year. shipments to the Pennsylvania Railroad for the week were 6,638 tons, and for the year 56,972 tons, an increase of 9,700 tons over last year.—[Phil. Ledger, April 26.

☞ It is stated that a meeting is shortly to be held in this city for the purpose of taking steps for effecting the consolidation of the Memphis and Charleston, the East Tennessee, Virginia and Georgia, and the Atlantic, Mississippi and Ohio railroads, so as to make one continuous line from Memphis, Tenn., to Norfolk, Va.

☞ St. John (N. F.) advices says large numbers of seals are being taken all along the northern coast, even up to St. John. Six hundred were brought in Friday and eight hundred Saturday. They are also in abundance all along the coast from St. John. North winds have driven them in shore.

☞ The Dundee correspondent of the London Press Association says a part of the lattice work of the Tay bridge has been recovered, which bears marks tending to sustain the theory of Sir Thomas Bouch, chief engineer and projector of the bridge, that the train went off the track before the bridge fell.

☞ The improvements about the Camden depot of the Pennsylvania Railroad Company begin to take shape and display much activity. The Lehigh Coal pier, at the foot of Stevens street, which is 800 feet long and 20 feet above the water at ordinary tide, is being laid with tracks, and will soon be completed.

☞ A railroad, about five miles long is to be built from the West Jersey Railroad, near Cape May Court House, to Anglesea, a new summer resort on the Atlantic, above Cape May

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STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, May 7, 1880.

"Railway Kings in this Country are the Most Faithful Servants of the People."

So saith the *Railway World* of Philadelphia to which the public are indebted for the above assuring intelligence, at a time when the public mind is most unpleasantly exercised by the belief in, and fear of, an unscrupulous management of our vast railroad system in the interest of these Railway Kings and their favorites who are first, last and always consulted at the expense of the great mass of the people who are taxed for the benefit of these few, whose power is absolute, or only checked by a Board of Directors, whose interests are made the same as those of the controlling managers, who are therefore not only Railway Kings, but despots, and the people their servants, instead of they "the servants of the people."

The *World* takes Mr. Gould as the representative Railroad King of the day and then cites as proof that he is not such, and has no such controlling power, the fact that he is President of only one unimportant road, the Missouri Pacific. It may be news to the editor of the *World* that Mr. Gould has never been President of but one or two roads before, while he has made and unmade the Presidents and Directors of, and controlled in one way or another, more roads, and does to-day, than Col. Scott, Garrett and Vanderbilt together, while his directors are so mixed up with his stock speculations, in which they are dependent on him, that he can control these directors whom he created, as he does the Presidents he made or permits to be. To say that he does not control the Union and Kansas and Wabash Pacific systems shows that the editor knows very little of what goes on in the railroad management of the country outside of Philadelphia. He might be surprised to know therefore that Mr. Gould forced the Kansas and Union Pacific consolidation a few months ago against the Union Pacific directors; also that he forced Vanderbilt to dispose of his controlling interest in New York Central by his control of the Wabash and Pacific business which the New York Central could not get along without, and keep up his eight per cent dividends. He may not know that Gould is the virtual President to-day of a continuous line from New York to San Francisco by rail and thence to China by the Pacific Mail steamers, by which he half surrounds the world to-day.

Mr. Gould is not vain glorious and fond of seeing his name figure as President of this and that railroad. He is content to be the power behind the throne or rather the throne itself. How idle therefore for this editor to put himself on record in print in such words as these, "the Wabash Company has never been under Mr. Gould's control either as holder of stock or in any other way," and that he has "no more control or influence in the Kansas and Union Pacific roads then will always be accorded to a director who has clear views of railway management."

After such misstatements of notorious facts, it is not surprising that he should say these railroad kings possess no power or influence which could be misused by them, and that "no railway line or system can be formed in this country, which could survive a year, if it were not managed in the true interests of the great body of the people who are its patrons." The climax, however, is reached in the last sentence of this remarkable leading "editorial," which we have quoted for the caption of this article, in which the editor, without laughing his readers in their face, says, "The railway kings in this country are the most faithful servants of the people."

Pennsylvania Railroad.

The directors of the Pennsylvania Railroad Company on Saturday last, after performing the pleasant duty of declaring a 3 per cent dividend upon the stock of the company, had presented to them another matter which must have caused them the deepest regret. This was the resignation of Col. Thomas A. Scott as the President and a director of the company, which he tendered to the board in the letter published below. The advice given him by the eminent physician under whose care he is was such as could not be disregarded, and yet it is rare to find a man, even of Col. Scott's exceptional ability, who is willing to recognize such a necessity as the one that has arisen in this case.

The illness which compelled Col. Scott to go abroad was one which, while it in a measure interfered with his physical activity, in no sense clouded his keen intellect or made him one whit the less able to grapple with the important questions inseparable from his position as President of the Pennsylvania Railroad Company.

Those who have been intimate with Col. Scott since his return from Europe know that his mind is as clear and bright as it ever was,

and believe that, with proper care and abstinence from unnecessary labor, he can practically be restored to his former state of health. But no man can fill the position which he holds in the chief railroad corporation of the country without being subjected at all times to great labor, and very often to that abnormal strain which is bound to toll upon the strongest organization.

While acknowledging that Col. Scott's course in this matter is the proper one, and while deeply regretting his loss, and recognizing that it is one which cannot be fully replaced, the Board will, no doubt, feel that it is dictated by the soundest judgment and a proper regard not only for Col. Scott's own welfare but for that of the company to which his lifetime has practically been devoted.

The strong financial position which the Pennsylvania Railroad Company now occupies, and the fact that on Saturday the Board was able to resume 6 per cent dividends upon the stock, make the present a peculiarly favorable time for a change in the leadership. In parting with the company, which he has done so much to build up and place in its present proud position, Col. Scott has the assurance that it stands upon such a strong conservative basis that it only requires prudent management in the future to insure the most gratifying returns to its owners. Those interested are satisfied that those who may succeed him in the charge of its affairs will make it their care to further strengthen its position, so that its securities of all kinds will be safe beyond a peradventure.

All the lines from New York, Philadelphia and Baltimore in the East, to Chicago, St. Louis, Louisville and Cincinnati in the West, have been put in admirable condition within the last five years; and, as shown by the returns published each month, the Western lines especially—which at one time were looked upon as a source of weakness to the company—have now become strong factors in contributing to its financial success. Col. Scott will always be specially remembered as associated with the leases of these Western roads, and it is but another tribute to his sagacity that he recognized far in advance the elements of their future strength, and saw how important these feeders would be to the prosperity of the present company.

Col. Scott's railroad life has been such a busy one—his association with the company stretching over a period of thirty years—that it would be impossible to recall here, even briefly, the many important measures that have been matured under his supervision. But outside of the Pennsylvania Railroad there is probably no enterprise to which more of his energy has been given than to the completion of the Texas and Pacific Railway as an additional highway across the continent. This is already in so prosperous a condition that it more than responds to the expectations of its projectors, and the rails are being rapidly laid so as to reach the Rio Grande by January 1, 1883.

It will be generally recognized that a step such as Col. Scott has taken means the severance, to a very large degree, of the official relations which have extended through nearly two-thirds of his life. But there is reason to believe that all his friends will soon have occasion to congratulate him upon a complete restoration of health and strength. The city of Philadelphia is too largely indebted to the Pennsylvania Railroad ever to forget how much it owes to the gentleman who will, in a few brief weeks, lay down a position which he has so admirably filled for many years past.

Col. Scott has been connected with the Pennsylvania Railroad since 1850. When a lad he collected tolls for the company at Columbia, and gradually worked his way up until, in 1859, he was made Vice-President. At the death of J. Edgar Thomson, in 1875, he was exalted to the Presidency, and this office he has since held without interrruption. In the fall of 1878 he was stricken with paralysis of the left side. His foreign trip benefitted him somewhat, but of late it has been apparent that he was not able to bear up physically. It is with great difficulty that he is able to walk, and he always carries a stout umbrella to aid his movements. His left foot, leg and arm are almost useless. It is only with great exertion that he is enabled to converse, as the left side of his face is also affected.

The following is the letter which was read before the Board:

PHILADELPHIA, May 1, 1880.

To the Board of Directors of the Pennsylvania Railroad Company:

Gentlemen: After a service of nearly thirty years with the Company, I find it necessary to tender my resignation as its President and as one of its Directors, to take effect June 1st.

I do this only because I am assured by my physicians that it is indispensable to a possible restoration of my health, that I should be relieved from the cares and responsibilities inseparable from the position.

I had hoped to continue in the service of the Company during the residue of my life, but, under the advice referred to, this is no longer practicable.

It has not been without much careful thought that I have reached this conclusion as the one best, not only for myself but for the interests of the Company, as I feel that the duties of your chief executive can only be properly performed by one in thoroughly strong health and able himself to act promptly and efficiently in all emergencies that may arise.

I need not say with what keen regret I sever relations which have extended through nearly two-thirds of my life, and which have associated with them the most gratifying recollections of faithful support and adherence to the interests of the Company on the part of those in every department of the service with whom I have been officially or otherwise connected.

In resigning the trust with which the shareholders and board have honored me, I feel sure that the property will be safely and wisely administered by those who may be my successors. And I can only add that with its present high standard, both physically and financially, a faithful adherence to the conservative policy set forth in your last Annual Report will, in my judgment, bring about results that cannot but be satisfactory to the management and gratifying to the shareholders. If I can aid at any time to advance such results, it will give me very great pleasure to do so.

I beg to return my thanks to each and every member of the Board, and to the officers and employes of the company for the earnest and kindly support which I have received from them in the performance of the duties that have devolved upon me.

Very respectfully yours,

THOMAS A. SCOTT.

Great Western Railway of Canada.

DIRECTORS' REPORT.

The accounts for the half-year ending January 31, 1880, are submitted to the proprietors.

The revenue of the half year compares with that of the corresponding period to January 31, 1879, as follows:

	Jan. 31, 1879.	Jan. 31, 1880.
Gross receipts, including the Galt and Guelph (now incorporated with the main line and branches).....	£393,400	£461,140
Working expenses, including credits to reserve funds...	260,322	281,952
	£133,078	£179,188
Loss on working leased lines, interest on bonds, debenture stock, &c.....	104,626	99,977
	£28,452	£79,211
Balance from previous half-year.... ....Cr.	747	Dr. 6 260
Balance for dividends..	£29,199	£72,951

The net result of the half-year's working is an improvement over the corresponding half of 1879 of £50,759.

From the available surplus of £73,950 the directors recommend the payment of dividend on the 5 per cent preference stock for the entire year to January 31, 1880, amounting to £25,288, and a dividend on the ordinary shares for the half year at the rate of 1½ per cent per annum, which will absorb £45,876, leaving a balance to be carried forward of £1,787.

A comparison of the gross earnings on the main line and branches (including the Galt and Guelph) shows the following results:

Increase in local passenger earnings.....	£4,548
Increase in through passenger earnings..	6,144
Increase in local freight earnings.... ...	28,873
Increase in live stock earnings....	505
Increase in through freight earnings	33,951
Increase in mails, express freight, and sundries	2,471
	£71,493
Decrease in through live stock earnings.	3,753
	£67,740

The directors look with satisfaction on this general increase in all description of traffic, the sole exception being in the through live stock business, which is accounted for by the transit of American cattle through Canada being still prohibited. The total tonnage carried during the half year was 1,041,532, against 813,954, an increase of 28 per cent; in consequence, however, of the extreme low rates current in the early part of the half year, the average rate received for through freight business has not been quite so favorable as in the corresponding period of 1879.

Whilst the the gross earnings have increased by £67,739, the working expenses show an excess of only £21,630 over the corresponding period

of the previous year. The percentage of working expenses to gross receipts amounted to 61.14 per cent, or excluding transfers to reserve funds in both half years, the comparison is 61.21 per cent against 64.88. The earnings and working expenses per train mile for the last six corresponding half years compare as follows:

Half-years ended.	Earnings per train mile.	Working expenses excluding reserve and other funds. Per train mile.	Per cent of gross receipts.
	s. d.	s. d.	
Jan. 31, 1875.....	6 8¼	4 11¼	74 38
Jan. 31, 1876	5 7	3 11¼	70 99
Jan. 31, 1877	4 9	3 8¼	78.11
Jan. 31, 1878...	5 2¼	3 ?¼	63.19
Jan. 31, 1879....	4 11¼	3 2¼	64.88
Jan. 31, 1880....	5 5¼	3 4	61 21

The expenditure necessary for the protection of the company's interests, in respect of the Detroit bridge and tunnel and of the Queenston bridge charter, amounting to £2,206, the directors have decided to debit revenue in four half yearly instalments; the sum of £551 is therefore charged in the present accounts in net revenue No. 10.

The directors stated in their last annual report that the revenue for the half year ended the 31st July, 1879, did not admit of the usual credits being made to the various reserve funds. In the present accounts it will be observed that these credits, on the basis explained in the report to 31st January, 1879, have been resumed, and the full half year's contributions have been charged to revenue account. The following figures exhibit the position of the several reserve funds at the end of the half year:

	Balance July 31, 1879.	Debit or credit during the half year.	Balance at Jan. 31, 1880.
Ferry steamers renewal fund.....	£18,250	£3,219	£21,469
Locomotive renewal fund.....	120,549	Dr. 1,562	118,987
Car renewal fund.	88,890	Dr. 8,638	80,252
Rail and bridge renewal fund.....	27,570	4,873	32,443
Insurance fund...	2,055	.....	2,055
Leased lines suspense account..	Dr. 46,261	Cr. 1,761	Dr. 44 500
	£161,053	Dr. 347	£160,706

The charges to capital account for the half year amount to £16,001, as detailed in account No. 5. Five per cent perpetual debenture stock has been placed to the extent of £10,000, leaving on 31st January a balance at the debit of capital account of £7,932.

Excluding the Galt and Guelph (the receipts and expenses of which are incorporated with those of the main line and branches in the half year to the 31st January, 1880, Account No. 9), the loss on working the leased lines amounts in the half year to £11,882, against £15,462, showing an improvement of £3,630. The sum of £4,600 being the equivalent of 20 per cent of the additional traffic interchanged during the half year with the Wellington, Grey and Bruce Railway, will, under existing agreements, be applied as usual to the acquisition of the bonds of that company, at par, on the 1st July, 1880.

The directors have much gratification in reporting, that the working of the Detroit, Grand Haven and Milwaukee Railway Company has been satisfactory. The net revenue from the 19th October to the 14th November, 1878, amounting to $26,188, has, by arrangement, been credited to the capital account of that company. From the 15th November, 1878, when the interest on the bonds of the Detroit, Grand Haven and Milwaukee Company commenced, to the 31st December, 1879, a period of 13½ months, the revenue, after providing for interest on the whole of the bonds guaranteed by this company, and funds for the renewal of permanent way and rolling stock, exhibits a surplus of $50,557. This amount, from which a dividend will be payable in respect of the share capital, held by this company, is not available for the past half year.

The directors have to announce that Mr. Brackstone Baker, who had held the position of secretary to the company for a period of 26 years, retired from that office on the 31st January last. Mr. Walter Lindley, who had previously so satisfactorily filled the position of accountant, has been appointed secretary.

A bill submitted by this company to authorize the formation of a superannuation and provident fund for the officers and servants has received the sanction of the Dominion Legislature. The bills before parliament promoted by other parties, and affecting the interests of this company, are receiving the attention of your directors. The Local Government of Ontario have at length expressed an opinion, that the system of subsidies to local lines has been carried far enough, and have refused further pecuniary aid this session. The fact that so many railways already constructed in Ontario, and comprising a large mileage open for traffic, are paying no dividend on their stock, speaks volumes against the policy which has for some years been followed without regard in many cases to public necessity. In conclusion the directors congratulate the shareholders on the progress the company has made during the half year, and are glad to report that the traffic and rates continue good, and that the Trunk Line companies apparently desire to maintain harmonious arrangements.

On behalf of the Board of Directors,
FRANCIS D. GREY, President.
London, 12th April, 1880.

Col. Scott's Successor.

Thirty years ago George B. Roberts, then sitting at his desk in a surveyor's office, and serving the Pennsylvania Railroad as a rodman, is reported to have said that he had rather be President of the Pennsylvania Railroad Company than of the United States. In a little more than a month he will attain his ambition, for his succession is almost absolutely certain. He has been close beside Col. Scott for many years. He first entered the service of the company five months later than Col. Scott, as rodman in the engineer corps. During the Summer following his accession to the road, in March, 1851, he became assistant engineer in charge of the division on the summit that included the great tunnel. In 1852, in the Fall, he left the Pennsylvania to become assistant engineer of the Philadelphia and Erie, and during the 10 years that followed he was actively employed in building railroads. He was an engineer on the North Pennsylvania Railroad, which was opened in 1855, and on the Northwestern. On the Allentown, the Mahanoy and Broad Mountain, and the West Jersey he was chief engineer and filled that office when they were completed. In 1862, on May 28, he was called to the position of assistant to the President of the Pennsylvania Railroad, on account of this engineering skill and ability as administrative officer. Seven years later on May 3, 1869, he was made Fourth Vice President, and March 26, 1873, Second Vice President. When Col. Scott was elected President, June 3, 1874, Mr. Roberts succeeded him as First Vice President, and during Col. Scott's absence in Europe for a year and a half he was acting President. He has for many years occupied a prominent position in the boards of roads controlled by the Pennsylvania, and, as has been stated above, has already succeeded Col. Scott in most of the Western boards.—[Philadelphia North American, May 3.

New York and Atlantic Coast Railroad.

The charter has been filed in the office of the Secretary of State of New York at Albany of the New York and Atlantic Coast Railroad Company. The charter provides for a line of twenty-five miles, from Bay Ridge to Hick's Beach, L. I. The capital stock will be $500,000, with the privilege of increasing it to $5,000,000. Beginning at Bay Ridge, adjoining the terminus of the Manhattan Beach Railroad, the new road is to run along the shore of New York Bay to Fort Hamilton, thence across Gravesend Bay and along the beach to Coney Island at high water mark from Keating's Beach House to the extreme easterly end, passing in front of Cable's and the Brighton Beach Hotels. The road will continue along the ocean shore to Rockaway Beach and Far Rockaway, near where the large hotel is building. The incorporators of the company are S. Lenox Tredwell, P. D. Gibbs, Henry Rudd, Gardner E. Tufts, John Gannon and John J. Kierst, of this city; John Rooney, John Rooney, jr., and John Fitzgerald, of Brooklyn; James B. Clow, W. A. Dunklee, George M. Irwin and George S. Redfield, of Chicago, and William Currie of Jersey City.

Chrysolite Silver Mining Co.

The superintendent of the Chrysolite reports under date of April 26, that during the week previous 252 feet of drifts have been driven and 52 feet of shafting and winzes sunk. The Roberts shaft was down 175 feet; one half iron in the bottom, indicating the approach to another and lower ore streak. Chrysolite shafts Nos. 3 and 4 were at the new level. The south drift from shaft No. 4, and the west drift from the Roberts first level were expected soon to be connected. The new level was being hurried with all speed to strike what all signs indicate will be an extraordinary development of ore. The top of a rich body of ore has been struck in drifting south on the Carboniferous-Chief line. In one section the ore body was forty feet thick. The new level drift from the bottom of Chrysolite shaft No. 3 will tap this ore body. The Roberts west drift on the first level had sand carbonate on the south side, the ore stratum being in the roof. The Roberts east drift on the first level showed first class ore on all sides. Shipments for the month to April 26 were 2,134 tons. Shipments to April 30, 247 tons.

Ontario Silver Mining Co.

The net product of the Ontario silver mine from January 1, 1877, to March 1, 1880, is $4,319,402, and of dividends paid $2,600,000. President Haggin says, at the conclusion of his report to the stockholders: "From the best information I can get, I believe that your dividends will not only continue indefinitely, but at an early day will be increased." The "Last Chance" property, recently purchased by the company adjoins the Ontario where the ores are richest, and has been opened up from the levels of the Ontario with such favorable results that the new purchase is expected to yield as as much as the Ontario proper. The net product of silver per ton was $90 54, and the total cost $30 87, leaving a net profit per ton of $59 67.

☞ The product of the Homestake mine for the second half of April is reported at 3,883 ounces gold, making over $105,000 for the whole month; the largest for any month since the mine was opened.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*....100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May 80 4
" " pref.100	4,549,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire* 100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '80 2½
Agricultural Br. guar....100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'79 3
Boston and Lowell.....500	3,230,000	J. & J.	Jan. 80 2
Boston and Maine 100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '79 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3½
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	231,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June'79 5
Catawissa*.....50	1,159,500	October.	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey..100	18,583,200	quarterly	Apl. '79 2½
Central Ohio*.....50	2,425,000	J & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb 80 3
Chemung*.....100	380,000	quarterly	pl. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	19,065,400	M. & S.	Mar. '80 3
" pref....100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	May 80 2½
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 2½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" pref.100	22,025,608	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Mar. '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	3,500,000	F. & A	Feb '80 4
Concord.....50	1,500,000	M. & N.	May 80 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 5½
Conn. & Passump Riv..1.0	2,175,700	F. & A	Feb '80 1½
Connecticut River.....100	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref..50	241,900	A. & O.	Apl. '80 4
" 2d pref...50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk ..50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....100	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1.
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '78 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref 100	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania* 50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,988,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80
Elmira, Jef. & Canand*..100	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan. '80 5½
Erie and Pittsburg* 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and D	Dec. '78 5
Stan. June., Han. & Got. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '80 2
Illinois Central 100	29,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,825,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7 600,000	quarterly	May 80 4½
Ia. Sx & Mo. Northern. 25	5,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....10	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2 250,000	quarterly	May '80 1½
Kentucky Central 100	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,800	F. & A	Feb. '80 4
" " (gtd.)100	533,500	F. & A.	Feb. '80 5
Lawrence*.....50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,332,565	quarterly	Apl. '80 1
" " pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*.....50	5,871,450	quarterly	Mar. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 80 4
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	16,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 5½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester .100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,266	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apl. '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,805	quarterly	Mar. '80 1½
N. Y. Cen. & Hudson R..100	80,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref.100	8,146.700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '80 6
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S. C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania.....50	4,527,150	quarterly	Feb. '80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '79 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,004,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	Jan. '80 3
Oregon Railway & Nav.100	4.455,0.0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt.....50	11,572,500	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Apl '80 1½
" Special Imp.100	5,504 300	quarterly	Apl. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia....100	.....	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	855,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb.....100	1,008,800	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*..100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*.....50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,900	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,968,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*....100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,458,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 2
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brooklyn.100	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180,000	J. & J.	Jan '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Hest'n, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	100,000	J. & J.	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat.. 50	10,548,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,008,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '75 2
" (preferred).....100	1 175,000	F. & A.	Feb. '75 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Mar. '80
American Express.....100	18,000,000	J. & J.	Jan. '80 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80$10
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	6,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000 000	quarterly	Jan. 80 2
Pacific Mail Steamsh p.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car ...100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common ...100	5,700 000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,700,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co.100	800,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,531	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,860
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,464,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529.254	1.590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038.000	1,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	496,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	468,543	602,624	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 603
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,080,853	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,965	666,853	663,640	784,507	798,065	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,314	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,332	233,781	230,866	264,483	267,695	312,706	366,630	413,437	426,629	369,647	380,428	3,758,963
1880	392,632	375,619	392,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,311	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,703	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,103	430,557	464,523	482,162	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275 955	1,280,371	14,434,199
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,935	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	330,028	3,343,373
1880	367,327	326,306	355,508	348,275	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,344	16,509,421
1880	1,296,581	1,252,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N n Central:													
1879	265,003	273 607	334,166	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421.605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	113,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,469
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,316
1880	93,306	105,101	128,453	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$13,462,000	6	Jan. & July.	1880	104¼
.. .. coupon	3,244,000	6	" "	1880	104¼
Oregon War Bonds of March 2, 1861 ... coupon	753 950	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861 .... registered	121,822,100	6	Jan. & July	1881	106¼
.. .. coupon	44,566,100	6	" "	1881	106¼
Loan of March 3, 1863 ..... registered	51,671,450	6	Jan. & July.	1881	106¼
.. .. coupon	14,434,700	6	" "	1881	106¼
Loan of March 3, 1864 .... (10-40s) .... registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s) ..... coupon	.....	5	" "	1904	....
Loan of March 3, 1865 ... (5-20s) ..... registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s) ..... coupon	.....	6	" "	1887	....
.. .. registered	.....	6	Jan. & July.	1888	....
.. .. coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870 ..... registered	290,379,600	5	F. M. A. & N.	1881	102¾
.. .. coupon	202,509,550	5	" "	1881	102¾
.. .. registered	170,246,800	4½	M. J. S. & D.	1891	108¾
.. .. coupon	79,753,200	4½	" "	1891	109¼
.. .. registered	525,900,250	4	J. A. J. & O.	1907	107¼
.. .. coupon	213,422,600	4	" "	1907	107¼
Refunding certificates of Feb. 28, 1879	1,524,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest ..... (var.)	8,877,625	...	.....	.....	....
Debt bearing no interest	321,341,013	...	.....	.....	....
Pacific R. R. Bonds (registered) .... (currency)	64,623,512	6	Jan. & July.	'95-'99	26
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876 ...	7,000,000	2	Jan. & July.	1906	58
.. Substitution (B) bonds; R. R. do	596,000	5	" "	1906	93¼
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,007	2	" "	1900	74
.. Funded obligations, July 1, 1874	1,000,000	8	" "	1884	46¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871	1,984,778	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds ..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds ...	5,150,000	7	April & Oct.	1900	8
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold ..	500,000	7	" "	1895	....
.. Funded Debt bonds, 1873, gold	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg	877,060	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg ...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr)	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,715,100):					
.. Improvement (gold) bonds, 1872	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.) ...	13,743,250	3.65	Feb. & Aug.	1924	94¾
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold	4,000,000	8	" "	1890	....
Georgia—($10,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66	800,000	6	Feb. & Aug	'81-'86	104¼
.. W. & A. R. R. Renewal bonds, 1866	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870)	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872)	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877	2,298,000	6	" "	1889	....
.. Funding (1879) bonds	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869	239,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874)	11,777,100	7	Jan. & July.	1914	48¼
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levees (Act, 1865 and 1870) bonds	106,000	2	Various.	'93-'07	20
.. * Levees (Act, 1877) bonds	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863	385,000	6	Mar. & Sept.	1883	105¼
.. County Loan bonds, 1863	307,000	6	Feb. & Aug.	1880	100¼
.. Bounty Loan bonds, 1864	2,330,000	6	June & Dec.	1889	113¾
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt & Susq. R. R	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds	3,328,750	6	Jan. & July.	1883	108¼
.. State Loans (1870 to 1874)	916,196	6	" "	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878 ...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108¼
.. War Loan, (1869) stg	8,383,244	5	Jan. & July.	1889	...
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	...
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862 ...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865	299,000	7	May & Nov.	1890	108
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	102¾
.. Consolidation bonds, 1868	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874	1,104,000	6	" "	1894	110¼
.. Renewal (Act, March 29, 1875)	4,350,000	6	" "	'95-'97	107¼
.. Railroad Aid (1854-1860) Bonds	7,796,000	6	" "	'89-'90	108¼
.. Han. & St. Jo. R. R. Loans (& renewals	5,000,000	6	" "	'87-'96	106¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864	600,000	6	Jan. & July.	'84-'89	119¼
.. Municipal Equalization bonds, 1872	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863 ..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	18
.. * Funding (new) bonds	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81 ..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86 ..	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free.	2,000,000	4½	" "	1904	....
.. Con. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54)	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold	469,000	6	" "	'75-'77	....
.. *Funding bills receivable (1868) gold	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1869	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873) ...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873	149,254	6	" "	1893	....
.. *Railroad bond endorsements	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	28½
.. *Funding (new) bonds, 1873, registered.	14,656,000	6	" "	'75-'00	28¼
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,999,974):					
.. Funded (1872) State Debt bonds	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold ...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold)	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (¾rds fundable), registered ..	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (¾rds fundable), coupon		6	" "		Pleas.
.. Old bonds, not required to be refunded.	2,231,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered	1,641,615	6	" "	1905	....
.. Consols (act, 1872)	2,359,500	6	" "	1906	....
.. Consols (act, 1872)	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)	212,433	6	" "	1906	....
.. *Deferred Certificates, (W. Va.)	15,239,370	...	Contingent.	.....	2
.. *Interest unpaid to Sept. 30, 1878	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...		...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	111
2d Mortgage	2,000,000	7	April & Oct.	" "	1886	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,700,000	7.3	Jan. & July.	New York.	1896	116½
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1905	118½
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	25,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,016,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	494,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	718,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	107½
Loan of 1856-'90 (Balt.) sktg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sktg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	455,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	367,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	880,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	117½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	120
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	...
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	570,500	8	" "	" "	1880	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1888	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	106½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,000,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1833	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	107
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1900	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sktg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	90
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	..
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	
1st Mortgage (new)	1,300,000	7	"	"	1900	111
Chattel Mortgage	229,850	6	May and Nov.	"	86-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	..
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105
1st Mort. (W to Minn. Lk.)	224,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C& NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	104½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	105
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	77½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	104½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	103½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	105
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	104
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	104
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	40½
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	65
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "		1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80–'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds. ..	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109½
Trust Mortgage, skg fund conv..	180,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,830,500	7	June & Dec	Boston.	1903	121½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500,000	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C.& NW	109,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.& NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	840,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	113½
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	115½
1st Mort. (Prairie duChien Div.)	3,674,000	5	Feb. & Aug.	" "	1898	117½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4 000,000	6	" "	" "	1907	103
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	110½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	108
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	118
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.& N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.& C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C., H.& D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I., C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.& D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.& I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	99
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	107½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117½
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	862,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	109½
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	121½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	113½
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	110½
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	81
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	108
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ama.	1900	101½
Des Moines and Ft. Dodge:						
1st Mortgage (section).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	...
2d Mortgage	506,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,600,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	...
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	...
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	...
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	...
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	...
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	115½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	...
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	...
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	...
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	...
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	...
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	110
2d Mortgage.....	190,000	4	" "	" "	'82-'83	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	...
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	...
Company Bonds (" new)	136,400	6	" "	" "	1876	...
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1906	96½
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1892	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	96½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	...
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	106
3d Mortgage.....	4,852,000	7	" "	" "	1883	106
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	101½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	...
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	N Y & London	1920	110
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	91½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	...
2d Mortgage	92,800	7	April & Oct.	" "	1890	...
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	102
Equipment Mortgage	750,000	7	April & Oct.	" "	1920	...
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	...
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	...
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	802,000	7	Jan. & July.	New York.	1887	...
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	...
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	...
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	...
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	...
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	...
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	...
Bonds of 1877.....	500,000	6	" "	"	1897	...
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	...
Flint & Holly S. F. ($25,000 p.m.)	425,000	10	May & Nov.	"	1888	...
1st Mort. (Bay C. & Holly) guar.	100,000	10	Jan. & July.	Newark.	1882	...
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	...
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	...
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,404	8	Jan. & July.		1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1898	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	....
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	101½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1886	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & C. ent. Mo. (T.W.& W.)						
1st Mort gage, tax free	1,000,000	7	May & Nov.	New York.	1890	111
2d Mort gage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missou i State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missou i State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107
1st Mort. (Q. & Palm. R.R. 15 m.)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K.City & Cam. R.R 55m.)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	106
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m., skg fund	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m., skg fd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F. & PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300,000	6	April & Oct.	Brot. & Best.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. (sinking fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,805 000	7*	" "	" "	189	107
1st Mort. (Waco & N. W. Div.)	940,000		" "	" "	1903	107½
Income and Indemnity bonds	1,359,500		May & Nov	"	....	98½
Consolidated Mortgage	2,864,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	68
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	74½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62½
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,000 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D.,L.&L.M.):						
1st Mortgage guar. by Bar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	106
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,277,000	8	Jan. & July.	New York.	1885	109
1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	433,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& CB.78 m)conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1903	....
Consolidated Mort. (260m.)conv.	887,000	7	March & Sept	" "	1898	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G)						
1st Mortgage for $3,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118¼
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	104½
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	97
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100¼
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	7,925,000	7	J. A. J. & O.	" "	1900	122¾
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	122¼
2d Consol. Mort. for $25,000,000.	9,206,000	7	June & Dec.	" "	1903	119¼
Bonds of 1882 (Reg. & Coupon)	3,246,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,393,000	7	" "	" "	1899	118¾
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1890	....
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,844,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	422,000	7	" "	" "	var	....
2d M. (" ")	600,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000.000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	120
1st Mortgage (")reg...		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	125¼
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	112¾
General Mort., registered		6*	" "	"	1923	113
Lewisb. Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	98
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Exter sion)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	178,000	7	" "	New York.	1899	107¼
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	110
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	6	March & Sept	New York.	1890	....
2d Mortgage.....	808,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105¼
Mort. main office lot & buildin.	60,000	7	3" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	2,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $6,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114¼
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225.000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,430,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¼
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1893	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93¼
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	106
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	109¼
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	79
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	40
4th Mortgage.....	4,000,000	8	April & Oct.	"	1902	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	3-10	Various.	" "	'92-'02	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,000,000	6*	Jan. & July.	New York.	1908	101¼
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	300,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107¾
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121¼
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113¼
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¾
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	107¾
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1894	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.		1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.		1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	101½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	89½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 5*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	...	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,800	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	127
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage	1,025,000	7	.....	" "	....	..
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	107½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	114½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	107
Newark & New York (C. of N.J.)						
1st Mortgage guar.	900,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1899	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey Wes t Line						
1st Mort. gold for $2.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Can. Vt.):						
1st Mortgage	301,000	6	April & Oct.	New York.	1886	104
2d Mortgage	893,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108
2d Mort. (Hudson River) S. F.	1,794,000	7	"	" "	1885	111
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	127
1st Mort., reg'd }		7	" "	" "	1903	127
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	123½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	123½
New York Elevated:						
1st Mortgage	5,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	...
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1883	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2 035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon	3 000,000	5	"	Baltimore.	1926	80
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & K.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	116½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	112
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	77
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds	285,100	7	Feb. and Aug.	"	1891	10.

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. & N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,960,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106½
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800.	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	...
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	...
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102½
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	116
General Mortgage, registered.		6	" " "	"	1910	117½
Consolidated Mortgage	28,901,540	6*	Jan. & July.	London.	1905	113
State lien for $7,500,000, akg f'd	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	124
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101½
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84½
2d Mortgage	500,000	8	" "	" "	1902	66
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	" "	"	1881	101
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1910	101½
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1826 stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,389,000	7	" "	"	1911	118½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	85½
Income Mortgage of 1876	2,219,000	7	June & Dec.	Philadelphia.	1896	98½
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	80½
Funding income	370,000	7	" "	" "	1896	50

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106½
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	53
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,541,000	7	Feb. & Aug.	Philadelphia.	1890	114½
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	119
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston.						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Washington & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N. H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110½
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) akg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	..
Port Royal (S. C.):						
1st Mortgage gold, akg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	77½
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102½
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	114
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	130
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, akg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	105
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,771	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	6	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	2,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdens'b.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York	1880	95
2d Mortgage	450,000	7	Jan. & July	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct,	" "	1904	66
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	95
Equipment Mortgage	500,000	8	March & Sept.		1880	95
General Mort.	1,500,000	8	May and Nov.		1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	246,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	...
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	113½
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	94½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.& Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1899	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,340	6*	May & Nov.	New York.	1906	80
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	73
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	...	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,023,200	6	" "	U.S. Treasury	1898	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,638,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	96
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens, Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	113½
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1870	....
Bonds of 1873 for $1,000,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	103½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	94
Income and Land Grant	7,706,235	7	July.	N. Y. & Phil.	1915	65
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $8,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Buri. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106½
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	101½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1876	101½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	4½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	18½
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112½
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	111
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	13,861,000	6	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville (P., T. & Buff.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)		....
Ster'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	107
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	110½
Convertible bonds, tax free	200,000	7	" "	"	1879	114
Convertible bonds	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee (A.M.& O.):						
1st Mortgage	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	102½
5th Mortgage	969,000	8	March & Sept.	" "	1900	117
Registered Certificates	24,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	510,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin (P., T. & B.):						
1st Mortgage, assumed	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	83
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	106
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort " " ")	600,000	8	May and Nov.	"	1873	80
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	47
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan	210,912	....	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Mem)	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,000,000	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P. [illegible]:						
General Mortgage, tax free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	118
Western North Carolina:						
1st Mortgage	850,000	8	Jan. and July		1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M.& W. Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,168,000	8	" "	" "	1900	....
Income Mortgage	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	115
Sterling Bonds, Sinking Fund	981,234	6g	March & Sept	London	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	108½
2d Mortgage preferred	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	115
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,735,000	6g	Jan. and July.	New York.	1899	109½
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,340	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	65½
Wilmington and Reading:						
1st Mortgage	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	108½
2d Mortgage $12,000 p. m.	1,650,000	7	May and Nov.	" "	1907	115½
Extension mortgage bonds	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000 pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds	400,000	7	Feb. and Aug.	"	1895	99½
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	81½
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. reg. (2d series, July 1, 1869)	3,500,000	7	Jan. and July.	New York.	1884	104½
1st Mort. reg. (3d series, Jan. 1, 1871)	5,000,000	7	" "	" "	1891	110
Coupon bonds of 1874	3,000,000	7	Apr. and Oct.	" "	1894	107
Registered bonds of 1874	2,000,000	7	" "	" "	1894	107½
Lehigh Coal and Navigation:						
Loan of 1877, Debentures	762,772	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures	41,550	6	" "	"	1882	99
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103½
1st Mortgage, registered	5,881,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold	4,668,500	6g	June & Dec	"	1897	106½
Consolidated Mortgage	1,116,000	7	" "	"	1911	135½
Greenwood Mortgage Loan	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	81½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	101
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	79
Improvement bonds	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1915	80
Coupon Bonds	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1888	....
3d Mortgage (Susquch. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage	3,000,000	6	May and Nov	Philadelphia	1889	....
West Branch & Susquen. (Penn.):						
1st Mortgage	450,000	6	Jan. and July	Philadelphia	1918	....
2d Mortgage	200,000	6			1866	91

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	706.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	389	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	571,195	—	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,371,745	1,693,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	295,623	485,336	1,005,211	456,579	7	100	109
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	551,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	876,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,503	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	32.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	19	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,948	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	131½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West.N.Y. Penn.& O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,393	6,925,537	—	512.0	4,356,182	919,064	2,652,839	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,086	*	18,829	1,013,294	4,476,677	3,566,500	1,331,118	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,719	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	3,484,000	—	.....	.....	5,000,000	3,484,000	288,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	590	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,302	37,670,350	5,319,729	37,111,919	557.3	9,303,055	.....	.....	8,563,357	4,039,612	8	100	155
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	.....	114,332	1,650,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.. .....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,838	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,789	696,010	37,838	64,639	3,533,250	6,500,000	288,365	—	90.2	571,480	903,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,350	35,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 20, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Pennsylvania.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,089	85,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	45	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	142,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	—	161	Bennington and Rutland.....Vt.	1,476,000	*	.....	.....	1,000,000	476,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,900	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,612,555	6,633,533	2,219,536	8	100	147½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	165,962	1,462	82,101	869,002	554,300	283,133	—	52.5	135,063	104,762	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.5	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,906	222,687	1,800,000	2,527,200	12,487	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,878	2	500	90
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	208,359	6,921,271	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	126
Sept. 30, 1878	80.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	2,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	134½
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	233,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	599,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	186	Buffalo and Southwestern....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,993	—	100	....
Jun. 30, 1878	242.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	53
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	168,683	379,879	1,921,360	1,302,673	4	100	147
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174.437	32,234	7,185	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	148.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	8,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	198	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,893	12,000,000	6,850,000	1,495,390	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	18	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,216,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	2,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	...
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... .....Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,813	1,012,265	294,965	326.6	1,681,914	219,544	959,044	1,440,270	233,045	—	100	60½
Mar. 31, 1879	42.0	—	12.3	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	168,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,648	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,687,000	1,687,000	.....	—	75.6	.....	.....	.....	.....	118,370	—	100	18
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,650,000	3,614,000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	110½
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,800,000	3,617,000	396,718	.....	718 6	952,966	.....	.....	2,721,624	1,523,309	2†	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,326,000	180,545	.....	190.6	685,952	175,517	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	258	220	64	18761	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,653	.....	344.6	4,324,938	4,501,718	3,228,822	5,589,526	2,302,770	—	100	72½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181,219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	18	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,672	829,253	286,448	6	80	80
Dec. 31, 1878	837.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,360,421	54,275,500	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,842	17,580,858	8,744,740	—	100	65
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	198.0	415,383	68,570	97,948	441,357	152,228	—	100	97½
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,196	2,975,421	108,692	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	17½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,396,269	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53.6	577,059	124,321	419,309	527,588	123,895	1pf	100	53
Dec. 31, 1878	243.5	121.9	128.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,460,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	106
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	181	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,645	3,827,845	37,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,580	8	100	124
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,384	.....	221.6	313,592	87,572	235,333	534,595	280,947	—	100	73
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,986	—	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,556	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,510	—	100	99
May 31, 1879	52.4	—	21.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	548,537	10	100	142½
Dec. 31, 1878	881.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. I. & M.	58,755,181	*	2 848,298	1,480,429	27,688,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,899	8,451,768	3,659,454	7pf	100	75
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,995	2,333,059	38,514,220	34,583,000	3,241,088	4,342,772	1,616.5	11,125,639	3,328,427	4,265,937	18,420,606	6,816,812	7pf	100	91½
Mar. 31, 1879	500.2	222 0	161.7	39.0	269	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa	34,553,530	*	2,624,075	168,016	20,980,000	9,992,000	11,097	6,267,454	1,128.0	7,546,000	1,800,000	2,236,270	9,409,838	4,829,961	10	100	189
Dec 31	549.0	22.6	60.0	—	100	34	29	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25 911 501	.....	.....	.....	9,662,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,168	2,819,019	818,723	—	100	25

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in each column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Liabilities. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484.3	671 6	—	495	178	86	10282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,769	5,510,852	3,429,057	50 000,000	37,024,000	1,925,820	3,245,182	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	163½
Dec. 31, 1878	26.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	98.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,036,233	1,178,753	11,193,350	15,619,275	.....	.....	302.8	3,547,393	807,482	7,676,965	5,532,738	3,075,811	4	50	103
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Lehigh Valley..... Pa.	14,647,081	8,282,317	22,784,411	2,350,676	27,528,855	24,391,000	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	4	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	Little Miami ... . Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,960	624,564	1,224,691	384,621	4	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ .. .. Ark.	3,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	328,648	116,857	—	100	32½
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,260,600	1,851,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,695	—	50	....
Jun. 30, 1878	174.7	—	28.2	—	31	24	15	443	Louisiana and Mo. Riv. (C. & A.).... Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	185.0	280.6	98.8	—	180	75	37	3,239	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,063	294,160	—	100	10
Dec. 31, 1878	288.	—	26.0	—	23	12	8	459	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,508,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	125
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,760	50,141	—	100	90
Jun. 30, 1878	187.3	87.9	188 5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.).... Ohio.	23,606,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,733	266,980	—	50	....
Dec. 31, 1878	68.1	25.4	20.4	—	36	5	4	1,706	Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	*	200,000	3 844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	—
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,442,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	17½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	.....	1,624,000	1,624,000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	.....	.....	408,169	1,500,000	2.850,000	402,217	75,536	.....	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,938	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,353	4	100	84½
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western.. Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31. 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.).... Minn.	136,330	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	80	Missouri, Iowa and Nebraska.. Mo. & Ia.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	848,483	—	100	33½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	16
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery ..... Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	233,087	186,638	2,098,500	879,351	—	100	19½
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex ..... New Jersey.	3,142,999	*	49,967	77,278	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	107½
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	948,146	201,638	.....	257,163	800,000	200,000	216,185	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	45,275	5	100	60½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	14,097,296	*	679,152	329,726	6,675,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	69
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	293	Naugatuck ..... Connecticut.	3,747,557	*	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,706	425.257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge..... Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,296	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (8½)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.).. Pa.	834,083	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,880	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	572,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,158,683	*	126,068	.....	4,000,000	4,000,000	.....	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 20, 1878	441.7	298.4	1,889	—	595	470	213	596	New York Central & Hudson River. N. Y.	82,163,689	17,730,466	29,967,488	.....	89,428,300	39,801,233	552,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,369,040	8	100	124½
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,118,329	———	Included in Lessees returns.						8	100	180
Sept. 30. 1878	5.5	—	5.5	—	—	351	—	—										5.5								
Sept. 30. 1878	460.0	96.5	1.179	—	478	311	96	:	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	3	100	38½
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	558.111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	62.2	39.1	100.0	36	65	13	319	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	63,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	107,890	—	100	48
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	161
Sept. 30, 1878	60.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston.. Conn. & R. I.	2.645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (N. Y. C. & H. R.). N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	228.6	—	14.5	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,768	98,768	494 022	169,659	6	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	142	Northeastern ¶ ..... S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,500	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern ..... New Hampshire.	3,068,400	*	387,960	493,637	3,068,400	100	396,617	484,880	8.5	452.301	141,209	401,922	426,874	107,372	6	100	96
Dec. 31, 1878	137.0	13.0	102.9	—	152	69	42	5,296	Northern Central ..... Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,880,393	5,908,371	3,723,456	1,118,960	—	50	66
Aug. 31, 1878	449.0	186.5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,378	130,694 587	120,347	100,000,000	.....	50,348,761	1,176,193	646.0	.....	.....	.....	1,193,882	583,700	—	100	24½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,667	251,639	4.264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	109
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	228,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	408,094	666,883	269,778	10	100	188
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	33½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi..... O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	29
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	111½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	35 0	—	15.6	—	14	13	6	285	Oswego and Syracuse..... N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,662	74,552	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4.277,684	* ¶	56,606	22,674	2,853,000	1,428,194	66,644	10,079	186.6	352,461	53,277	223,882	319,542	85,206	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,808	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,599,516	12	100	190
78	67.4	—	7	—	—	—	—	128	Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	$144,042	217,369	176,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	235	128	—	1,554	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,945,752	20,317,140	9,396,037	2	50	104					
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	—	50	Pennsylvania and N. York. (D.&H.).	Penn.	4,658,535	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....					
Apl. 0 1878	44.0	6.0	3.0	—	6	3	1	—	50	Peneacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	...					
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	—	24	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....					
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	—	61	Petersburg	Virginia.	2,334,700	*	.....	.....	300,620	230,900	300,900	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....					
Dec. 31 1878	51.7	—	5.2	—	8	4	2	—	120	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	.....	.....	.....	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....					
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	—	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	284,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	181,308	257,870	86,849	—	50	....					
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	—	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,180	876,111	—	50	31					
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	—	192	Phila., Germ. & Norristown (P. & R.).	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	94					
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59	—		Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	55					
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	40					
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	—	1,472	Pittsburg, Cin. & St. L. (Pa.Co.).	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....					
Sept. 30, 1878	149.6	1.9	37.3	—	16	18	—	—	206	Pittsb. & Connellsville (B.&O.).	Pa. Md.	12,015,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,465	1,542,754	578,312	—	50	....					
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,748,396	*	213,315	12,000	25,381,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	117					
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	—	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....					
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	—	263	Pittsb., Titusville and Buff.	N. Y. & Pa	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	31					
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—		Pitt'sb., Wheeling & Kentucky	W. Va.	599,393	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....					
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	—	160	Portland and Ogdensburg	Me. & N.H.	3,561,544	292,533	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....					
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	—	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0.2	148,151	29,334	—	100	106					
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,760	.....	.....	.....	.....	.....	.....	90,000	6	100	....					
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	—	60	Poughkeepsie, Hartford & Boston.	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,0.5	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....					
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	—	57	Providence and Springfield.	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,897	41,812	—	100	....					
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	—	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,585	66.7	468,923	1,627,427	624,722	870,876	290,815	4	100	....					
May 31, 1878	97.0	—	6.9	—	12	12	9	—	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44,615	.....	242,478	107,185	—	100	....					
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	6	100	120					
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	—	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,618,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,886	310,948	—	100	....					
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	—	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....					
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	—	108	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,3.5	80,760	62,553	4,479	—	100	....					
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	—	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....					
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	—	232	Rochester and State Line	N.Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	9.,177	134,771	214,444	82,402	—	100	....					
Sept. 30, 1878	91.0	—	4.5	—	9	5	2	—	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....					
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	28	1	1,182	Rome, Watertown and Ogdensburg.	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	403.8	1,053,606	576,974	370,905	1,213,785	350,747	—	100	26					
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—		Rutland (C. V.)	Vermont.	8,943,238	467,800	1,066,402	.....	6,480,000	2,646,400	559,741	.....	136.0	.....	.....	[rental, et	c. 295,812	278,758	—	100	6					
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	—	60	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	284,004	446,000	.....	177,901	31.8	64,550	37,707	44,957	84,952	51,967	—	100	....					
Sept. 30, 1878	22.0	—	3.3	—	4	4	—	—	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	38,586	15,425	—	100	....					
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	—	154	St. Joseph and Denver City	Kansas.	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....					
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	—	632	St. L., Alton & T. H. Belleville Branch.	Ill. & Ind. Illinois.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	.75.2	395,390	184,988	473,648	506,459	239,621	—	100	20					
Dec. 31, 1878	—	18.8	—	—	—	—	—	—		*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	47					
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2	2,561	St. Louis, Jacksonv. & Chic.	(C. & A.). Ill.	5,072,000	—	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....					
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—		St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....					
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2	2,600	St. Louis & San Francisco.	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,38.)	1,201,652	608,517	—	100	31					
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	—	813	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,203	183,359	.....	954,333	168,210	—	100	....					
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	—	669	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	986,978	204,058	659,765	1,059,443	158,685	—	100	....					
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	—	748	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	380,6:0	46,568	224,767	483,349	121,008	—	100	26					
May 31, 1878	156.0	—	19.5	—	11	10	4	—	313	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	40					
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	—	475	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	827,077	40,800	110.3	841,442	191,069	731,146	667,632	234,227	—	50	....					
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	—	684	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....					
July 31, 1878	106.0	5.3	4.9	—	10	9	6	—	80	Scioto Valley	Ohio.	3,111,945	*	3,222	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....					
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	—	76	Seaboard and Roanoke.	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....					
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	—	267	Sheboygan and Fond du Lac.	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	33,376	99,155	20,072	—	100	....					
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	—	143	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,291	—	50	....					
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	—	117	Shore Line (N. Y., N. H. and H.).	Conn.	1,200,000	—	.....	.....	.....	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....					
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—		*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	158.5	165,745	59,315	136,055	414,477	100,090	—	100	....					
Jan. 30, 1878	107.4	—	12.6	—	13	8	6	—	160	South and North Alabama	Ala.	10,058,632	*	.....	.....	5,461,767	6,131,0.0	575,575	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....					
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	—	—	52	South Carolina ¶	South Carolina.	9,561,780	*	1,322,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,962	409,305	—	100	....					
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	—	462	Southern Central	N. Y.	3,273,492	337,661	625,858	131,764	1,790,234	2,640,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,850	—	100	....					
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	—	406	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,689,900	.....	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....					
Dec. 31 1878	167.0	—	11.2	—	14	6	3	—	298	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....					
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	—	914	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	411,390	.....	.....	739,233	352,631	8	100	....					
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	—	392	Springfield, Athol and Northeastern.	Mass.	1,376,126	53,399	49,800	26,278	816,480	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....					
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	—	17	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....					
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	—	51	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....					
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	—	380	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,900,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100					
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	—	1,000	Texas and New Orleans (of 1874).	Texas.	4,142,000	*	.....	.....	3.0 .0.000	1,142,000	548,854	125,095	103.0	.....	.....	86,398	220,137	74,284	—	100	....					
Dec. 31, 1878	108.0	—	5.4	—	4	—	2	—	272	Texas and Pacific ¶	Texas.	6,997,000	*	925,673	167,318	6,997,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	956,455	—	100	47					
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	—	977	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,610	1,368,290	472 211	—	100	13					
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	—	726	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....					
Sept. 30, 1878	84.7	—	13.1	—	15	15	7	—	459	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....					
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	—	181	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,845,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	4,583,229	10	100	100					
Dec. 31, 1878	275.5	—	369.8	—	266	310	34	2	2,762	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	84					
Dec. 31, 1878	1,038	—	113.0	—	172	121	41	3	3,279	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,12.	62,069	—	100	....					
Apr. 30, 1879	210.0	—	10.5	100.0	16	4	2	—	318	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....					
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	—	210	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	118.0	211,252	108,366	88,120	147,542	def.3,911	—	100	....					
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	—	86	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,860,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	119					
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—		Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....					
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	—	95	Virginia and Truckee	Nevada.	3,695,381	712,279	427,643	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	....					
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	—	357	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	884,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,372	1,664,123	—	100	49					
Dec. 31, 1878	462.1	148.1	143.3	100.0	197	68	39	4	4,711	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,893	*	.....	.....	4,266,297	6,747,067	1,859,661	.....	296.2	796,119	149,248	193,197	925,044	225,554	—	100	....					
Sept. 30, 1878	258.5	121.5	18.0	—	31	36	14	—	474	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	99,746	29,169	27,126	102,368	22,237	—	100	....					
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	—	66	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,953	312,487	146,127	8	57	....					
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	—	70	West Jersey	New Jersey.	1,786,852	469,297	1,583,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,543	615,330	119,682	541,678	202,985	—	80	70					
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	—	222	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	167,000	724,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....					
Aug. 31, 1878	116.0	61.0	8.4	—	19	4	8	—	243	Western Maryland	Maryland.	4,568,306	*	30,000	48,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71					
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	—	228	Western Union (C., M. & St. P.).	Wis. & Ill.	7,000,000	518,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	....					
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	12	—	602	Wilm., Colum. and Augusta.	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	509,698	98,658	3	100	55					
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	—	296	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,423	68,078	1,456,200	1,619,100	52,182	315,434	140.5	406,277	.....	.....	312,171	176,277	3	100	63					
Sept. 30, 1878	168.8	17.0	13.2	—	28	19	13	—	350	Worcester and Nashua	N.H. & Mass.	2,136,480	300,086	884,980	75,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,251	—	100	63					
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	—	438																								

Midland Railway of Canada.

From the report of the directors of this company for the year ending Dec. 31, 1879, we learn that the gross receipts have amounted to $259,226, as against $248,828 for 1878, showing an increase of $10,397. The working expenses, or rather the amount charged to revenue account, for the year, amounted to $221,685, as against $188,339 in 1878, an increase of $33,346; but this increase occurs altogether in the improvement of the property, no less than $121,563 of this amount having been expended in renewals and repairs, representing many important and substantial improvements to both the road and rolling stock that might fairly be charged to capital account. The percentage of actual working charges upon receipts was 38.63 against 40.15 in the previous year.

Statement of the Public Debt of the United States, May 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$16,718,000 00	$334,260 00
6 per cent. bonds, 1881 (Oregon,) 1861	753,950 00	15,079 00
6 per cent. 1881 bonds, 1861..	166,388,200 00	3,327,764 00
6 per cent. 1881 bonds, 1863..	66,106,100 00	1,322,123 00
5 per cent. funded loan of 1881	492,889 300 00	6,161,116 25
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	739,322,850 00	2,464,409 50
Refunding Certificates.....	1,524,950 00	5,083 17
3 per cent. navy pension fund, 1808.....	14,000,000 00	110,000 00
Aggregate of debt bearing interest.....	$1,747,698,400 00	$15,644,931 92
Interest due and unpaid		3,320,053 09

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,800 00	5,124 66
6 per cent. 5-20 bonds, called June, 1864	68,350 00	818 79
6 per cent. 5-20 bonds, called 1865	117,050 00	51,521 06
5 per cent. 10-40 bonds, called, 1864.....	3,306,450 00	271,336 71
6 per cent. Consol. bonds, called, 1865.....	641,400 00	8,236 57
6 per cent. Consol. bonds, called, 1867.....	2,684,400 00	283,037 58
6 per cent. Consol. bonds, called, 1868	968,500 00	96,373 06
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	384 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,965 00	2,340 35
5 per cent. 2 year notes, 1863.	36,150 00	1,877 99
6 per cent. compound interest notes, 1863-64.....	244,290 00	49,660 61
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,250 00	5,442 71
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,877,635 26	$349,401 29

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,09) 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit	8,760,000 00	
Fractional currency, 1862-3-4	15,604,587 07	
Coin certificates, 1863.....	8,2.0,000 00	
Silver certificates, 1878.....	12,043,720 00	
Unclaimed interest.....		7,777 03
Aggregate of debt bearing no interest.....	$391,381,013 00	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$249,961,300 00	
Bonds at 5 per cent.....	492,889,300 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,322,850 00	
Refunding certificates.....	1,524,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,747,698,400 00	$18,964,918 01
Debt on which interest has ceased since maturity.....	8,877,635 26	349,404 29
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,106 00	
Certificates of deposit.....	8,760,000 00	
Fractional currency.....	15,604,587 00	
Coin and Silver Certificates.	20,274,320 00	
	$391,381,013 00	
Unclaimed interest.....		7,777 03
	$2,147,957,048 26	$19,322,099 32
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,167,779,147 59

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,320,093 09
Debt on which interest has ceased.....	8,877,535 26
Interest thereon	349,404 29
Gold and silver certificates.....	20,274,320 00
U S Notes held for redemption of certificates of deposit.	8,760,000 00
Cash balance available May 1, 1880.....	157,382,951 23
	$199,464,393 87
Debt, less amount in Treasury, May 1, 1880.	$1,968,314,753 72
Debt, less amount in Treasury, on the 1st ult.	1,980,392,824 22
Decrease of debt during the month.....	$12,078,070 50
Decrease of debt since June 30, 1879.....	$58,892,502 65

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	32,566 40
Totals.....	$64,623,512 00	$1,292,470 24

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,084,619 83; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,337 24.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The Pennsylvania Railroad Company has declared a semi-annual dividend of 3 per cent, payable 28th instant. The books of transfer are closed until after that date. It is proposed to distribute the stock recently purchased by the company from the city of Philadelphia, and stockholders can receive in lieu of cash a dividend scrip which may be converted into stock at par in amounts of $50. This option extends until 1st October next.

☞ The gross receipts of the Pittsburg, Titusville and Buffalo Railway Company for the quarter ending March 31, 1880, were $111,893 01, the gross expenses $63,677 86, and the net profits $48,215 15. The net profits for same period in 1879 were $32 809 62; increase in 1880, 46.9 per cent, $15,405 53. The net profits for April, 1879, were $9,820 88; the net profits for April, 1880, are estimated at not less than $25,000.

☞ Work has been commenced on the Pomeroy Extension of the Ohio and West Virginia railroad. The grading between Pomeroy and Gallipolis is to be completed within ninety days, and trains running by October 1.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 4.

	W.28.	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.
Alleghany Val. 7 3-10s..	116¼	....	....	....	116¼	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1885....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	111½x	111	111
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook... ...	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	116¼	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	8	....	....	....	....
Preferred	....	....	....	....	11	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 35	34¼	35	35¼	34	33¾	
6s, 1884.....	107¼	....	....	....	....	....
Gold Loan.....	106¼	....	....	....	....	....
Railroad Loan.....	110	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....105	....	....	105¼	105¼	105¼	
Lehigh Valley 52	51¾	51¾	53	51¾	51¾	
1st mort. 6s, coupon.....	....	....	....	....	120	
1st mort. 6s, reg.....	....	....	....	....	....	
2d mort. 7s....	....	....	....	127	....	
Consol. mort. 6s.....	....	....	....	....	112¼	
Consol. mort. 6s, reg.....	....	113	....	....	....	....
Little Schuylkill...	....	....	55	....	....	....
Minehill & Sch. Haven 59	58	58	....	58	....	
North Pennsylvania .. 50¾	50	50	....	50	....	
1st mortgage 6s..... ..	....	....	....	....	108¼	
2d mortgage 7s.....	....	....	....	....	....	
Gen'l mort. 7s, coup.....	....	....	....	....	....	
Gen'l Mort. 7s, reg.....	....	....	....	....	....	
Northern Central.	....	33¾	33¾	32¾	33	
6s..... 80	80	....	80	80	80	
Northern Pacific 28¾	28	28¾	28	27¾	27	
Preferred 52	....	52	52	51¾	51¾	
Pennsylvania R. R. .. 54¾	54¼	54¼	52¾x	52	51¾	
1st mortgage.....	....	....	....	....	102¾	
Gen'l mortgage.....	....	....	....	116	....	
Gen'l mort. reg.....	....	....	....	....	....	
Consol. mort. 6s....	....	....	113	113	....	
Consol. mort. 6s, reg.....	....	....	....	....	....	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series.	....	....	....	....	....	
do. 5s, new.....	....	....	....	....	....	
do. 4s.....	....	....	....	....	....	
Phila. and Reading..... 31¾	29¾	30¼	29¾	29¾	29¾	
1st Mortgage 6s.....	....	....	....	....	....	
7s, of 1893.....	....	....	....	....	....	
7s. new convertible.....	....	....	....	....	....	
Consol. mortgage 7s.....	....	....	....	....	....	
Consol. mortgage reg	....	....	....	....	....	
Gen'l mortgage 6s.....	85	....	....	....	....	
Philadelphia and Erie	....	....	16	15	14¼	
1st mortgage, 6s.....	....	....	....	....	....	
2d mortgage, 7s.... 112	....	112	....	....	112	
Pittsb., Cin. & St L. 7s	....	....	....	....	....	
Pittsb., Titusv. & Buff.. 17	18¼	15¼	16	15¼	15	
7s..... 52	82	....	....	81¼	....	
Schuylkill Navigation.. ...	....	....	....	....	....	
Preferred.....	....	....	....	....	12	
6s, 1872..... ... 101	....	....	....	101	101	
6s, 1882.....	78¾	79	....	....	....	
United Co. of N. Jersey 160	....	...	160	160¼	160¼	
Hestonville, (Horse)	19¾	19	19	19	....	
Chestnut & Wal. (do.).....	....	....	....	....	76¼	
Green and Coates (do.).....	....	....	....	....	....	

Baltimore Stock Exchange.

Closing Prices for the week ending May 4.

	W.28	Th 29	F.30.	Sat.1.	M.3.	Tu.4.
Baltimore and Ohio	....	....	....	....	....	
6s, 1880.....	102	....	....	....	....	
6s, 1885.....	....	....	....	....	....	
Central Ohio ($50).....	....	....	....	....	....	
1st mortgage	....	....	108¾	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s.....	....	109¾	....	....	109¾	
2d mortgage, 7s..... 80	....	....	....	80	79¾	
3d mortgage, 8s..... 42¾	42¼	42¼	....	41¾	40¾	
Northern Central ($50) 33¾	34	....	33¾	....	33	
2d mortgage, 6s 1885.....	....	....	....	....	....	
3d mortgage, 6s, 1900.....	....	....	....	....	....	
6s, 1900, Gold..... 109	....	108¾	1 9	....	....	
6s, 1904, gold..... 103¾	....	....	....	103¾	....	
Orange and Alex. 1st.....	....	....	....	106	....	
2d mortgage, 6s.....	....	....	....	....	....	
3d mortgage, 8s.....	....	....	....	....	....	
4th mortgage, 8s.....	....	....	....	....	....	
O., Alex. & Manassas 7s....	....	....	....	....	....	
Pittsb. & Connellsv. 7s	....	....	....	114¼	....	
Virginia 6s, Consol .. 55	53¾	54¼	54¼	55¼	55¾	
Consol. Coupons 89	90	90¼	....	91¼	91	
10-40 bonds.....	39	40¾	41	4 ¼	40¾	
Deferred Certificates.....	....	....	....	....	....	
Western Maryland ... 71	....	....	....	....	....	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed...	....	....	....	....	108	
2d M., end. Wash. Co.....	....	....	....	....	....	
2d Mort., preferred	100	....	....	....	....	
City Passenger R. R... 37¾	37¾	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 5.

	Th.29	F.30	Sat.1	M 3.	Tu.4	W.5.
Adams Express	....	....	112½	111½	112	....
Albany and Susq	109	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	57¾	57¼	....	....	....	58¼
Atlantic & Pacific Tel.	42¾	43¼	43¼	42	41	43
Burl., C.R. & Nor	69	....	67¼	....	65	66
1st mortgage 5s	91¾	91¾	91¾	91¾	91¾	91¼
Canada Southern	61¾	62¼	61¼	60	60¼	60¾
1st mortgage guar	90¼	90¾	90	90	89¾	89¾
Central of N. Jersey	76	76¾	75¾	74½	74¼	74¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	104¾	105	104¾	104¼	104¾
7s, convertible, ass.	....	....	....	105x	104¾	....
7s, Income	....	77¾	....	....	....	77¼
Adjustment	....	....	105¼x	105	105	....
Central Pacific	....	72	....	72	72	72
6s, gold	....	....	....	....	....	....
1st M. (San Joaquin)	....	....	....	....	104	....
1st M. (Cal. and Or.)	....	....	....	....	....	105
Land grant 6s	....	....	....	104	....	....
Chesapeake and Ohio	20¾	20¾	20¾	20	18	18¾
Chicago and Alton	....	....	....	107¾	107	106
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	124	123¾	124	....	124	....
7s Consol, 1903	....	....	....	....	121¼	....
Chic., Mil. and St. Paul	77	77¼	76¾	75	75¾	75¾
Preferred	....	102	101¾	101¼	102¾	102¾
1st mortgage, 8s	....	127¾	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	113¼	....
1st M. (La Crosse div.	....	....	....	....	....	....
1st M. (I. and M. liv.)	....	....	....	111¼	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	118¾	....	....	....	....
Consolidated S. F.	....	110¾	110¾	110¼	110¼	110¾
Chic. & Northwestern	92¾	93¾	92¼	91¾	91¾	91¾
Preferred	110	....	109¾	108¾	109¾	108¾
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	123¾	....	....	122	....
Consol. Gold bonds	....	111¾	....	117¾	....	....
Do. reg	....	....	117¾	....	....	....
Chic., Rock Isl. & Pac	....	192¾	190	189¾	191	190
6s, 1917	....	117¾	....	....	....	....
Clev., Col., C. and Ind.	....	76¾	76	72	72¾	74¼
1st mortgage	120	....	....	....	117¼x	....
Clev. & Pittsburg guar	114	11[illegible]	....	114	114	....
7s, Consolidated	....	121¾	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	14¼	14	14	13	12¾	12¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	79	80¾	79¼	78¾	79¾	78¾
Reg. 7s, 1891	109¾	....	....	110	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	107	....	107	107¾
Del., Lack. & Western	84¾	86¾	85¼	84¾	85	84¾
2d mortgage 7s	....	....	....	....	102¾	....
7s, Consol. 1907	117	117	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	102	....	....
5th mortgage	....	....	....	....	111	111¾
7s, Consol. gold	118¾	119	119	....	119	119
Great Western 1st mort	....	....	....	108	....	....
2d mortgage	....	105	....	....	....	101¼x
Hannibal & St. Joseph	33¾	33¾	33¾	31¾	32	32
Preferred	72	72¾	71¾	69¾	70¾	70¾
8s, Convertible	....	106¾	107	107	107	106¾
Houston & Tex. Cent	69¾	....	67	....	62¾	59
1st Mortgage	....	....	110	....	110	....
Illinois Central	105	105¾	105¾	104¾	....	104¾
Lake Shore & Mich So	107	107¾	105¾	103¾	104¾	104¾
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	....	118¾	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	134¼	133	129¾	125	123	123¾
7s, Consolidated	....	....	....	....	114¼	....
Manhattan	30¾	30¾	30	29¾	29¾	30
Metropolitan Elevated	96	....	96	95	94¾	94¾
1st Mortgage	....	101¼	101¼	....	101¾	101¾
Michigan Central	89¼	89¾	89¾	87	85	90
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S.F	111¾	....	....	....	....	....
Morris and Essex	106	107	107¾	107	....	107¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	110¾	....	....	109¾
N. Y. Cent. & Hud. Riv	130	130¾	130¾	128¾	128¾	128¾
6s, Sinking fund, 1883	....	106	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	127	127	....	127	....
1st mortgage reg	127	....	....	....	....	....
N. Y. Elevated	112¾	....	113	113	113	....
1st Mortgage	111¾	112	111¾	111	111¾	111¾
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	126¾	127	....	....	128¼x
2d mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 5.

	Th.29	F.30.	Sat.1	M.3.	Tu.4.	W.5.
N.Y., Lake Erie & W	42¼	43¼	42¾	41¾	41¾	41¾
Preferred	65	67¼	....	64	64¼	64¼
2d Consolidated	91¾	92¾	91¾	91¾	91¾	91¾
New 2d 5s fund	....	86¼	85¾	....	85	....
N.Y., N.Haven & Hart	....	161	....	....	....	....
North Missouri 1st M	....	....	116	....	....	....
Northern Pacific	....	28¼	28	27¾	27¼	27¼
Preferred	....	51¾	52¼	51¼	51¼	....
Ohio and Mississippi	....	33¼	34¼	33	32¾	32¾
Preferred	....	78	76¾	75¼	74	75
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	116¼	....
Pacific Mail S. S. Co	....	39¼	40¾	39¾	38¾	39
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	106¾	....	....	106¾	106¾
2d mortgage	....	....	109¾	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	59¾	60¾	59¼	58¾	58¾	58¾
Pitts., Ft. W. & Chi. gtd	....	....	117	....	....	....
1st mortgage	....	130	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	119
Pullman Palace Car	114¼	....	....	....	....	....
Quicksilver Mining Co	10¼	....	....	....	....	....
Preferred	....	....	....	65	66	67¼
St. Louis & San Fran	33	36	....	....	....	31
Preferred	49	50	51	50	48	49
1st Preferred	66	70¾	70	70	....	....
St. L., Alton and T. H	....	....	....	....	....	....
Preferred	....	....	58	....	....	....
1st mortgage	....	....	....	....	113¾	113¾
2d mort. preferred	....	....	105	105	....	105
Income bonds	....	....	....	....	....	93
St. L., Iron Mt. & S. As	48¼	50¼	49¼	48¾	48¾	48¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	103¾	103¾	100¾x	....	....
Tol., P. & War. 1st E.D	....	....	....	....	....	99¼
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	....	86¾	88	87¼	86	86¾
1st mortgage	....	112¾	112¾	....	112¾	112¾
Land Grant 7s	....	....	111¾	111¾	....	111
Sinking Fund 8s	....	116	....	117	....	....
United States Express	....	48¾	48¾	49	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	109	....	109	109¼	109
2d mortgage	....	104¾	....	101 x	101¾	101¾
7s, Consolidated	....	....	101¾	99¾x	99¾	....
St. Louis Division	....	....	....	....	106¾	....
Wabash, St. L. & Pac	....	38¾	39¼	38¾	37¾	38¾
Preferred	....	67	67¼	67	65¾	65¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	107	107	....	106¾	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	105¾	....	106¾	105¾	104¾	105¾
7s, S. F. conv., 1900	....	....	118¾	....	....	115x

Boston Stock Exchange.

Closing Prices for the week ending May 5.

	Th.29	F 30.	Sat.1	M 3.	Tu.4.	W.5.
Atch., Top. and Sap. Fe	126	130	130	131	132	131¾
1st mortgage	116¾	....	....	....	116	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	142¾x	....	144	....	143¾
7s, reg	....	....	122¾	122	....	....
Boston and Lowell	....	90	90	....	....	....
Boston and Maine	....	126x	126¾	126¾	126¾	126
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	55	55	55	55¾	55	53¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	147¾	147	147¾	....	147	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	123¾	124	123¾	122¾	122¾	122¾
7s	....	....	....	....	....	....
Cin., Sand. and Clev	13	12¾	13	12¾	12¾	12
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	144	....	....	....
Eastern	33¾	33¾	34	34¼	33¾	....
New 4½ Bonds	92	....	93¾	92	91¾	92
Fitchburg	....	127	126	....	....	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	90	90	....	....	....
N. Y. & New England	48¼	48¾	49	48¾	48	48
7s	113¾	....	111	110¾	....	....
Northern, N. H	....	....	....	....	96	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	32¾	33¾	33	....	33¾
Preferred	....	....	....	....	....	....
Old Colony	112	112	....	112	112	111¾
Ph., Wil. & Balt. ($50)	....	....	70	70	70	70
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ariz. Va	....	....	....	....	....	....
7s	....	110	110	....	....	110
Pullman Palace Car	115¼	....	....	....	....	....
Union Pacific	....	....	....	87¼	86¾	87
3s	....	....	....	....	....	110¾
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	114¼	114¼	....	114¾	114¾	114¾
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	66	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co	....	235	....	234¾	234¾	234
Quincy	28¾	28¼	28¾	29	29	....

New York Stock Exchange.

Closing Prices for the week ending May 5.

	Th.29.	F.30.	Sat.1	M.3.	Tu.4.	W 5.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	107¾	....	....	107¾	....	107¾
U. S. 4s, 1907, coup	....	107¼	107¾	107¼	107¼	....
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	109	....	109¼	....	....	....
U. S. 5s, 1881, reg	102¾	....	102¾	....	....	....
U. S. 5s, 1881, coup	....	....	102¾	....	....	102¾
U. S. 6s, 1881, reg	....	....	....	10 [illegible]	....	106¾
U. S. 6s, 1881, coup	....	....	....	106¾	106¾	106¾
U. S. 6s, 1880, reg	104¼	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	94	....	....	94	94
Dt. of Col. 3-65s, coup.	94	....	....	94	....	94
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Apr. 23.	Apr. 16
Atlantic & Gt. W. 1st mort. Certs.	72 — 74	69 — 71
Do. 2d mort., Certs	35 — 37	35 — 37
Do. 3d mort. Certs	17 — 18	16 — 17
Baltimore and Ohio (sterling)	113 —115	112 —114
Central of New Jersey $100 shares	78 — 82	80 — 83
Do. Cons. Mort. Oct. '79 coupon	107 — 109	106 —108
Do. Adjustment bonds	106 —107	105 —107
Do. Income bonds	86 — 89	87 — 89
Det., Gd. Haven & Mil. Equip. bds.	109 —111	106 —108
Do. Con. M. 5 p.c. till '84 after 6 p.c.	100 —102	98 —100
Erie shares $100 Recon. Ass. $6 pd.	44 — 44¼	43¾ — 44¼
Do Pref. Shares, R. T. Ass. $3 pd	68 — 72	68 — 72
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —122	120 —122
Illinois Central $100 shares	109 — 111	108¾ — 109¼
Illinois & St. Louis Bdge 1 mort. stg.	— — —	— — —
do do. 2 mort. stg	— — 85 — 88	
Lehigh Valley Consol. mortgage	111 —115	110 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares	134 —136	134 —136
Do. Mort. bonds (stg.)	117 —119	116 —118
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 —120	118 —120
Do. do. 2d do.	86 — 88	85 — 87
Do. 2d Consol. Mort. bonds	93 — 95	92 — 94
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	56 — 57	56¼ — 56¾
Do. Con. Sink. Fund Mort	115 —117	115 —117
Philadelphia and Reading $50 shs.	34 — 35	34 — 35
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
Union Pacific Land Grant 1st mort.	116 —117	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 6, 1880.

The markets on Wall Street and elsewhere the past week have been in a very unsettled, uncertain, and unsatisfactory position, both for speculation and legitimate purposes. The decline that has been steadily going on now for some three or four months has reached a point that some are inclined to regard as bottom, while others are as much of opinion that prices will go still lower, if not reach nearly those before the "boom" began last fall. Others still are in doubt, and this is the largest class of the three, and hence business in both speculative branches and in legitimate, is gradually coming to a stand still, awaiting for a settled basis of values to be reached. The preponderance of opinion the past week, however, has been towards lower prices, and in most markets the closing quotations this week are below those of last, although at the close there is in some cases a reaction, and in most, more steadiness, which is argued by the bulls as an evidence that the bottom has been reached, and that we are about on the turn for better business and prices. On the other hand the bearishly inclined say it is only a natural temporary reaction from the recent decline, and that so soon as the shorts are "covered" and a few bulls have gotten all the stock they dare take for a rise, and regular demand has been supplied for immediate wants, that we shall see more sellers of stocks, long carried, and awaiting a better market to get out with less loss, than buyers, and that prices will go lower than before. This latter is the more general

view than that we are on the turn, for the reason that in all markets nearly, the stocks are still very large, and held on speculation, which continually necessitates the dropping out of first one and then another speculative support to the markets, without bringing in any new ones, so long as the present tendency is in the ascendant.

To illustrate the situation in almost every staple, we have obtained from dealers in iron the lowest prices in these leading articles before the "boom," the highest on the "boom" and present prices, and stocks from which lower prices still are predicted. New iron rails were selling before the "boom" at $26@27, on the "boom" at $65@67 50, and are now offered at $50. Old do. $16, then $18@44, and now $24@25 and warehouses filled with them, as well as of Scotch pig iron, which went from $20 to $34@$35, and is now $23@$24, owing to the excessive importations, which are said to be enough for a year to come, and held by speculators. The same is true of steel rails, which advanced from $40 to 85@87 50, and are now offered at $62 50@67, while railroads are offering only $60@62 50, and some are holding off altogether, in expectation of $50@55 before the summer is over. Spanish magnetic ore, for Bessemer steel manufacturers, is now selling at $7 per ton, that sold at $10@11 on the boom, and the importers are said to be loaded with stocks. Copper went from 16@17 to 25c per lb., and is now selling at 21c. Iron advanced from 15@16c to 25@26c, and is now 18@19c again, with heavy stocks, of which, that in copper is largely re-importations. In the face of these facts the manufacturers of steel rails are refusing to sell ahead at the prices railroads will pay for new construction under way, namely, $60@62, although last fall when the market was going up instead of down, and still having a downward tendency, they were selling ahead and getting continually caught on their contracts. An article in another column on the "Disastrous Results of Last Fall's Boom" gives the financial views of this situation. This illustrates all the Markets, and there is little to be said in detail of any of them, except in confirmation of the foregoing

Money has worked easier the past week, showing that the late stringency was not the chief cause of the decline in prices.

Government bonds have been quiet and steady, at prices in the open market even below the prices paid by the Treasury for its weekly purchases of $3,000,000. State bonds have been neglected as well as most securities and railroad bonds. The foreign bank tax bill at Albany has been vetoed by the Governor, and all the capital withdrawn in consequence, as noted in our last, has returned to the street, as there will probably be no further legislation this term. These bankers inform us that they are willing to be placed on an equal footing with home banks and bankers as regards taxation. They now pay the General Government ¼ of 1 per cent upon their average loans like home banks, but as they are not allowed by state laws to receive deposits or issue bank bills like home banks, they do not think they should pay as much tax as they. They favor a bill to pay a license of a certain amount per million of average loans, which will be equal to that paid by home banks upon their loans of their capital, but not of deposits as the foreign banks have no deposits here.

Mining Stocks have been alternately firm and depressed without general activity or change in prices, although the demand is increasing and the market apparently getting into a more healthy position. The new American Mining Exchange is now organized and listing a good number of the most important mines, among which the two Bonanzas are noted. It will soon open for business and with this additional capital interested better prices are looked for soon. In Wall Street the Vanderbilt stocks have been pressed for sale by large holders, and have declined more than the general list, and Erie has come in for a greater decline than in a long time, it not having yet gone off with the balance of the list. At the close of our last, the Wall Street Market was sick under realizing sales of margin stocks, on which the coal shares suffered the most, as a heavy speculator was said to be unloading them, and Mr. Gould buying them. On the following day prices advanced on the "covering" of a large short interest which Mr. Gould was credited with "organizing," and on the prospective veto of the bank tax bill.

On this prospect, also, Foreign Exchange which had gone up on the proposed tax fell on the reduced demand for exchange to get foreign bank capital out of the State. This change helped the bank statement, which showed an increase in the surplus reserve which is now $3,277,450. Following this, however, stocks fell off again on an easy market as the manipulators willed it so, as they had the refund movement the day before and a bear market on the following Monday, succeeded by a better feeling afterwards.

The Utah and Pleasant Valley Railroad Company through their fiscal agents, Messrs. Sheldon & Wadsworth, paid the coupons on the First Mortgage bonds of the road, which is now doing an increased business, as the snow has gone and enabled it to resume its coking operations.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 41@41⅛; Canada Southern, 60⅛@60¼; Central of New Jersey, 72½@72¾; Central Pacific, 64@—; Chicago and Northwestern, 91⅛@91¼; do. pref., 107½@107¾; Chesapeake and Ohio, 16½@17; Chicago, St. Paul and Minneapolis, 52@54; Chicago, Milwaukee and St. Paul, 74⅞@75; do. pref., 100½@101¼; Chicago, Rock Island and Pacific, —@189½; Chicago and Alton, 105@106; do. pref., 120@124; Chicago, Burlington and Quincy, 121@122; Cleveland, Columbus, Cincinnati and Indianapolis, 72½@73¼; Col., Chicago and Indiana Central, 11½@11⅝; Delaware and Hudson Canal, 77⅞@78; Delaware, Lackawanna and Western, 83⅛@83¼; Hannibal and St. Joseph, 30@30¼; do. pref., 68@68½; Houston and Texas Central, 58¼@59; Lake Shore and Michigan Southern, 103⅜@103⅝; Louisville and Nashville, 125@—; Michigan Central, 84½@84⅞; Morris and Essex, 106@107; Manhattan Railway, 28½@29; Metropolitan Elevated, 92⅛@92¾; Nashville, Chattanooga and St. Louis, 69½@72; New York Elevated, 113@114; New York Central and Hudson River 124¾@125; New York, Lake Erie and Western, 38¼@38⅜; do. pref., —@61; New York, Ontario and Western, 27½@27⅝; Northern Pacific, 24¼@24⅜; do. pref., 49⅝@49⅞; Ohio and Miss. 28⅞@29; do. pref., 74¼@—; Pacific Mail, 36@36¼; Philadelphia and Reading, 55⅜@55½; St. Louis and San Francisco, 30@32; do. pref., 45@45½; do. 1st pref., 62@—; St. Louis and Iron Mountain, 47¼@47⅜; St. Paul and Sioux City, 39@40; do. pref., 72@74; St. Louis, Alton and Terre Haute, 15@17; do. pref., —@55; Union Pacific, 84½@84¾; Western Union Telegraph, 103@103¼; Wabash, St. Louis and Pacific, 33⅞@34⅛; do. pref., 64¼@64½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Boston and New York Air Line R. R., 47½; Cedar Falls and Minnesota R. R., 18; Chesapeake and Ohio 1st pref., 27; do. 2d pref., 19½; do. 1st, Series B, ex-int., 66; Chicago, St. Louis and New Orleans R. R., 28; do. 1st consol., 108½; Ind., Bloom. and Western R. R., 32; do. 1st, 74½; do. inc., 51¼; Lake Erie and Western R. R., 30; do. inc., 56; do. 1st, 99½; Missouri, Kansas and Texas R. R., 34⅝; do. consol. S. F. ass., 102; do. 2d, 61⅜; Mobile and Ohio R. R. 17½; do. 1st deben., 74; do. 2d deben., 40; do. 3d deben., 39¼; do. 4th deben., 30½; do. new mort., 103; Nashville, Chattanooga and St. Louis R. R., 71; do. 1st, 114¾; New York, Ontario and Western R. R., 28⅞; do. pref., 76; St. Paul and Sioux City R. R., 41; do. pref., 73¼; do. 1st, 101¾; Keokuk and Moines pref., 27; Ohio Central R. R., 20; do. inc., 49; do. 1st, 90½; Peoria, Decatur and Evansville R. R., 23; Chicago, St. Paul and Minn. R. R., 56½; do. 1st, 102½; Marietta and Cincinnati 1st pref., 7½; do. 2d pref., 5; do. 1st, 109¼; Oregon Railway and Nav. 110½; do. 1st, 93½; Louisville, New Albany and Chicago R. R., 90; International and Gt. Northern R. R., 39; do. 1st, 97½; do. 21 inc., 26½; do. 2d, pur. com. rec., 36; Chicago, Milwaukee and St. Paul S. W. Div. 6s, 103; Rome, Watertown and Ogdensburg 1st consol., 63; Laf., Bloom. and Muncie 1st, 98; St. Louis and San Francisco 2d, class A, 90; do. B, 73½; Delaware and Hudson 1st, Penn. div. reg., 112½; Winona and St. Peter 2d, 113½; Lehigh and Wilkesbarre consol. ass., 98; Kansas Pacific 1st consol., 93½; do. 6s, 1895, Feb. and Aug., with coupon certif., 118⅜; do. 6s, Denver Div., ass., with coupon certif., 104⅜; Chicago and Northwestern Extension bonds, 106; St. Louis and Iron Mt. 2d pref. inc., 71½; do. Arkansas Branch, 105; do. Cairo, Arkansas and Texas 1st, 101¼; Cairo and Fulton 1st, 106½; Denver and Rio Grande 1st, 101⅝; St. Louis, Vandalia and Terre Haute 1st, 118; Cleveland, Painesville and Ashtabula 7s, 113½; South Pacific 1st, 103¾; Cincinnati and Springfield 1st, guar. by by Lake Shore, 108; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass, sup., 81; do. inc., 35; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 106; do. St. Charles Bridge 1st, 105; Boston, Hartford and Erie 1st, 55¼; Albany and Sueq. 1st consol., 109½; Southern Pacific (of California) 1st, 97½; Texas and Pacific inc. L. G., 66; do. 1st, 103¼; do. consol., 96; Hudson River 2d, S. F., 111; Michigan 6s, 1909, 108½; Toledo, Peoria and Warsaw E. D., pur. com. rec., 129½; Chicago, Burlington and Quincy 8s, 109½; Houston and

Texas Central 2d, M. L., 110; Ohio and Mississippi 1st, Springfield div., 77; Syracuse, Binghamton and New York 1st, 113½; Indianapolis, Decatur and Springfield 1st, 99½; do. 2d, 65; Nashville and Decatur 1st, 112; Erie and Pittsburg consol., 102; Missouri 6s, 1887, 107⅛; do. 1888, 108; do. 1889 or 1890, 108⅛; Tennessee 6s, new, 29⅛; Am. Dist. Tel., 80; Sutro Tunnel, 2; Central Mining Co., 5; Climax, 2⅞; Homestake, 33; Leadville, 1½; Little Pittsburg, 7¼; Mariposa, 8¾; Silver Cliff, 4⅞; Standard, 29; Amie, 2; Caribon, 2½; Northern Central Coal, 26½; Consol. Coal, 35; Maryland Coal, 21; New York and Straitsville Coal, 106.

Philadelphia.—Pennsylvania and New York 7s, 1896, 123½; do. 1906, 122; Am. S. S. Co., 6s, 104; Union and Titusville 7s, 80; Pennsylvavania Canal 6s, 81⅛; Lehigh Coal and Nav. scrip, 91; Belvidere Delaware 3d mort., 104; Warren and Franklin 7s, 102; Philadelphia and Reading R. R. scrip, 86⅛; Pittsburg, Titusville and Buffalo pref., 25; do. scrip, 50; Railway Car Trust 5s, 99; Philadelphia and Reading C. & I. mort. 7s, 90; Erie and Western Transp. 6s, 101; Central Transp., 48¼; People's Pass. R. W., 15½; Philadelphia, Germantown and Norristown R. R., 102; Catawissa new pref., 51; Cincinnati 7.30s, J. & J., 121; Pittsburg Av. 7s, 106⅛. The latest quotations are: City 6s, 106@108; do. free of tax, 126@—; do. 4s, new, 104@105; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 107½@—; do. 5s, new loan, 115@115¼, do. 4s, new, 104@105; Philadelphia and Reading, 29¼@29⅜; do. consol. mort. 7s, coup., 119@—; do. reg. 118¼@119; do. mort., 6s, 101@102½; do. 7s, 1893, 115@—; United New Jersey R. R. and Canal, 160@161; Pittsburg, Titusville and Buffalo R. R., 15⅛@15¼; do. 7s, 81½@86¾; Camden and Amboy mort. 6s, 1889, 110¾@111¼; Pennsylvania R. R., 52@52⅛; do. 1st mort., 102½@102¾; do. gen'l mort., coupon, 116@—; do. reg., 117@120; do. consol. mort. 6s, reg., 112½@115½; Little Schuylkill R. R. 54⅞@55; Morris Canal, 60@64; do. pref., 149@150¼; Susq. Canal, 10@13; do. 6s, 75@82; Schuylkill Nav., 7@8; do. pref., 12⅛@14; do. 6s, 1882, 78⅛@79; do. 1872, 101@101⅛; Elmira and Williamsport pref., 50@51; do. 6s, 109@—; do. 5s, 85@86; Lehigh Coal and Navigation, 33⅜@33½; do. 6s, 1884, 107@107; do. R. R. loan, 110@111½; do. Gold Loan, 106@106½; do. consol. 7s, 105@105½; Northern Pacific, 27⅛@27⅝; do. pref., 52@52½; North Pennsylvania 49⅞@50⅛; do. 6s, 108¼@108½; do. Gen'l mort. 7s, reg., 115¾@116¼; Philadelphia and Erie, —@14⅞; do. 6s, 101@102½; do. 7s, —@112; Minehill, 57½@59; Catawissa, 15@16; do. pref., 52@52½; do. new pref., 49@52; do. 7s, 1900, 113¾@114¼; Lehigh Valley 51@51⅛; do. 6s, coupon, 119@121; do. reg., 118@—; do. 2d mort. 7s, 127@—; do. consol. mort., 112⅞@113⅛; Fifth and Sixth streets (horse), 115@117; Second and Third, 95@105; Thirteenth and Fifteenth, 70@80; Spruce and Pine, 52@55; Green and Coates, 96@100; Chestnut and Walnut, 76½@80; Hestonville, —@20; Germantown, 68@70; Union, 110@113; Lombard and South, 15@20; West Philadelphia 66@78; People's, 14¾@15¼; Ridge Av., 75@80; Continental, 96@99.

Boston.—Little Rock and Ft. Smith R. R., 32⅞; do. 7s, 98; Detroit, Lansing and Northern pref., 108; Louisiana and Missouri River R. R., 10; Pleasant Hill and Desoto 7s, 1907, 104¼; Kansas City, St. Joseph and Council Bluffs 7s, 111; Republican Valley R. R., 146; do. 6s, 101½; Cheshire pref., 51¾; Kansas City, Fort Scott and Gulf R. R., 43¾; do. pref., 77½; do. 7s, 107½; Chicago and West Michigan R. R., 59; Iowa Falls and Sioux City 7s, 1917, 106; Chicago, Clinton, Dubuque and Minnesota R. R., 73; do. 7s, 1910, 106¾; Rutland R. R., 6¼; do. pref., 26; do. 6s, 95; Marquette, Houghton and Ontonagon R. R., 17⅛; Illinois Grand Trunk 8s, 1890, 115¼; Kansas City, Topeka and Western 7s, 1905, 114¾; Cincinnati, Sandusky and Cleveland 7s, 91; Kansas City, Lawrence and Southern R. R., 80; Flint and Pere Marquette R. R., 19½; Nashua and Lowell 6s, 107; Cedar Rapids and Missouri River R. R., 111⅛; Atchison and Nebraska 7s, 112½; Vermont Central 8s, guar., 40¼; New Mexico and Southern Pacific 7s, 1909, 108½; Old Colony 7s, 1894, 118¼; Boston and Maine 7s, 120; Jackson, Lansing and Saginaw 8s, 1891, guar., 106; Connotton Valley R. R., 33¼; do. 7s, 1909, 97; Grand River Valley 8s, 1886, 109; Winnisimmet R. R., 49¾; Boston, Clinton, Fitchburg and New Bedford R. R., 18; Wisconsin Central 1st series, 57¼; Vt. Central and Vt. Canada Equip. 8s, 1889, coupons on from 1877, 39; Michigan Central 8s, 1890, Air Line, 113⅝; Maine Central R. R., 31; Portsmouth, Gt. Falls and Conway 4½s, 1937, guar., 78¼; Wisconsin Valley 7s, 1909, 107¾; Massachusetts 5s, 1891, gold, 109⅛; Boston 5s, 1905, gold, 110¼; Chicago 7s, 1881, 101; St. Louis City 6s, 1882, 102; Minneapolis 8s, 1887, 112; Toledo 8s, 1887@1896, 103; Boston Water Power, 10; Brookline Land, 4; Boston Land, 8⅛; New Hampshire Land, 7; Brunswick Antimony, 34; Atlantic Mining Co., 19; Allouez, 14; Blue Hill, 7; Catalpa, 1⅞; Central, 38½; Duncan, 3; Franklin, 16⅛; Great Basin, 4½; Huron, 5¾; Harshaw, 16⅛; Humboldt, 1; Madison, 1; National, 2½; Osceola, 37; Pewabic, 20; Silver Islet, 18; Sullivan, 9⅛; Star, 1½; Waukeag, 4; Winthrop, ½.

Baltimore.—Wilmington, Columbia and Augusta ctfs., 55½; South Side 2d mort., 99½; Baltimore and Ohio 2d pref., 108½; do. 6s, 1880, 102; Virginia 10 40 coupons, 95; North Carolina 4s, 72; City 6s, 1890, 114; do. 6s, 1900, 119½; do. 6s, 1902, 120½; do. 6s, exempt, 116; do. 5s, 1894, 111; do. 5s, 1900, 111; do. 5s, 1916, 111½; Savannah 5s, 79; Atlantic Coal, 1.40. The latest quotations are: Chesapeake and Ohio Canal 6s, —@95; Wilmington, Columbia and Augusta 7s, 55½@—; Baltimore and Ohio, 150@155; do. 6s, 1880, —@102; do. 6s, 1885, 106½@107¼; Northern Central 83@—; do. 6s, 1885, 108⅝@110; do. 6s, 1900, gold, 109@109½; do. 6s, 1904, gold, —@104; do. 5s, 80@80½; Marietta and Cincinnati 1st mort., 1892, 109⅛@109¼; do. 2d mort. 7s, 79@80; do. 3d mort. 8s, 39½@40⅛; Pittsburg and Connellsville 7s, 114½@114¾; Orange, Alex. and Manassas 7s, 82¾@83¼; Virginia consol. 6s, 55⅜@55½; do. 2d series, 23@23½; Virginia Consol. coupons, 91⅜@91½; Virginia 10-40 bonds, 39⅞@40; Virginia 10-40, coupons, 95@—; City 6s, 1902, 120@—; do. 1884, 106¼@—; do. 1890, 114@114¼; do. 6s, exempt, 115@—; do. 5s, 1885, 104@—; do. 1894, —@111; do. 1900, 111¼@—; do. 1916, 111½@111⅝; Maryland Defense 6s, 108@108½.

Lake Shore and Michigan Southern Railway.

At the annual meeting of the stockholders of the Lake Shore and Michigan Southern Railway Company, held in Cleveland, Ohio, on the 5th inst., the following gentlemen were re-elected directors: William H Vanderbilt, Augustus Schell, Samuel F. Barger, Cornelius Vanderbilt, William K. Vanderbilt, John E. Burrill and Darius O. Mills, of New York; Henry B. Payne and Amasa Stone, of Cleveland; Albert Keep, of Chicago; William L. Scott and Charles M. Reed, of Erie; and Rasselas Brown, of Warren, Penn. The Board was organized by the re-election of the following officers: President, Wm. H. Vanderbilt; Vice President, Augustus Schell; Treasurer and Secretary, E. D. Worcester; and General Manager, John Newell. From the report of the President, which was presented, it appears that the gross earnings of the road for the year ending December 31, 1879, were $15,271,492 47, and the operating expenses $8,934,524 42, leaving the net earnings, $6,336,968 05. The operating expenses for the year were but 58.50 per cent of the gross earnings, as against 60.70 per cent expended in 1878. Out of the net earnings, two dividends, one of 2½ and one of 4 per cent, amounting to $3,215,322 50, were paid, and the balance, with the exception of $56,520 48, which is retained in the Treasury, was expended in interest on the funded debt, dividends on guaranteed stock, the rental of four branch roads, the contribution of $250,000 to the sinking fund, and Ashtabula accident settlements, amounting to $60,128 00. In the operating expenses is included the cost of 9,500 tons of steel rails, increasing the number of miles of track laid with steel from 1,002 to 1,082. During the year an increase of $1,239,309, or 12.3 per cent is noted in the freight earnings over the previous year. The company owns 1,025 miles of road, and leases 152 miles. The first mortgage debt has been diminished by $250,000, and the second mortgage debt has increased $65,000, which represents the purchase made giving the company control of the Chicago and Canada Southern Railway. The funded debt January 1, 1880, amounted to $35,915,000, an increase of $415,000.

☞ At a special meeting of the Directors of the Pennsylvania Railroad Company, held in Philadelphia on the 5th inst., George B. Roberts was elected a member of the Board and President of the Company, to take effect on the 1st of June, upon the retirement of Col. Scott.

☞ The following gentlemen have been elected directors of the American Dock and Improvement Company: Francis S. Lathrop, John Kean, Frederick I. Frelinghuysen, Benjamin Williamson, Frederick A. Potts, George G. Haven and Samuel Knox.

☞ A company has been incorporated at Tucson, Arizona, under the name of the "Southern Arizona Railroad Company," to build and operate a railroad from the crossing of the San Pedro by the Southern Pacific Railroad to Tombstone.

☞ It is proposed to extend the Narrow gauge Southern Pacific Railroad from Pajaro to Hollister.

Hydraulics on a Railroad.

The methods of hydraulic mining have been employed with great success in clearing away the heavy slides of earth which occured recently on the Central Pacific Railroad above Alta. The mass of earth was so great, and the difficulty of handling it in the ordinary way so formidable, that unless water had been resorted to several weeks might have elapsed before the track was cleared. But the hydraulic miners were called upon for help, and they found the situation one which presented no perplexities to them. They brought up their pipes and monitors, constructed a flume from a ditch which was, fortunately, near at hand, and in 14 hours piped away a body of debris which had been the despair of picks and shovels. The tremendous power of hydraulic mining methods has been here exhibited in a very practical way, and for the benefit of the community. Those who witnessed the dispatch of this avalanche of earth have attained a lively perception of the effects produced upon the bluffs which contain the gravel deposits. It is, indeed, somewhat singular that the hydraulic monitor has never, so far as we are aware, been used in making cuts on railways where the soil is sufficiently soft to be piped. It might be thought that in such cases there would be great economy in the application of water-power, for a strong head of water directed by an experienced hand will cut out and carry away more dirt in one day than 50 men could shovel and pick in a week. The slide at Alta would have undoubtedly delayed the resumption of railroad travel very much longer, but for the happy thought of enlisting the monitors and little giants in the work of clearing the track.—[Sacramento (Cal.) Record-Union, April 24.

Northern Central Railway.

At the annual meeting of the stockholders of the Northern Central Railway Company, held in Baltimore on the 26th of February, the following report of the directors was presented and adopted:

OFFICE OF NORTHERN CENTRAL RAILWAY CO.,
BALTIMORE, February 26, 1880.

To the Stockholders of the Northern Central Railway Company:

Your directors submit the following report of the operations of the company for the year ending December 31st, 1879.

The revenue of your main line, with its leased and controlled roads, was as follows:

From passengers	$627,926 83
" freight	3,272,301 56
" express	59,647 22
" mails	42,741 18
" miscellaneous	105,332 03
Total	$4,107,948 82

The operating expenses were:

For conducting transportation	$956,020 93	
For motive power	816,200 77	
For maintenance of way	715,619 53	
For maintenance of cars	308,364 73	
For general expenses	65,736 01	
		2,861,941 97
Leaving as net earnings		$1,246,006 85

In comparison with the year 1878 there was an increase in gross earnings of $384,491 92, equal to 10.33 per cent.

Total expenses for 1878	$2,604,497 21
The expenses for 1879 were	2,861,941 97
Showing an increase in expenses of	$257,444 76

—being 9.88 per cent more than 1878.

The increase in net earnings was $127,047 16, or 11.35 per cent.

In addition to the net earnings as above stated		$1,246,006 85
There was received from dividends and interest	148,339 70	
Contribution for operating Elmira, Chemung, and Canandaigua Divisions, (from Pennsylvania Railroad Company)	159,736 96	
Royalty on coal mined—Shamokin Division	26,055 26	
Total net receipts		$1,580,138 77

Which have been applied as follows:

Interest on lien to State of Maryland	$90,000 00	
Interest on $1,490,000 mortgage bonds, due 1885	89,400 00	
Interest on $1,126,000 mortgage bonds, due 1900	67,560 00	
Interest on $2,804,000 gold mortgage bonds, due 1900	168,240 00	
Interest on $4,525,000 Consolidated General Mortgage gold bonds, due 1904, say twelve months on $4,425,000 and six months on $100,000 .... $268,500		
And on $18,000 drawn bonds, 6 months, to July 1, 1879. 1,440		
	269,940 00	
Interest on $1,000,000 second general mortgage, 6 per cent convertible bonds	60,000 00	
Interest on $3,000,000 second general mortgage, 5 per cent bonds	150,000 00	
Total interest on mortgage indebtedness of the company		$895,140 00
Interest, discount and taxes	26,623 11	
Rents and interest on mortgages & ground rents	30,918 63	
Rental Shamokin Valley and Pottsville Railroad	52,167 00	
Interest on bonds Shamokin Valley and Pottsville Railroad	140 000 00	
Interest on equipment Shamokin Valley and Pottsville Railroad	11,521 59	
Rents do do	982 81	
Rental Elmira and Williamsport Railroad	165,000 00	
Interest on equipment Elmira and Williamsport Railroad	29,166 92	
Rents do do	94 93	
Dividends Chemung R. R	22,800 00	
Interest on equipment Chemung Railroad	12,817 92	
Rents Chemung R. R	1,434 20	
Interest on equipment Elmira, Jefferson and Canandaigua Railroad	24,269 77	
Rents do do	3,297 24	
		1,416,144 12
Balance of net income for 1879, carried to credit of profit and loss account		$163,994 65

The net income of your property, therefore, exceeded all charges of every kind by the sum of $163,994 65.

In the following tables are given the sources of revenue and expenses of the several lines of the company for the year 1879, as compared with those of 1878:

Receipts from—	Maine Line.	Green Spr. Br.	Sham. Div.	Elmira Div.	Chem. Div.	Canand. Div.	Total.
Freight	$2,218,443 31	$5,497 28	$399,016 93	$877,381 17	$38,479 02	$182,533 85	$3,272,301 56
Passengers	419,665 99	2,098 80	16 040 58	98,079 13	39 035 69	53,006 69	627,926 83
Express	44,141 06	.....	851 89	6,607 40	2,765 60	5,781 77	59 647 22
Mails	27,336 60	290 70	1,128 89	7,486 00	2,072 51	4,428 48	42,741 18
Miscellaneous	98,971 41	.....	26 21	6,799 91	220 86	813 64	105,332 03
Total for year 1878	$2,809,558 37	$7,886 78	$416,561 95	$495 303 61	$182,573 68	$246,064 43	$4,107,948 82
Total for year 1878	2,566,083 75	6,359 59	274,333 33	471,562 01	149,109 53	256,008 69	3,723,456 90
Increase	$243,474 62	$1,527 19	$142,228 62	$13,741 60	D. $16,535 85	D. $9,944 26	$384,491 92
Expenses in—							
Conducting transp	$601,205 66	$1,878 68	$45,761 51	$159,685 27	$53,567 13	$94,222 68	$956,020 93
Motive power	536,240 07	2,864 72	36,644 98	130,091 97	40,274 87	70,584 16	816,200 77
Maintenance of cars	299,250 22	.....	1,553 00	3 879 95	1,213 98	2,427 58	308,364 73
Maintenance of way	449,878 37	5,444 86	40,061 40	124,678 73	35,925 11	59,733 06	715,619 53
General expenses	80,010 47	63 04	5,736 33	16,500 12	4,275 92	9,150 13	65,736 01
Total for year 1878	$1,916,624 79	$9,251 30	$129,757 22	$184,984 04	$135,957 01	$236,117 61	$2,861,941 97
Total for year 1878	1,717,216 99	7,905 94	112,044 85	402,100 88	125,928 21	239,300 34	2,604,497 21
Increase	$199,407 80	$1,345 36	$17,712 37	$32,883 16	$9,328 80	Dec. $3,182 73	$257,444 76

The total number of passengers carried was as follows:

	1879.	1878.
Northern Central Railway	1,109 061	991,982
Green Spring Branch	20,058	17,712
Shamokin Division	46,413	45,960
Elmira Division	121,681	119,918
Chemung Division	125,072	111,178
Canandaigua Division	108,564	93,643
Total	1,530,879	1,380,393

Increase, 150,486, or 10.9 per cent.

PASSENGERS ONE MILE.

	1879.	1878.
Northern Central Railway	17,243,144	15,883,941
Green Spring Branch	106,338	96,401
Shamokin Division	562,834	571,710
Elmira Division	3,703,977	3,686,258
Chemung Division	1,864,367	1 695,237
Canandaigua Division	2,407,854	2,189,290
Total	25,888,514	24,122,837

Net increase, 1,765,677, or 7.3 per cent.

The amount received from transportation of passengers in 1879 was	$627,926 83
The amount received from transportation of passengers in 1878 was	657,005 81

Decrease, $29,078 98, or 4.4 per cent.

The number of tons of freight moved was as follows:

	1879.	1878.
Northern Central Railway	3,964,918	2,991,586
Green Spring Branch	22,150	10,972
Shamokin Division	1,149 275	759,522
Elmira Division	1,118 693	793,649
Chemung Division	884 266	730,737
Canandaigua Division	781,564	516,905
Total	7,920,866	5,803,371

Increase, 2,117,495, or 36 487 per cent.

TONS ONE MILE.

	1879.	1878.
Northern Central Railway	272,299,044	192,579,792
Green Spring Branch	167,863	78,581
Shamokin Division	23,300,242	14,151,871
Elmira Division	61,336,074	39,197,023
Chemung Division	18,139,161	13,567,422
Canandaigua Division	28,950,377	20,662,053
Total	404,192,761	280,236,742

Increase, 123,956,019, or 44.233 per cent.

The earnings per mile of road were as follows:

Northern Central Railway—			
Baltimore Division	91	miles,	$20,475 56
Susquehanna Division	47	"	18,612 87
Main Line	138	"	19,841 16
Green Spring Branch	9	"	844 01
Shamokin Division	28	"	14,824 42
Elmira Division	78	"	6,169 36
Chemung Divisioc	22	"	5,806 16
Canandaigua Division	47	"	5,018 17

The tonnage of the main line of the Northern Central Railway was increased 978,332 tons, with an increase in earnings of $266,968 99,

On the Shamokin Railroad the increase in tonnage was 389,753 tons, increase in earnings, $143,337 91. On Elmira Railroad, increase in tonnage, 325,044 tons, increase in earnings, $34,528 05. On Chemung Railroad, increase in tonnage, 153,529 tons, decrease in earnings, $10,546 59. On Canandaigua Railroad, increase in tonnage, 264,659 tons, decrease in earnings, $858 81. On Green Spring Branch, increase in tonnage, 11,178 tons, increase in earnings, $1,272 27.

The total number of tons and tonnage mileage, and the revenue derived from the same, on all lines of the company, were:

	Tons.	Money.	Tons 1 mile.	Rate per ton per mile.
1879.	7,920,866	$3,272,301 56	404,192,761	.810
1878.	5,803,371	2,837,599 44	280,236,742	1.013
Inc.	2,117,495	$434,702 12	123,956,019	....
Dec.	.....	....	....	.203

The coal tonnage of the Main Line in 1878 was 871,232 tons, and in 1879, 1,185,145 tons. There was an increase in the trade going on to the Pennsylvania Railroad at Marysville and Dauphin of 74,818 tons. There was an increase of 3,321 tons to points on the Cumberland Valley Railroad. The total tonnage to Baltimore was 368,337 tons, an increase of 82,320 tons in 1879.

The coal tonnage of the Shamokin Branch in 1879 was 972,875 tons; in 1878, 655,581 tons—showing an increase of 317,294 tons.

The coal tonnage of the Elmira and Williamsport Railroad in 1879 was 595,519 tons, and in 1878, 463,029 tons—an increase 132 490 tons. The decrease from the McIntyre Mines, near Ralston, was 17,277 tons. In the north bound anthracite trade there was an increase of 96,463 tons.

The coal tonnage of the Chemung Railroad was decreased from 437,086 tons in 1878 to 431,258 tons in 1879—a total decrease of 5,828 tons.

On the Canandaigua Railroad the coal tonnage of 1878 was 275,061 tons; in 1879, 351,516 tons—an increase of 76,455 tons. There was a decrease of 4,111 tons in shipments to Coal Point, at Watkins, New York, and an increase of 80,566 tons in shipments to other stations.

On the Green Spring Branch the coal tonnage of 1878 was 5,302 tons, in 1879, 7,655 tons—an increase of 2,353 tons.

The decrease in the bituminous coal tonnage from the Erie Railway and Tioga and Elmira State Line Railroad, destined to points north of Elmira, as compared with the previous year, was 68,865 net tons, the decrease in revenue from this source being $9,317 16.

Your attention is particularly directed to the statistics of the freight traffic of your lines, as shown in the foregoing tables. It will be seen that while the tonnage mileage shows the very large increase of 44.3 per cent, the gross receipts, owing to the low rates prevalent during the year, only increased 15.3 per cent. Fortunately, the excellent condition of your property, as a result of the wise expenditures of the past few years, and the thorough efficiency of your service, enabled this largely increased tonnage to be moved without a corresponding increase of expenses.

The average receipts from freight on your main line, leased lines, and branches, were 0.810 cents per ton per mile; the cost per ton per mile was 0.540 cents, which we believe to be unprecedentedly low for a railway with the physical characteristics of yours.

During 1878 there were moved over your road to Baltimore 14,812,066 bushels of grain, and in 1879, 25,812,279 bushels. By means of the additional elevator erected on the old coal pier at Canton, alluded to in last year's report, this large business was handled with reasonable promptness.

To enable your company to secure its proper share of the tobacco business, a warehouse for the receipt, inspection, and storage of tobacco was erected at Canton. This warehouse will have to be enlarged this year, owing to the rapid increase of this class of traffic.

In the report of last year it was stated that arrangements have been made under which the Elmira and Williamsport seven per cent bonds, amounting to one million of dollars, falling due on January 1st, 1880, might, at the option of the holders, be extended for thirty years, at six per cent per annum. The holders of these bonds, with the exception of $33,000, have availed themselves of this privilege, and have had their bonds extended. The $33,000 of outstanding bonds are being purchased by this company on presentation, and will be extended, and the new bonds sold at a profit, thus more than re-imbursing your company.

Accompanying this report will be found the Treasurer's Income Account and General Financial Statement, together with the Profit and Loss Account for the year. From the latter it will be seen that the balance to the debit of the Profit and Loss Account, on December 31st, 1878, was, $276,850 18. On December 31st, 1879, the balance to the debit of the account was $97,186 67.

Your board take pleasure in reporting that your property is in excellent condition. Its roadbed, equipment, and all other facilities were never so complete as at present. We believe them to be now quite equal to the standard of other first class roads. There are now in the tracks of your various roads 32,795 tons of steel rails, leaving but 4,799 tons of iron rails remaining, which will be replaced by steel during the present year. In accordance with the conservative policy heretofore pursued by your company, all items of construction and equipment have, during the past year, been charged to expenses, the purpose being to place the company on a perfectly safe and sound financial basis.

In conclusion, your board desire to express their appreciation of the zeal and efficiency displayed by the officers and employes in all departments during the past year. They take pleasure also in saying that the reviving business of the country will, in their judgment, justify an increase of their compensation not later than the first of April next. The increase in the net revenue during the past year was so slight that the company was not warranted in taking this step at an earlier date. But they desire to convey the assurance that such further action will be taken from time to time as may be justified by the circumstances of the case.

By order of the Board of Directors.

THOMAS A. SCOTT, President.

Traveling Confidence Operators.

The *Hub* for May contains an account of the exploits of some traveling confidence operators who have come under the observation of Messrs. Valentine & Co., the great varnish house of this city, Chicago and Paris. These operators turned up as representatives of this house, in different parts of the country, and after selling goods and taking orders therefor obtained cash from their customers upon their drafts upon it. In this way "a n phew of Mr. Valentine" obtained $75 in Kentucky of one house and the same amount of another. Another appeared in Brooklyn, like the above, as successor of their old traveling salesman, and kindly took off their hands, the stock of one or two of Valentine's customers, which, they wished to exchange. Of course it has not been exchanged yet. This Brooklyn operator finally struck the wrong customer who had just met this man's predecessor, who, he was told by this operator, had been discharged some two weeks. This ended his operations in Brooklyn for Messrs. Valentine & Co., but he again turned up as the representative of another varnish house to continue his exploits. It is not so strange that men can be deceived in this way, as in the case of the ordinary confidence operator. Yet if people would follow Mr. Valentine's advice, "Never on his bare assertions, trust a man you don't know, with anything of value," such operations and operators as the above would both be impossible.

Disastrous Results of Last Fall's "Booms."

The following from the Produce Exchange Reporter is a very correct epitome of the financial, industrial, and commercial situation of the country to-day.

"These booms in Pork, Lard, Wool, Iron, Wheat, Paper, Cotton, Coal, Gas, Lumber, Cotton and Woolen goods, Real Estate and in Rents, are the great curse of the age, already the prosperity of the country is checked and confidence in the future greatly shaken, and the many men engaged in these booms are standing in a critical position, their credit impaired, as failures seem certain at no very remote period. That these wild and ill-timed speculations, in many of the leading and indispensible articles of food and trade, should be encouraged by our banks is a very great misfortune, and many of these banks are now likely to suffer for their imprudence and bad judgment. This most persons will not be sorry to learn. The purchasing power of our people is not such as to enable them to more than live at former rents, and at about last Autumns prices for most staple articles of food, but if all these are advanced 25@40 per cent more than a year since, it is perfectly plain that people must deprive themselves of very many useful articles of food and clothing, and consequently many branches of industry cannot fail to suffer."

☞ While railroad supplies manufacturers are generally reducing their production Mr. D. A. Hopkins is running his works over time to keep up with his orders for Patent Journal Bearings, for which he has received orders, since May 1st, for over 100,000 lbs., largely from Eastern roads.

☞ Surveyors are now engaged on the north shore of Staten Island making surveys for the Staten Island Rapid Transit Railroad Company.

Richmond and Southwestern Railroad.

Cumberland, County, Va., has voted, 6 to 1, to subscribe $50,000 to the Richmond and Southwestern railroad. The proposed road will start at Gloucester point at the mouth of the York river, extending to the southern boundary of the western part of Kentucky, and is intended to pass through West point, Richmond, Lynchburg, Fincastle, the counties of Craig, Giles, Bland, Tazewell, Russell and Wise, in Virginia, to Pound Gap on the boundary of Virginia and Kentucky, and from Pound Gap along the valley of the Kentucky river to Beattysville, and by the most direct route to Louisville, Ky., and along the valley of the Ohio and Mississippi rivers to the southern boundary of the State, touching at Owensboro', Henderson and Paducah, where it connects with the Danville, Olney and Ohio River railroad, (a three-foot gauge, which will give it a through connection to Chicago and the lakes,) now in course of construction.

From Paducah the road will run to Cairo, with the expectation of final extension to the Gulf of Mexico and to the far West. A loop will be constructed from Pound Gap, through or near Saylersville, in Magoffin county, by the most direct route, to Maysville, on the Ohio river, and along the Ohio valley, through Covington, opposite Cincinnati, to Louisville, there uniting with the first line. This line, extending from Gloucester Point to the Mississippi at the Tennessee boundary, including the loop line to reach Cincinnati and gather both east and west-bound freightage, is the trunk line, and will be built with double tracks, steel rails, and all the characteristics of a first-class railroad of three-foot gauge, bringing the city of Louisville within seven hundred and sixty miles of one of the best and safest ports on the Atlantic coast over a road under one ownership and one management. This line traverses an exceedingly rich country, which is almost destitute of railroad facilities.

East Side and Mount Vernon Railway.

At a meeting of the Rapid Transit Commissioners of Westchester county held at Mount Vernon on the 30th ult, for the purpose of adopting a name for the company which is to build the Westchester branch of the route it was decided to designate it as "The East Side and Mount Vernon Railway Company." The line is to begin at Bronxdale, between Williamsbridge and Woodlawn, and will run as straight as the topography of the country will permit to a point in Mount Vernon on Fourth avenue, between Third and Fourth streets, and thence to the southern terminus of the surveyed line of the New York, Housatonic and Northern Railroad, between Mount Vernon and Pelhamville; thence westerly, skirting Chester Hill to Corson's Corners, and southerly along the Bronx Valley to Woodlawn Heights where it is proposed to connect with the westerly branch of the Suburban Company's road, provided that company concludes to build this branch. The Westchester Company, which is to be organized and given a charter by the commissioners, will be required to build the road from Bronxdale to Fourth avenue, Mount Vernon, within five years from the organization of the company, and that portion from Fourth avenue westerly and southerly to Woodlawn Heights within ten years from the organization. The fare to be charged from Fourth avenue by either branch to the city line is fixed at the maximum rate of ten cents, and five cents between any two adjacent stations. On commission trains, which are to be run between the hours of six and eight o'clock A. M. and five and seven P. M., the maximum rate of fare is to be eight cents, no reduction being required between stations during those hours. The capital stock is to be $250,000, divided into 25,000 shares.

Grand Trunk Railway of Canada.

The revenue statement of this company for the month of February is as follows:

	1880.	1879.
Gross receipts	£153,393	£137,524
Working expenses	112,055	113,945
Net profit	£41,338	£23,579

—showing an increase in gross receipts of £15,869, a decrease in working expenses of £1,890, and an increase in net profit of £17,759.

The aggregate for two months (January 1 to February 29) is as follows:

	1880.	1879.
Gross receipts	£315,636	£291,185
Working expenses	231,890	235,091
Net profit	£83,746	£56,094

—showing an increase in gross receipts of £24,451, a decrease in working expenses of £3,201, and an increase in net profit of £27,652.

☞ The earnings of the Milwaukee, Lake Shore and Western Railway for 1879 were $315,942, the operating expenses $187,983, and the net earnings, $127,959. The total earnings for 1878 were $250,130. The net gain for 1879 is $75,626. The company owns 180 miles of road, with an average of 165 miles of road operated during the year. Its bonded indebtedness is $1,345,000; total interest bearing debt, $1,463,006; preferred stock, $5,000,000; common stock, $1,000,000. Cost of completed road and equipment, $7,546,082.

☞ The engineer corps of the Pittsburgh, Virginia and Charleston Railroad, are in the vicinity of Connellsville looking for a route through the coal fields lately opened up by the Connellsville Coke and Iron Company. The Southwest Railroad will also run a branch through the new fields. The former are now working in the vicinity of New Haven, with the view, probably, of running a road directly to the shaft.

☞ The Coney Island Elevated Railway Company, of which Alonzo Slote is the president, proposed to build an elevated railroad connecting Brighton and West Brighton Beaches, and crossing the Ocean Parkway. The Park Commissioners control the Parkway and have referred the matter to President Stranahan, with power.

☞ The Treasurer of the State of Connecticut, as Trustee, has taken possession of the Connecticut Western Railroad, on the petition of persons holding $1,289,000 worth of the bonds of the road, being more than one-third of the total amount of bonds. The Treasurer will probably take steps for foreclosure at once.

☞ The Newfoundland Legislature have passed the bill authorizing the building of a railway from St. John's through the Isthmus of Avalon to the head of Notre Dame Bay, with branch lines; $5,000,000 is to be borrowed for this purpose.

☞ Arrangements have been completed whereby the Chicago and Toman Narrow gauge railroad will hereafter be controlled by the Chicago and Northwestern Railway Company. There is completed 67 miles of road from Woodman to Lancaster and Montford, and the roadbed is graded from Wauzeka to Toman. It is the purpose of the Chicago and Northwestern to immediately extend the line from Montford to Madison.

Great Western Railway of Canada.

The gross receipts, working expenses, etc., of the Great Western Railway of Canada for the month of March, 1880, (excluding leased lines), were:

	1880.	1879.
Gross receipts	$409,600	$330,200
Working expenses	235,800	235,900
Net profit	$173,800	$94,300

—showing an increase in gross receipts of $79,400, a decrease in expenses of $100, and an increase in net profit of $79,500.

The aggregate for two months (February 1 to March 31) is as follows:

	1880.	1879.
Gross receipts	$709,500	$641,200
Working expenses	462,300	463,400
Net profit	$247,200	$177,800

—showing an increase in gross receipts of $68,300, a decrease in working expenses of $1,100, and an increase in net profit of $69,400. The working expenses include transfers to reserved funds.

Philadelphia and Erie Railroad.

The earnings, expenses and net earnings of the Philadelphia and Erie Railroad for the month of March, 1880, were:

Gross earnings	$327,678 32
Gross expenses	187,056 32
Net earnings	$140,522 00
Net earnings three months 1880	$593,146 26
Net earnings three months 1879	525,409 83
Increase	$70,736 43

☞ Judges Butler and McKennan have decided that the Philadelphia, Wilmington and Baltimore Railroad Company is a "citizen" of Pennsylvania, and can be sued in the Courts of that State. The three roads, of which this company consists, severally incorporated in Pennsylvania, Delaware and Maryland, were afterwards incorporated by Legislative enactment under the company's present title.

☞ Messrs. H. K. Porter & Co., of Pittsburg, have just completed the lightest locomotive ever made for actual service. The cylinders are but six inches in diameter. It is to haul gold and silver ore on a 20-inch track, from the mines of Friendersat raw & Co. of Arizona. Its capacity on a level track is 150 tons.

☞ The Harlan & Hollingsworth Company of Wilmington, Del., sent to New York on the 28th ult., by the steamer Columbia, 50 flat cars, 120 box cars and 14 passenger cars, for the Oregon Railway and Navigation Company, all packed in boxes to be sent by water to Oregon.

☞ George E. B. Jackson has been elected President, and Josiah H. Drummond Clerk of the Maine Central Railroad Company. The President was ordered to make a contract for a new iron bridge over the Kennebec at Skowhegan.

☞ The ceremony of breaking ground on the east side division of the Oregon Railway Company's proposed road was performed at Silverton.

West Side and Yonkers Railway.

A mortgage from the West Side and Yonkers Railway Company, organized in 1879, to the Central Trust Company was recorded in the office of the Register of this County on the 29th ult. The instrument was dated Feb. 1, 1880, and is given to secure the payment at the end of thirty years of registered first-mortgage bonds of $100 each, aggregating $1,142,500, and bearing interest at the rate of 6 per cent. The mortgageors are about building a railroad from River street and Eight avenue, this City, to Yonkers, connecting with the upper terminus of the Metropolitan Elevated Railway by a bridge over the Harlem River, and the money borrowed on these bonds is to defray the expenses of the road construction, which is authorized by the Rapid Transit act passed by the Legislature in June, 1875. The road "constructed, being or to be constructed," and all property appertaining thereto, including rolling stock, depots, &c., are mortgaged to the Trust Company by the instrument. It does not appear whether the road is to be elevated or not.

☞ The gentlemen named as directors of the Mechanicsville and Fort Edward Railroad Company are: Coe F. Young, of Honesdale, Penn.; Theodore Voorhees and E. F. Bullard, of Troy, N. Y.; Isaac V. Baker, of Comstocks; James Roosevelt, George L. Haight, and James C. Hartt, of New York, with Charles D. Hammond, J. White Sprong, Charles W Wentz, and Henry F. Marcy, of Albany, and others. The capital is placed at $100,000. The company has the property and franchises of the Schuylerville and upper Hudson Railroad, which was sold under foreclosure, and will maintain and operate that road.

☞ At the annual meeting of the Directors of the Vicksburg and Meridian Railroad Company, held at Vicksburg, Miss., on the 3d inst., Thomas Rigby was re-elected President, and Frederic Wolfe, of Montgomery, Ala,; George S. Obear, of Macon, Ga., and E. Richardson, of Jackson, Miss., were added to the Directory.

☞ The officers of the Little Rock, Mississippi River and Texas Railroad are: J. E. Redfield, President: G. S. Daniels, Treasurer; J. A. Woodson Secretary, and E. Winchester, John. H. Reed, Elisha Atkins and the President the executive committee.

☞ The following is the report of the canal business of Buffalo for the month of April: amount of tolls collected, $30,719 79; number of boats cleared, 440; shipments of grain—wheat, 1,953,831 bushels; corn, 832,921 do,; oats, 148,961 do,; rye, 33,150 do, ; malt, 23,934 do.

☞ A surveying corps is in the field between Gainesville and Fort Worth, Texas, in the interest of an extension of the Missouri, Kansas and Texas railroad.

☞ Col. Philip D. Fisher, of Columbus, Ohio, has been appointed chief engineer of the narrow gauge road which is to run from Burlington, Iowa, to Toledo, Ohio.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Delphos and Paulding Railroad Company—termini, Delphos and Paulding Center, passing through Allan, Van Wert, Putnam and Paulding counties—capital stock $60,000, by P. W. Morton and others

Oregon Railroads.

A correspondent writing from Portland, Oregon, under date April 8th says that all along the Columbia river, from the Dalles to Wallula, work is going on—bridges being built, grading being done—and beyond Wallula the Northern Pacific is constructing to Ainsworth, at the junction of the Columbia and Snake rivers, and 200 miles beyond there, towards Lake Pend d'Oreille, in northern Idaho. Surveys are already being made on the line down the Columbia, from the Dalles to Portland. Surveys are also being made on the Snoqualmie and Cowlitz passes, over the Cascades to Puget Sound, where the Northern Pacific Railroad intends to go in good time. Short roads are being located to reach productive districts tributary to the upper Columbia, and you know all about the competition between the narrow-guage and standard-track roads in this valley. All this means business and more or less prosperity for everybody.

Cars for Japan.

The Harlan & Hollingsworth Company has just completed eight cars—three first and three second class passenger and two combined passenger and baggage cars— for the Japanese government, to be used on the "Poronai Railway of Hokkaido," now in process of construction in Yesso or Jesso, one of the largest of the Japanese islands. The cars will be shipped, in sections, from New York, and Mr. Taylor Strickland will go out to Japan to put them together again and remain there for one year. Mr. S. will go overland to San Francisco and thence by steamer to Japan. —[Wilmington Every Evening.

☞ The appeal suit of L. F. Barron vs. the Baltimore and Ohio and Pittsburg, Fort Wayne and Chicago Railroad Companies, for alleged violation of the State law regarding the proper heating of cars, came up for hearing on demurrer before the Court of Common Pleas at Mansfield, Ohio, on the 23d ult. Judge Dickey sustained the defendants' demurrer, principally upon the ground that there was no cause of action. There were one hundred and thirty cases in all. The decision of the court virtually makes a final disposition of the entire lot.

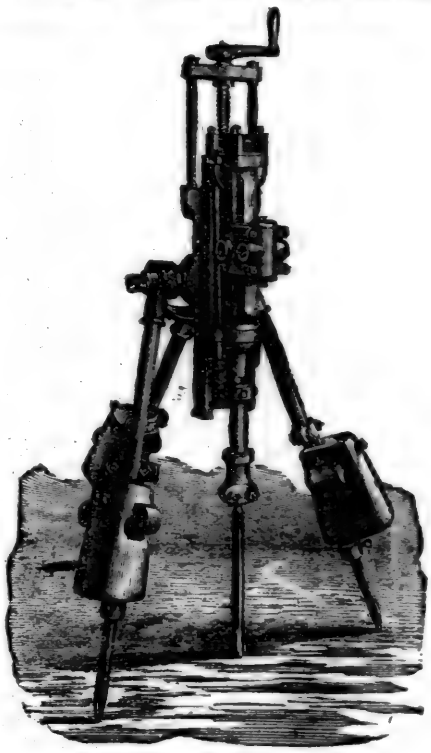
☞ A dispatch from Tucson, Arizona, 21st ult., says that since the opening of the Southern Pacific Railroad to that point, there has been a wonderful increase in trade with Mexico, many teams per day leaving for Sonora. A station will soon be opened at Temstonetown. The track of the Southern Pacific was laid 35 miles east of Tucson, and the work of grading was proceeding at the rate of a mile per day.

☞ The Supreme Court of Virginia has decided that the McCulloch act of 1879, exempting State obligations from taxation, was constitutional and valid, and that the State was bound to receive the coupons attached to the bonds issued under said act at their face value in payment of taxes and other demands of the State.

☞ Preparations are being made to commence work on the Brattleboro and Whitehall Railroad, which will be pushed rapidly to completion. The iron is expected in two weeks, and in the meantime the work of leveling up the road bed and laying ties will go on.

☞ The Olympia and Tenino Railroad, in Oregon, was sold by the Sheriff recently for taxes, As no bidders appeared the county took it at $1,558 11. Trains are running as usual.

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PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT,
PHILADELPHIA, May 1, 1880.

THE BOARD OF DIRECTORS HAS THIS DAY declared a semi-annual dividend of THREE PER CENT., on the Capital Stock of the Company, clear of all taxes, payable on and after May 28, to stockholders as registered on the books of the Company at 3 o'clock P. M., April 30, 1880.

In order to give the shareholders the benefit to be derived from a distribution of the shares of the Capital Stock recently purchased from the City of Philadelphia, the option is given to the shareholders to receive the dividend hereby declared, either in cash or in scrip convertible into the Capital Stock of the Company at par, when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before the First day of October next, otherwise the dividend will be paid in cash.

JOHN D. TAYLOR,
Treasurer.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week (three days' work only) ending on the 24th of April as reported by the several carrying companies, amounted to 339,928 tons, against 498,311 tons in the corresponding week last year, a decrease of 104,383 tons. The total amount of anthracite mined for the year is 6,435,707 tons, against 6,745,679 tons for the same period last year, a decrease of 309,972 tons. The quantity of bituminous coal sent to market for the week amounted to 87,508 tons, against 78,590 tons in corresponding week last year, an increase of 8 911 tons. The total amount of bituminous mined for the year is 1,041,054 tons against 935,-028 tons for the corresponding period last year, an increase of 106,026 tons. The total tonnage of all kinds of coal for the week is 481,486 tons, against 576,908 tons in corresponding week last year, a decrease of 95,472 tons, and the total tonnage for the coal year is 7,476,761 tons, against 7,680,707 tons to same date last year, a decrease of 203,946 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of April was 152,300 tons, of which 107,856 tons were coal and 44,444 tons coke. The total tonnage for the year thus far has been 2,-189,398 tons of which 1,532,059 tons were coal and 557,339 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended April 24 were 59,365 tons, and for the year to that date 536,543 tons—149 521 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 31,551 tons, and for the year 430,266 tons, an increase of 162,751 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 20,879 tons, and for the year 42,370 tons, a decrease of 19,-632 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 6 935 tons, and for the year 63,907 tons, an increase of 13,303 tons as compared with 1879.—[Phil. Ledger, May 1.

Compressed-air Locomotives.

Superintendent Thomas, of the Sutro Tunnel, was in town last evening. He says all work in the tunnel is going ahead very satisfactorily. Yesterday he tried some experiments with the new compressed-air locomotives. They were found to work well. They were first tried with the air tanks (which, on these engines, take the place of a steam-boiler on an ordinary locomotive) charged to a pressure of 100 pounds to the square inch. This pressure was afterward increased to 200 pounds to the square inch. To-day a test will be made by charging the air reservoirs to a pressure of 300 pounds to the square inch. They are calculated to stand a pressure of 350 pounds to the square inch. It is supposed that with a pressure of from 250 to 300 pounds on the compressed air reservoirs the engines will be able to make the round trip through the tunnel, taking in a train of empty cars and bringing out a loaded train. In case the tanks furnished with the engines prove too small to carry sufficient air to run into the branch tunnels and return, tenders containing tanks of any required size can be placed behind the locomotives. These tanks will be charged with a powerful air-compressor stationed at the mouth of the tunnel.—[Virginia (Nev.) Enterprise, Apl 25.

☞ We see it stated that plans are being considered for the construction of a railroad from the Hanover Junction, Hanover and Gettysburg Railroad, or the Berlin Branch road, to a point on the Harrisburg and Potomac Railroad near York Springs. It will practically be an extension of the Hanover and Baltimore road in the direction of Harrisburg.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, May 14, 1880.

The World's Product of Gold and Silver.

The *Quarterly Review* for April contains the most comprehensive article on gold and silver mining that we have seen. Col. Richard J. Hinton is one of, if not the best of our mining editors, and is so recognized on the Press of this city. This article vindicates his reputation as such. He places the world's production of gold from the earliest dates to 1879 at $10,325,597,158, and of silver at $7,683,022,132, of which the United States (within thirty years) furnished in gold $1,493,843,430, and in silver (within twenty-one years) $420,000,000, or about one-fourth of the world's total production of gold, and of silver at least one-third.

The nominal capital of the Pacific coast mining corporations is at least $3,000,000,000. The annual assessments levied have aggregated from $12,000,000 to $18,000,000. The total dividends during the past decade from the Comstock alone have reached nearly or quite $95,000,000, of which $73,750,000 have been paid by the two Bananza mines alone. Besides the mining districts that now attract attention outside of the Leadville, Eureka, Comstock, and some Utah and Black Hills districts, is the rich belt comprising all the older portions of mining, Colorado, New Mexico and Southern Arizona; also, the belt, bearing both gold and silver, ranging from Dakota through the Western part of Wyoming, through Northern, Central and Southwestern Colorado, crossing the Middle Park, the Gunnison region and the San Juan, as it enters Arizona and extends into Utah, which will be the next field. In Utah the total investment has thus far been about $50,000,000. The present value of the permanent works, etc., is about $100,000,000. The aggregated production has been nearly $47,000,000, with an annual yield of $4,700,000.

Col. Hinton thinks that "those who anticipate any very large additional yield for 1880 are doomed to disappointment. The work will be in the main exploration and development, or, what miners term 'dead work.'" In speaking of the protection to the public that ought to be used in connection with mining, he declares that legitimate mining with honorable management and business sagacity will maintain a leading place in our geeat industries.

But radical changes are essential and he makes some capital suggestions in this particular: first, strict limitations as to capitalization and the bona fide character of the share payment; second, fixing with greater definiteness responsibility of promoters and managers, who should be held personally liable for all misrepresentation and dishonest or reckless management; third, providing for the representation of minorities in all boards of directors, and the right of any shareholder to enter a mine and examine it, and for the punishment of officials for withholding information; fourth, prohibiting managers from contracting with themselves, and fifth, providing for the publication of regular reports, sworn to, if necessary, regarding the condition of the mines and their productions. These safeguards are absolutely essential to make mining stocks a favorite class of investment and the sooner they are incorporated into he laws of this and other States, the better for all good mines and honest managers. The recurrence of Little Pittsburg swindles would then be impossible.

Col. Hinton then touches another point in a light that will be new to the Eastern public which will show why the banks of California refused to go into the national system and maintained a gold basis, and what a potent influence they have been in the mismanagement of the Pacific Coast mines. That this power should be removed is evident and the Eastern holders of these stocks should organize and take their proxies out of their hands, by having their stock registered in their owners' names. He says: "Many thousands of persons would have migrated to California after the war but for the gold basis, and many millions of dollars would have gone thither that were shut out because of that policy. It is equally certain that the sectional barrier thus created has greatly increased the long agony of debt, toil, poverty, and bankruptcy endured at large in the effort to get down to 'hard pan' by means of forced contraction and enforced resumption." This he considers the first cause of the depression in mining stocks. "The second cause of the temporary depression of California and Nevada mining interests which has," he continues, "characterized the last six to eight years, is due to the Comstock Mine itself." Without an exclusive gold standard, the Bank of California and half a dozen or more of millionaires would never have been able to grasp such utter control as they did of the great Comstock Mines. Having measura-

bly shut out the Eastern investor, they shut out the National banking system, and then managed the mines for speculation and for the personal aggrandizement of the managers.

In connection with the mining interest he pays a just tribute to the railroads for the part they have taken in the development of the mining regions. He shows that California, in 1866, had only 308 miles of railway, in 1878 2,165; Colorado in 1870 had 157 miles, in 1879 1,305. The four mineral-producing States and eight Territories in 1866 had 325 miles of railway, and in 1879 6,770. Westward of the Mississippi the total railroad mileage in 1866 was 1,572 miles, in 1879 11,235 miles. "Of this grand total," says Mr. Hinton, "two-thirds of the whole may be set down directly to the influence of our mining industry."

We should regard this as a misplacement of of cause and effect, as the Pacific roads were primarily built to connect the Atlantic and Pacific States and Oceans and quicken communication by shortening the distance between them. We are inclined to think the Colonel has placed his cart before the horse in this instance. That railroads did contribute to the development of mines, when built, however, to the extent of two-thirds is no doubt true. In this development he awards deserved praise to the Union Pacific, Kansas Pacific, and Atchison, Topeka and Santa Fe Railroads for opening up and settling Kansas, Nebraska, the great wheat States, and Colorado. He also calls attention to the Southern Pacific, which has within five years constructed over 1,000 miles of railroad, raising Arizona "from poverty and neglect into present prominence and future prosperity," and promising to open within two years a grand transcontinental line which will take in all the prominent cities throughout the South.

The article is well worth reperusal and is most valuable for reference as to the past of mining as well as for suggestion as to its future conduct and management.

Denver and Rio Grande Railroad.

The following is a statement of the affairs of the Denver and Rio Grande Railroad Company:

Length of completed road 337 miles; in course of construction 565 miles. Capital stock, in shares of $100 each, $11,250,000; issued on account of completed road $8,500,000; issued on account of road under construction $2,750,000 (this stock is in Trustees' hands for the benefit of subscribers.) First mortgage bonds covering (by a first lien) 291 miles from Denver to El Moro and Alamosa $6,382,500; first mortgage bonds, Arkansas Valley Division, covering (by a first lien) 43 miles of road between Pueblo and Cannon City $1,040,000.

First consolidated mortgage bonds are to be issued to an amount not exceeding $30,000,000, of which $7,422,500 are to be kept against the outstanding first mortgage bonds above noted, and the balance used for construction at an average rate of $15,000 per mile.

These consolidated bonds are issued under a deed of trust dated January 1, 1880, to Louis H. Meyer and John A. Stewart, Trustees, both of the city of New York, to secure a total of not exceeding $30,000,000. Principal payable thirty years after date in gold coin in New York or in Sterling in London at the rate of £1 to $5. Interest 7 per cent gold, payable in New York or Loedon January 1 and July 1, free of United States taxes. Bonds are in the denomination of $1000 and $500 respectively, and have benefit of sinking fund.

The company has no floating debt except current construction accounts and $109,200 in coupon certificates appertaining to the bonds of the Arkansas Valley Division.

Earnings on the 337 miles of operated road for the six months ending December 31, 1879: gross earnings $755.436 88; expenses $358,-712 88; net $396,724.

The Denver and Rio Grande Railroad expect to be running to Leadville by July 4, when its earnings are likely to be doubled. At present the road is earning, without the Leadville or San Juan extension, about $1,-800,000 per annum.

The Commerce of the Country.

The Chamber of Commerce Annual Trade Review contains some very interesting information. It says:

The consumption of sugar in the United States may always be taken as a measure of the prosperity of the country. Large as was the increase in the imports of foreign sugar into the United States, exclusive of the Pacific States and Territories, in 1878, that for the year 1879 exceeded it by over 30,000 tons. The crop of Louisiana in 1878-79 was the largest crop made since the war, the yield reaching 213,000 hogsheads, against 128,000 the year before.

Adding to the consumption of sugar of foreign growth that of domestic sugars, 112,000 tons, the consumption of cane sugar proper for 1879 reached the large figure of 743,000 tons, being an increase of 8¾ per cent over that of 1878. In addition to this, the refiners of the five seaboard ports, Portland, Boston, New York, Philadelphia and Baltimore, boiled 213,-000 hogsheads of molasses in 1879, with a yield of 45,000 tons of sugar.

Of the 743,000 tons of all kinds consumed in the United States, New York supplied 465,000 tons or 62¾ per cent; over 2 per cent in excess of the business of the previous year. In the importation of foreign sugars she had over 70 per cent of the trade.

The coffee trade shows an increase and declining prices during the greater part of the year, rallying towards the close; and the increase in consumption has been as marked in Europe under the inducement of prices. Large as the deliveries for consumption were in 1878, those of 1879 exceed them by nearly 26 per cent. Of this trade New York received nearly 42 per cent.

The tea trade continues a puzzle to the most experienced dealers. The marked feature of the year was the great increase in the consumption of Japan teas, which reached nearly one-half of the entire quantity received from the East—a remarkable circumstance, when it is remembered that the Messrs. Low imported the first cargo of Japan teas to this country in 1863.

The tobacco trade has been unsatisfactory, and the causes are: the increased duty imposed by Germany, which cut off that market, the large stocks taken abroad in 1877, and the low figures of the Regie contracts. The exports have been less than for the three previous years.

The hide trade has been entirely satisfactory. The importations have been largely in excess of 1878. A novel feature of the trade was the indirect importation of hides from foreign countries, seeking the higher market here.

Cotton still holds the first rank among the exports. The American crop for the year ending September, 1879, reached 5,073,531 bales, exceeding that of the preceding year by more than 260,000 bales, and was the largest crop ever gathered; of this product, 3,467,565 bales were exported, and 1,568,960 bales retained by our spinners, leaving a stock of 59,110 bales. The exports exceeded those of 1878 by 120,925 bales.

The shipments of bacon and hams from New York reached nearly 512,000,000 pounds, valued as $36,000,000; the entire export of the United States reaching $51,000,000.

The export of live animals has continued on a rapidly increasing scale, rising from 35,000 in 1877-78 to 82,000 in 1878-79 from the port of New York, their value being nearly $4,000,-000; the value of the entire shipments from all the ports exceeding $11,000,000.

New York controlled nearly the entire cheese export trade, shipping 132,000,000 of pounds, valued at nearly $12,000,000, the whole trade of all the ports being $12,500,000.

The total exports of wheat and wheat flour from the United States were valued at $160,-000,000, of which New York sent $77,000,000, or 48 per cent. Of other grain exported, valued at $50,000,000, New York sent $21,000,-000, or 42 per cent. Of the whole, amounting to $210,000,000, New York had nearly $100,-000,000, or 45¾ per cent.

The petroleum trade continues to astonish statisticians by its continued and enormous development. For several months the production averaged over 60,000 barrels a day, all of which found a market, although at prices below the low range of last year. The exports for 1879 were, of crude and refined, 417.648,-544 gallons; New York sending 293,992,095 gallons, against 214,613.657 last year, an increase of 79,378,438 gallons.

The general revival of business struck the iron trade early and with unexampled vigor, and the sales of all kinds in the rough and manufactured were heavy, at prices nearly 100 per cent above those of last year. The exports of all kinds of iron and steel reached, from all the ports, a value of $13,000,000 for the fiscal year, of which from New York $7,-500,000, or 37½ per cent.

In 1878 the balance of trade was over $300,-000,000 in favor of the United States. Last year it exceeded $250,000,000, as will be seen by the following statement:

Exports, calendar year 1879	$765,159,825
Imports, calendar year 1879	513,745,748
Balance of trade in 1879	$251,414,077
Balance of trade in 1878	305,243,028
Total	$556,757,105

This large sum of over $556,000,000 is represented by the increase of the stock of precious metals and the liquidation of indebtedness to foreign nations.

☞ The construction of the Marquette and Mackinac Railroad is being pushed rapidly forward. The grading and ties of the first 20 miles is nearly completed; a contract for 70 miles more has been let and the balance of the line, 60 miles, will be let in a few days. Nine thousand tons of steel rail have been purchased, at an average

price of $65 per ton; locomotives are being contracted for and many important details of supplies and construction are being attended to.

Grand Trunk Railway of Canada.

DIRECTORS' REPORT.

The report of the directors for the half-year ending December 31, 1879, is as follows:

	1878.	1879.
The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been....	£925,585	£978,202
Less discount on American currency	1,550	....
	£924,034	£978,202
Deduct—Working expenses at rate of 72 87 per cent, against 76.70 for December half of 1878..	708,757	712,805
	£215,277	£265,395
Add—Interest on International Bridge capital.	10,099	11,836
	£225,376	£277,231
Less—Interest on postal and military bonds not retired	826	....
Leaving	£224,750	£277,231

Applicable for the following payments, viz:

Interest &c., paid on lands..	£2,992
Interest, British American Land Co. deb	617
Interest, Montreal Seminary debentures	616
Interest, Island Pond debentures..... ..	2,700
	£6,925
Deduct interest on loans....	357
	£6,568
Atlantic and St. Lawrence lease..	52,540
Lewiston and Auburn railway rent.....	1,849
Detroit line lease.....	11,250
Montreal and Champlain bond interest.	8,530
Buffalo and Lake Huron rent....	35,000
1st equipment bond interest	12,645
2nd equipment bond interest	15.000
5 per cent perpetual debenture stock..	69,752
	£213,184
Showing a balance of....	64,097
	£277,232

The amount brought forward from the preceding half year, £1,642, makes with the above balance from the past half year of £64,097, a total of £65,740, out of which a dividend for the half year at the rate of £4 per cent per annum on the first preference stock has been paid, absorbing £64,300, and leaving £1,440 to be carried to the next half year's account. On the 13th August, the Riviere du-Loup section, comprising 118¼ miles, was transferred to the Dominion Government, thus reducing the length of railway worked by the company from 1,390¼ miles to 1,272 miles. An additional length of six miles was also transferred to the Government but as the company retain running powers over it, and the full use of it, that length is included under the head of "mileage worked by engines," though the length of railway maintained during the year is reduced to 1,266 miles. The Norway branch, 1½ miles, was opened on the 30th December, increasing the mileage worked by engines of the company to 1,273½. The gross receipts for the half year were greater than in 1878 by £54,168, or 5 86 per cent, though the receipts for the Reviere-du-Loup line from 18th August to 31st December, 1878, (£19,550), were included in the receipts for that year, but not in those for 1879. The working expenses, including renewals, amounted to £712,807, or 72. 87 per cent against a total charge of £708,757, or 76.70 per cent in 1878, showing an increase of £4,050, or 0.57 per cent, as compared with an increase in the receipts of 5.86 per cent. The passenger receipts increased by £5,449, or 1.85 per cent, though the numbers decreased by 27,191, or 2.40 per cent, as compared with 1878. The receipts from freight traffic increased £57,880, or 9.91 per cent, and the tonnage 261,071 tons, or 22.77 per cent. The total number of passengers was 1,102,701, against 1,129,892; and the quantity of freight was 1,407,458 against 1,146,387 tons. The average receipts per passenger was 5s. 5¼d., against 5s. 2½d., and per ton of freight 9s. 1⅞d., against 10s. 2½d. The charges for maintenance and renewals of road and rolling stock compare as follows:

Expended on—	1879.	1878.
Way, stations and buildings.	£151,975	£171,933
Engines, workshops, &c....	64,771	60.749
Cars	69,657	68,680
Total.	£286,403	£301,362
Of gross receipts per cent...	29.28	82.61

The charges as above on the permanent way, &c., were decreased principally by the reduction on the mileage maintained, whilst the expenditure for engines and cars was increased in consequence of extra tonnage conveyed. The total charges for maintenance and renewals were, however, reduced by £14,959, and the proportion of maintenance and renewals to gross receipts was decreased by 3.33 per cent. The expenditure for fuel, wages, and other charges for working the railway, was increased by £19,009, as the following statement shows:

Expenditure for—	1879.	1878
Fuel	£103,247	£96,294
Running engines, wages, oil, etc..	69,795	67,084
Traffic department.....	192,694	187,486
General charges..	18.016	16,366
Miscellaneous expenses	18,181	20,268
Rent and mileage of foreign rolling stock....	15,023	11,105
Tolls paid,....	9,445	8,789
Total.	£426,401	£407,392
Percentage of gross receipts	43.59	44.09

The proportion of the working expenses (excluding maintenance and renewals) to the gross receipts fell from 44 09 to 43.59 or 0.50 per cent, and, as already stated, they were also lower in that for maintenance and renewal of road and rolling stock, thus decreasing the relative proportion of the whole charges 8.83 per cent. The amount charged against capital account during the half year was £38,854, the details of which are given in statement No. 5. Four sections of the Chicago and Lake Huron Railway were purchased during the half year, and the contract for the construction of the remaining section was let on the 2d September, 1879. The whole line, now called the Chicago and Grand Trunk Railway, has since—though still in course of improvement—been opened for traffic, and full explanations in regard to it will be given by the President at the forthcoming meeting. The directors who retire by rotation are William Newmarch, Esq., and Robert Gillespie, Esq. They are eligible and offer themselves for re-election.

By order of the Board,
H. W. TYLER. President.
21, Old Broad-street, E. C., 19th April, 1880.

Inhuman Treatment of Animals.

The following protest has been sent to the General Freight agents of Eastern Railroads by the packers and commission merchants of Chicago:

The packers and commission merchants engaged in handling hogs and cattle at the stock yards respectfully represent that there exists along the lines of your railroads, and others tributary to this market, a practice not only at variance with the dictates of humanity, but also detrimental to the best commercial interests of this city. We allude to the inhuman and barbarous practice of using iron spikes or brads in driving hogs and cattle at the several stations on these railroads, whereby not only is unnecessary pain inflicted upon these animals, but also great damage sustained by loss of commercial value. We therefore ask that you heartily co-operate with the officers of the Illinois Humane society, who are engaged in the suppression of this practice, and issue instructions to the local agents along the line of your railroad to see that in loading cars and otherwise, the use of these spikes shall be discontinued. The loss estimated by the trade from the use of these spikes and brads is several hundred thousand dollars per year on hams alone.

We understand the Railroad companies are ready to co-operate in remedying this abuse. There are others however in the manner of shipment and slaughtering of animals to which we called attention of both railroad men and packers sometime since, which ought also to engage their attention now that the question is before them.

Condition of the Iron Trade.

The iron trade is now feeling the reaction from Last Fall's speculative folly the most generally and severely as well as first of any trade, as it felt the boom first and indeed started it with the aid of Wall Street and good crops in 1879. To illustrate the situation, we have obtained from dealers in iron the lowest prices in the leading articles before the "boom," the highest on the "boom" and present prices, and stocks, from which lower prices still are predicted. New iron rails were selling before the "boom" at $26@27, on the "boom" at $65@67 50, and are now offered at $50. Old do, $16, then $43@44, and now $24@25 and our warehouses filled with them, as well as of Scotch pig iron, which went from $20 to $34@$35, and is now $23@$24, owing to the excessive importations, which are said to be enough for a year to come, and held by speculators. The same is true of steel rails, which advanced from $40 to 85@87 50, and are now offered at $62 50@67, while railroads are offering only $60@62 50, and some are holding off altogether, in expectation of $50@55 before the summer is over. Spanish magnetic ore, for Bessemer steel manufacturers, is now selling at $7 per ton, that sold at $10@11 on the boom, and the importers are said to be loaded with stocks. Copper went from 16@17 to 25c per lb., and is now selling at 21c. Tin advanced from 15@16c to 25@26c, and is now 18@19c again, with heavy stocks, of which, that in copper is largely re-importations. In the face of these facts the manufacturers of steel rails are refusing to sell ahead at the prices railroads will pay for new construction under way, namely, $60@62, although last fall when the market was going up instead of down, and still having a downward tendency as now, they were selling ahead and getting continually caught on their contracts.

☞ Ground was broken at Richmond, Va., on the 5th inst. on the proposed Richmond and Allegheny railroad, and work will now be pushed with vigor along the whole line.

☞ The survey of the Cherrytree and Altoona (Penn.) Railroad was begun on the 3d inst. It is to be a narrow gauge road, built by capitalists of Altoona and Northern Cambria county.

☞ The Chicago, Burlington and Quincy Railroad Co. has decided to purchase the Kansas City, St. Joseph and Council Bluffs Railroad with its own stock at $125 per share,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,559,578	J. & J.	Jan. '80 3
Washington Br.....100	1,660,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. '80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,247,600	— & —	.....
" " pref 100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June '78 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N	May '80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '80 2½
Bost. Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie* 100	800,000	J. & D	Dec. '79 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	877,400	quarterly	Apl. '80 3 e
" " pref. 50	838,311	quarterly	Apl. '80 3 e
Camden & Burl. Co.....100	381,925	J. & J	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June '79 3
Catawissa*..... 50	1,169,500	Oct. ber	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	M y '80 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref 100	769,600	F. & A	Feb. '80 3½
Central of Georgia ... .100	7,500,000	J & D	June '79 2
Central of New Jersey..100	18,666,200	quarterly	Apl. '78 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" pref.... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb 80 3
Chemung*.....100	380,000	quarterly	pl. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1
Chicago and Alton.....100	10,065,100	M. & S.	Mar. ' 0 3
" " pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,044,456	M. & S	May 80 2½
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 2½
Chicago, Iowa & Nebra*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.....100	14,988,807	J. & D	Dec. '79 3
" " pref.10	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific-100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June '80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val..100	2,500.000	F. & A	Feb '80 4
Concord..... 50	1,500,000	M. & N.	May 80 5
Concord and Ports.*.....100	850,000	J. & D	Dec. '79 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Feb '80 1½
Connecticut River..... 50.	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwal . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,491,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*....100	1,500.000	quarterly	Feb. '80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Jly '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref.100	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.)..... 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.)..... 100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*.. 00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	800,000	M. & N.	May '80 2½
" " pref. 50	800,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg..... 100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia..... 100	4,200,000	J. and D	Dec. '78 3
Han. June., Han. & Get. 50	118,850	M. & N.	Nov. '77 3½
Harrisburg & Lancaster* 50	1,182,500	J & J	Jan. '80 3½
Housatonic, pref..... 100	1,180,000	quarterly	Apl. '80 2
Illinois Central..... 100	29,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May 80 4½
Io. So. & Mo. Northern. 25	1,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.100	2,000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Centra 1 0	4,500,000	J. D.	June '78 1
" pref.100	500,000	J. & D	June '78 3
Lake Shore & Mich. So..100	49,466,800	F. & A	Feb. '80 4
" " (guar.)100	833,500	F. & A.	Feb. '80 3
Lawrence*..... 50	450,000	quarterl,	Apl. '80 2
Lehi a Valley 50	27,332,750	quarterly	Apl '80 1
" pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*..... 50	5,871,450	quarterly	Mar. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. 80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 2½
Lowell and Lawrence ...100	200,000	A. & O	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. 80 1
Memphis & Charleston* 25	5,812.725	J. & D.	Jan. 80 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738 204	F. & A	Feb '80 4
Middlesex Central.....100	2,136 shs	F & A.	Feb. '80 3
Mill Creek & Mtchell* 50	323 3 5	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,45	J. & J	Jan. 80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Fe '80 2
Morris and Essex*..... 50	15,000.000	J & J	Jan. 80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. 80 6
Nashua and Lowell.....100	800.000	M. & N	May '80 3
Nashua and Rochester 100	1,305,800	A. & O	Apl. '80 1
Nashville and Decatur..100	1 5 9.000	J. & D.	Dec '79 3
Nash., Chat. & St. Louis. 25	6 575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J & J	Jan. 80 6
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3
N. Castle & Beaver Val.* 50	1,800,000	quarterly	A l. '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Mar. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500.000	J. & J.	Jan. 80 4
" pref.100	1,500,000	J & J	Jan. '8 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	....	Oct. '79 3
New York Elevated 100	6,500,000	quarterly	Apl. '80 2
N.Y., Lake Erie & West.100	7,107,70	.....	.....
" " pref...	8,146 700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Niag. Bridge & Canand*100	1,600.000	J. & J.	Jan. '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S. C.) pref..100	96,000	M & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5 842.000	A. & O.	pl '76 3
Northern N. Hampsh...100	3 068,400	J. & D	June'80 3
Northern New Jersey*..100	1,000,000	J. & J	July '77 2
Norwich & Worcester* 100	2 604,400	J. & J	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20.000.000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6.738,800	J. & J	Jan. '80 3
Oregon Railway & Nav.100	4,455 0 0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama..... 100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4½
Paterson and Newark*..100	250,000	J & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*..... 100	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl '80 1½
" Special Imp.100	5,504 300	quarterly	Apl. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia....100	.....	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J & J.	Jan. '80 3
Republican Valley..... 100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred ... 100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2 46 ,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell..... 100	2,433 shs	M & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M & N.	May '80 4
Shamokin V. & Pottev.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,400	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	Ju '79 3½
Stockbridge and Pitts.*.100	449,700	J. & J.	July '79 3½
Stony Brook* 100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	ug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.)..... 100	1,800,000	A. & O	Apl. '79 3½
Warwick Valley..... 100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821.300	J. & J.	Jan. '80 2
West Jersey..... 100	1.550,750	F. & A.	Nov. '79 2
Wilmington & Weldon 100	1,466,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,00	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	.....
Baltimore City..... 25	1,000.000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A. J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000.000	F.M.A.N	Aug. '79 4
Bushwick (Brooklyn)....100	309.000	J & J.	July '71 3½
Cambridge..... 100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N & E. Riv..100	1,068,400	J & J.	Jan. '79 3
Citizens' (Phil.)..... 5	500 000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M & N	Nov. '77 10
Coney Island & Brookl. 0	500,000	— & —	Apl. '78 3
Continental (Phila.)..... 100	180 000	J. & J.	Jan. '80 5
Dock K. Brow. & Bat.. 00	1,200.000	F.M.A.N	May '79 2
Eighth Avenue N.Y.)—1 0	1,000 000	J & J.	Jan. '79 6
Elizabeth and Newark ..00	200,000	— & —	— .3
42nd St. & G St. Ferry ..10	748,000	M. & N.	May '79 6
Frankf & Southw.(Ph.) 50	600 000	A. & O	Apl. '80 4
Germantown (Ph.)..... 50	1,00.000	J. & J.	Jan. '80 2
Girard College (Ph.) ... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170.000	J & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Hest on, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highla d..... 100	600.000	J. & J	Jan. '80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 2.4
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200.000	— & —	.....
Metropolitan (Boston).. 50	1,500.000	J. & J.	Jan. '80 4
Middlesex (Boston)..... 100	400,000	M. & N.	May '80 3½
N Y., Bay Ridge & Jam 100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)..100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200.000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750.000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,833,350	M	ar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,026,000	F. & A.	Feb. '75 2
" (preferred)..... 100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12.000,000	quarterly	Mar. '80
American Express..... 100	18,000,000	J. & J.	Jan '80 2
Amoskeag Manuf. Co ...100	8 000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80 $10
Central Mining Co..... 100	... .	Annual.	Feb '80 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I..100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel..... 100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal..... 100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref..... 100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Montgomery Coal Co..... 100	306,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000 000	quarterly	Jan. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Co. 100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common ...100	5,700 000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge..... 100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	ec. '79 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	May '80 3
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,060,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129.554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1 427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354.882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529.254	1 590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038.000	1,350,000	1,374,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4 671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,632	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	428,543	602,624	537,326	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,859	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12.793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566 858	1,407,240	1,114,555	14 52-,653
1879	1,008,000	889,623	1,107,042	1 130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232.118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17.
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,968
1880	392,632	375,619	392,787	281,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	768,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13.505.159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13.979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458 183	1,542,719	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207.514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	330,028	3,343,373
1880	367,327	326,306	355,508	348,275	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121 412	1,147.208	1,127.079	1,172.961	1,258.990	1,157,691	1,445.929	1,338,272	1,473,532	1 381.391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,958	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356.831	810 891	11,144,048
1879	900 482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	303,228	281,920	334,800	409,100	587,337	713 200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,468
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90.687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77.624	91,956	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	750,147	762,558	982,480	890,137	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$13,468 000	6	Jan. & July.	1880	104¼
.. ..coupon	3,244,000	6	" "	1880	104¼
Oregon War Bonds of March 2, 1861...coupon	753 900	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	121,822,100	6	Jan. & July	1881	106¼
.. ..coupon	44,566,100	6	" "	1881	106¼
Loan of March 3, 1863.....registered	51,671,450	6	Jan. & July.	1881	106¼
.. ..coupon	14,434,700	6	" "	1881	106¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,379,800	5	F. M. A. & N.	1881	103
.. ..coupon	202,509,500	5	" "	1881	103¼
.. ..registered	170,246,800	4½	M. J. S. & D.	1891	108
.. ..coupon	79,753,200	4½	" "	1891	108¼
.. ..registered	525,900,250	4	J. A. J. & O.	1907	107¼
.. ..coupon	213,422,600	4	" "	1907	107¼
Refunding certificates of Feb. 28, 1879.....	1,524,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	8,877,625	...	.....	.....	....
Debt bearing no interest.....	391,841,013	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	126
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	57¼
.. Substitution B) bonds; R. R. do.....	594,000	5	" "	1906	93
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,984,778	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	94¾
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	104¼
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	46¼
.. * Loan to N. O. & P. R.R ('78).....	$2,000,000	....	.....	.....	....
.. * Levee (Acts 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex R. R. (n f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n.f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105¼
Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¼
.. Bounty Loan bonds 1864.....	2,330,000	6	June & Dec.	1889	113¼
.. Municipal War Equalization bonds, '69	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
Loans to Railroads & Canals, stg.....	4,512,535	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.	186,684	5	Various.	'80 '90	....
.. Loan (1839) to Bal. & Susq. R. R.....	269,660	3	J. A. J. & O.	1890	...
.. Loans to Railroads and Canals.	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1865) bonds.....	3,320,750	6	Jan. & July.	1883	108¼
.. Share loans (1870 to 1874).....	916,251	6	"	'87-'93	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	....
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108¼
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	104
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110¼
.. R newal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'9 -'97	107¼
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108¼
Han. & St. Jo. R. R. Loans (& renewals	8,000,000	6	" "	'87-'96	106¼
Nebraska—($549,267):					
State (Act Feb. 7, 1877) bonds.....	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¼
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873...	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7 -'98	18
.. * Funding (new) bonds.....	3,848,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	107
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,288,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ..	814,350	6	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded Interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds (1869-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, tg	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	28½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	28¼
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,999,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,664,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072 047):					
.. Old bonds (3rds fundable), registered.—	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Plens.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872)	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,733	6	" "	1905	....
.. *Deferred Certificates. (W. Va.).....	15,239,870	....	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	....	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...		....	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	263,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	116½
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	..
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1903	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	114
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	.. ..
Atlantic and Pacific:						
Land Mortgage gold bonds	2,929,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley.						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	106½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	?	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	38
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	...
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	...
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	117½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	120
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1898	...
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis.)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	...
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	106½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	107
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1883	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	90
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	6	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,369,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.		88-'89	...
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1909	.
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105½
1st Mort. (W. to Minn. Lake)	1,340,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	676,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000.....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1898	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	103½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1908	105½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	78
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	105½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1888	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88-'92	105
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	" "	1900	104½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	104
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt Central).	1,000 000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	40½
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.		1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	62½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds..	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	une & Dec	Boston.	1903	124½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & Wat.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes						
1st Mortgage (Ill. Div) gold ..	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,000	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	640,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse division.)	6,600,000	7	Jan. & July.	New York.	1898	118½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	114
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	118½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	112½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4 000,000	6	" "	" "	1907	103
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	111
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.)..	3,440,400	7	" "	" "	1885	109½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,843,000	7*	June & Dec.	" "	1902	118
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,204,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3.000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C., H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I., C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	91
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. B.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114½
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	118½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	113½
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	111
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	79½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	756,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	108
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowaneaque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1861	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	101
Des Moines and Ft. Dodge:						
1st Mortgage(certpos).....	2,460,000	8	Jan.] & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	...
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,266,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	.
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	..
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	..
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1896	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	..
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1900	119
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	...
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1888	...
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1888	...
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	...
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	.
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	..
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	110
2d Mortgage.....	190,000	4	" "	" "	'82-'	...
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	...
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	..
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	..
Company Bonds (" new)	136,400	6	" "	" "	1876	...
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	96½
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	..
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3.149,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4*	" "	Boston.	1906	91½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	123
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	106
3d Mortgage.....	4,852,000	7	" "	" "	1883	106½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	101½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	112½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	116
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	N Y & London.	1920	1.9
1st Consol. Mort. Coup. Bonds.	3,088,000	7*	" "	" "	1920	88½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	282,200	7	Jan. & July.	New York.	1882	...
2d Mortgage	92,800	7	April & Oct.	" "	1890	..
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	102
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	...
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	...
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	...
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	...
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1903	..
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	...
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	...
Bonds of 1877.....	500,000	6	" "	"	1897	...
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	...
Flint & Holly S. F. ($25,000 p m.)	425,000	10	May & Nov.	"	1893	...
1st Mort.(Bay C. & Kalag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	...
1st Mort. skg.fd.(H., W.&Mon.)	1 900,000	8	Jan. & July.	"	1901	...
Consolidated Sinking Fund....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,400	8	Jan. & July.		1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. h. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, E'khorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	530,000	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	...
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'79	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	105½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	100
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	111
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107
1st Mort. (Q. & Palm. R.R. 15 m.)	433,000	8	Feb. & Aug.	" "	1892	...
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	...
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.24 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1867	300 000	6	April & Oct	Brett & Bes	1889	...
Equipment Bonds	150,000	7	.. ..	Bridgeport	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, guid.	6,227,000	7*	Jan. & July.	New York	1891	109½
1st Mortgage (Western Div.)	2,365 00	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000		" "	" "	1903	107½
Income and Indemnity bonds	1,359,500		May & Nov	"	....	98½
Consolidated Mortgage	2,864,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	65
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	...
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000.000	7*	April & Oct.	New York.	1909	74½
1st Mortgage Extension gold	5,500,000	7*	Jan. & Jul.	" "	1912	...
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	...
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	...
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7	Jan. & July.	" "	1900	...
Convert.B'ds(")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	...
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	...
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lan... (D.L.&L.M.):						
1st Mortgages... Bar	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	107
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	...
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250.000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	...
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB,78 m)conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	887,000	7	March & Sept.	" "	1899	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $3,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118¾
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116¾
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	104
1st Mort. (1,000,000 acres).....	— ...	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¾
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1856	101¾
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	...
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	97
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100¾
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500.000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage --	1.092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	..
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	121¾
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25.000,000.	10,460,000	7	June & Dec.	" "	1903	117¾
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	118¾
Reg. Mort. (Clev., Pain. & Ash.)	.. ..	7	Jan. & July.	" "	1880	.
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,831,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000.000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¾
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¾
1st Mort.(K. O. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	. ..
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	120
1st Mortgage (")reg... }		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	126¾
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112¾
General Mort., registered ... }		6*	" "	"	1922	113
Lewisb. Centre & Spruce C.(Pa.R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¾
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	95
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'western Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1871	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	108
Louisiana & Mo. Riv. (Ch. & Al.)						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	800,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103¾
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	" "	1902	...
1st Mort. (cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,07 ,000	7	April & Oct.	" "	1898	113
Louisville Loan.....	850,000	6	" "	" "	'86-'87	...
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¾
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¾
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'0-'90	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93¾
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102¾
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	108
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	72¾
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	35¾
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1895	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'77	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¾
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107¾
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	117¾
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¾
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	107¾
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1836	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100.000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S. & M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N. W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	101
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	57½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.		....
2d Mortgage	1,463,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	127
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,229,000	7	June & Dec.	" "	1915	110
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'88	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	114
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	200,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1893	107
Newark & New York (C. of N. J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N. Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	710,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $3,000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	303,000	6	April & Oct.	New York.	1885	104
2d Mortgage	593,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	103½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	111
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	127
1st Mort., reg'd }		7	" "	" "	1903	127
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	124½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	111
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.. ....	7	March & Sept.	Boston.	1884	....
1st mortg ge, new	4,708,000	7	Jan. & July.	"	1905	108½
New York and Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1890	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	116½
General Mortgage	2 035,000	7	Jan. & July.		1903	116
North Shore (Flush., N. S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	104
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	"	Baltimore.	1926	80
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N. W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	115
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	110
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	76
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109½
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds	265,100	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. &N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	---	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109¼
3d Mortgage	4,000,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama.						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	105
Peninsular (Mich.) Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	---
1st Mortgage gold (S.F.)2d series	2,000,000	7*	" "	" "	1900	---
2d Mortgage	540,000	7	Feb. and Aug.	New York	1881	---
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102¾
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	106
General Mortgage, registered.		6	" "		1910	117¾
Consolidated Mortgage	28,901,240	6*	Jan. & July.	London.	1905	113
State lien for $7,500,000, skg f'd	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	126
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101¼
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	---
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84¼
2d Mortgage	500,000	8	" "	" "	1902	66
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	---
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	Apr. and Oct.	Philadelphia.	1897	....
1st Mortgage	5,000,000	6	"	"	1881	101¼
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	1½
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond.	1920	---
Philadelphia and Reading:						
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	101¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1826 stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118¾
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	119
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	92½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	106
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	---
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	---
Gen'l Mort. stg. S.F.($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	83¼
Income Mortgage of 1876	2,219,000	7	June & Dec.	Philadelphia.	1896	98¾
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	76
Funding income	300,000	7	" "	" "	1896	56

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1857	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106¾
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	53
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. & July.	Philadelphia	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,511,000	7	Feb. & Aug.	Philadelphia.	1890	115¾
Consolidated 2d Mortgage	2 500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	119
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston.						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. &Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	114¾
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110¼
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	190,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	..
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R.	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77¾
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	102¾
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. &St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	114
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	---
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,763,500	7	May and Nov.	" "	1921	130
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund.	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Petdmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	105
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1891	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	81,000	7	May & Nov.		1916	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1891	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct.	" "	1904	58¼
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	75
Equipment Mortgage	500,000	8	March & Sept.		1880	65
General Mort.	1,500,000	8	May and Nov.		1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M rtgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	99
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	102
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	90
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	318,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf.						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	...	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,638,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferr d bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1883	103
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	96
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1890	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1890	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1891	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	113
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,852,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	103
Consolidated Mortgage	7,648,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	61
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	80
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,800,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	106
1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	" "	1890	108
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	106
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	100
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	100
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	100
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	98
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	110
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	..
3d Mortgage Sinking Fund.....	15,865,000	8	March & Sept.	New York.	1894	115
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		...
Steri'g S.F. £262,000 (C. & Am.	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	107
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110
Convertible bonds, tax free.....	200,000	7	" "	"	1879	11
Convertible bonds.....	150,000	7	" "	"	1886	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	..
3d Mortgage	990,000	6	" "	" "	1884	103
6th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,000	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & R.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	80
2d Mort. (" ")	850,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort. " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " ")	600,000	8	May and Nov.	"	1873	80
4th Mort. " ")	700,000	8	March & Sept.	"	1880	44
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville	521,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	119,992		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,000,000	456,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	114
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	110
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	110
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	108
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	56
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	118
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	90
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,999,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	104
	5,000,000	7	" "	" "	1891	110
Coupon bonds of 1874..... }	3,000,000	7	Apr. and Oct.	" "	1894	107
Registered bonds of 1874..... }	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,668,500	6g	June & Dec	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	106
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	6
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage sky fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,290	6	March & Sept.	Philadelphia.	'72-'97	101
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	79
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	76
Boat and Car Loan	621,000	7	" "	"	1915	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1887	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1871	
2d Mortgage.....	298,000	6			1915	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	296.0	—	4.2	—	13	8	3	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,630,000	330,000	—	296.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1878	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	571,195	—	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,100	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	170
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	...
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,501	.....	.....	48,425	18,075	—	100	...
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	...
Dec. 31, 1878	146.6	22.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,786	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	19	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,903	8,615,000	14,588,500	2,276,846	769,128	863.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	124
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	...
Dec. 31, 1878	387.5	35.3	219.0	—	185	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,393	6,925,537	—	512.0	4,356,182	919,064	2,682,829	3,745,207	675,849	—	100	...
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	...
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,965,800	3,706,158	2,427,860	423.0	1,434,025	149,577	540,866	1,781,710	706,934	—	100	...
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt	8,484,000	—	.....	.....	5,000,000	3,484,000	263,358	.....	149.5	732,031	186,250	659,036	921,959	92,584	6	100	...
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah..... .....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	...
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va	38,042,577	12,116,258	57,305,282	3,031,492	18,277,304	37,670,350	5,319,729	37,111,919	557.3	9,303,055	.....	.....	8,563,957	4,039,612	8	100	166
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,638	.....	.....	276,879	200,029	10	100	...
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	8,343,715	—	.....	.....	5,680,695	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,838	.....	262.6	1,349,681	40,757	458,963	1,057,559	429,548	—	50	...
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	903,548	284,681	639,076	92,890	—	100	...
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.)....N. Y.	131,906	*	.....	.....	75,250	38,000	1,530	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	...
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	...
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,890	7,689	88,605	41,570	22,145	—	50	...
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,324	—	68.8	.....	.....	.....	639,034	152,755	—	100	...
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	...
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,900	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	966,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,611	2,642,555	6,033,538	2,219,536	8	100	145
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	...
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass	4,872,687	974,440	343,645	1,047,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,987	582,485	165.8	.....	.....	.....	599,550	201,818	6	100	124
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	507,873	2	500	91
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	206,359	6,921,274	3,500,000	88,350	1,502,226	208.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	122
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	500,535	54,811	53.6	287,436	93,429	170,314	282,861	77,660	—	100	...
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	600,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	187
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	—	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	163,717	20,568	—	100	...
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,886,000	—	.....	.....	2,286,000	580,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	...
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	240,100	232,100	7	100	...
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia.. Penn.	5,498,035	1,081,819	8,000	230,609	1,971,459	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	450,750	—	100	...
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,921	138,227	221,650	49,998	—	100	24
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern.. Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	660,811	—	100	624
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	168,683	379,879	1,921,350	1,302,673	4	100	143
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)..Ia.	174,437	32,234	7,186	9,423	135,142	.....	62,824	25,007	33.9	23,276	8,592	.....	15,160	4,245	—	100	...
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	137,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.).....Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	148.5	284,210	79,332	109,817	231,839	df. 9,917	—	100	...
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	—	157.0	.....	.....	.....	232,351	3,522	—	100	...
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,300,673	39[illegible]014	131,150	390,899	12,000,000	6,850,000	1,495,990	—	111.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	24,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	...
June 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... ...Canada.	22,589,453	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,440,270	230,045	—	100	52
Mar. 31, 1879	242.0	—	12.3	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,539	.....	.....	420,765	168,959	—	100	...
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	—	75.6	.....	.....	.....	.....	118,810	—	100	18
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.).Ia.	11,234,000	—	.....	.....	7 650 000	3 614 000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	112
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,600,000	3,617,000	396,718	—	712 6	952,968	.....	.....	2,721,624	1,523,309	2	100	...
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4 325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	...
Dec. 31, 1878	73.4	56.9	188.9	—	258	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	—	334.6	4,324,938	4,501,718	3,228,822	5,589,526	2,302,770	—	100	67
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	4,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	...
Sept. 30, 1878	187.8	—	36.2	—	81	19	8	341	Central Ohio (B. & O.).....Ohio.	4,917,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	266,449	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,600	94,249,650	7,209,255	12,339,278	1,941.0	5,628,444	6,978,188	1,787,842	17,530,858	8,744,740	—	100	64
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	215	Charlotte, Col. & Augusta..N. C. & S. C.	5,182,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,280	195.0	415,353	58,570	97,948	441,357	152,228	—	100	97
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	104,692	486,035	15,950,402	28,288,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	16
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,289	322,266	177,285	145,719	2,153,300	836,500	26,312	24,427	53 6	577,059	124,321	419,309	627,588	123,895	1pf	100	53
Dec. 31, 1878	243.5	121.9	126.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,395	7	100	106
Dec. 31, 1878	486.5	1,117	455.8	102.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,665	3,327,845	27,958,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,595,530	8	100	121
June 30, 187	64.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,900	.....	280,384	.....	221.6	818,592	87,572	235,384	538,595	260,947	—	100	75
Dec. 31, 1878	50.3	—	13 1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	—	59.3	429,435	158,401	674,068	388,422	30,517	4	100	...
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,556	323,054	3,714,164	220,611	113,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & NW.). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	—	82.4	.....	.....	.....	1,454,765	545,537	10	100	142
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,181	*	2 848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	72
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,378,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,459	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	89
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,932,000	11,097	6,267,454	1,126.0	7,548,000	1,800,960	2,236,270	9,409,833	4,829,961	10	100	184
Dec 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25 911 501	.....	.....	.....	5,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,168	2,819,019	818,743	—	100	26

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year Ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484.3	671.6	—	495	178	86	9282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,364	14,378,709	5,510,852	3,429,057	60,000,000	37,024,000	1,925,820	3,248,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	102
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	776,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	285	72	36	....	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,238	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,350,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,956	5,532,738	3,075,811	4	50	100
Dec. 31 1878	165.7	—	4.1	—	10	6	2	224	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,167,971	850,950	624,564	1,223,691	384,621	8	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ .....Ark.	6,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165.2	169,845	47,805	47,284	228,648	116,857	—	100	86
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,500	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,631,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28.2	—	31	24	15	448	Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231,290	138,370	—	100	10
Jun. 30, 1878	195.0	280.6	98.3	—	180	75	37	3,239	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	.....	.....	213.5	613,520	327,384	314,282	978,083	294,160	—	100	....
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	459	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,500,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,341,242	3	100	121
Dec. 31, 1878	58.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	90
Jun. 30, 1878	187.3	87.9	183.5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,277,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland...Ohio.	3,580,000	*	200,000	3 844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	10
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	182,436	4,565,627	4,442 200	102.588	106,025	88.5	195,998	59,411	663,276	566,463	299,181	—	100	17½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston.....T., M. & Ala.	7,396,106	1,245,848	428,792	1,271,052	5,312,725	4,220.000	1,309,536	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Dec. 31, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	166.4	6.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,938	*	6,159,161	345,173	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	79
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,236	263,356	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	—	.....	.....	2,000,000	366,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,000	324,445	.....	100.0	167,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	676.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,140	*	.....	308,672	1,457,225	1,800.000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348 483	—	100	30½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800.000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	—	17,000	8,519	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,315	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,188	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7 9	.....	528.6	1,166,773	233,067	186,638	2,098,500	279,321	—	100	14½
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,369	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,910.000	1,129,688	.....	80.0	.....	.....	.....	291,351	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Morris and Essex .....New Jersey.	17,710,791	12,144,240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	107
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	.....	.....	53 7	424,029	869,726	271,417	497,456	158,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	90,764	48.8	.....	.....	.....	96,932	45,275	5	100	60½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Chattanooga & St.L..T.Ala. &Ky.	14,097,296	*	679,152	329,728	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	70
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	8	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,587	—	.....	781,382	1,642,557	2,105,000	389,024	39 ,308	122.3	356 841	77,766	425,257	737,756	337 644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20.696	309.002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville ..Ohio.	1,731,000	*	31,504	73,998	937,400	800.000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3½).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	.....	.....	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.9	—	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	Newcastle& Beaver Val.(Penn. Co.)...Pa.	834.093	—	55.358	52,472	605.000	—	881	336.032	14.9	193,381	130,508	962,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp.Conn. & Mass.	4,005.281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281.389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile..La., Miss. &Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,988	367,886	—	100	....
Sept 30, 1878	441.7	298.4	1,389	—	595	470	213	566	New York and Canada (D. & H.). N. Y.	8,153,683	—	126,058	.....	4,000,000	4,000.000	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York Central & Hudson River.N.Y.	82,103,689	17,730,406	29,967,488	.....	89,428,200	39,801,233	532,050	.....	1,018.3	5,998 041	8,927.565	7,695.413	26,405,017	10,999,040	8	100	125
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	361	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		.....	.....	8	100	180
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	—	N. Y., Lake Erie & Western..N. Y. &Pa.	118,049,931	*	44,861,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,730,931	4,896,327	6,150,468	15,644,978	5 009 114	—	100	34½
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558.111	169,107	704,118	.....	500,000	829,000	45.000	82,829	22.1	181.874	1,056,871	16 740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,184	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,867	1,006,287	197,890	—	100	48
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,164,455	1,373,773	1,537,029	15,500,000	———	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	160
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2,645.021	559,487	1,089,987	.....	3,000.000	1,050,000	218.800	.....	62.5	442,622	657,742	279,354	710,038	273,456	10	100	138½
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	———	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,765	494 022	159,659	6	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	142	Northeastern ¶.....S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,151	35,896	102.0	272,509	46,141	.....	363,845	142,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	498,637	3,068,400	100	396,617	484,880	8.	452,301	141,209	401,922	426,874	107,372	5	100	97
Dec. 31, 1878	187.0	13.0	192.9	—	152	64	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4 196,107	5,166,440	560.455	5,842,000	15,393,000	1,828,533	.....	322.7	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	62½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific...Minn.,Dak.,Wash.&c.	19,588,65[illegible]	1,115,373	130.694 587	120,347	100,000,000	———	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	683,700	—	100	21
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,143	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,607	251,639	4.264, 50	6,000,000	2,041,.55	148,329	88.2	1,390 319	1,310,278	917,484	1,460,924	573,061	4	50	100
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,680	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	138
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	28½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	———	615.0	.....	.....	.....	3,137,136	861,547	—	100	26
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,950,023	631,190	2,077,616	703,278	6	100	112½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,709	41,216	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,544	10,079	185.6	352,451	53,277	223,882	319,542	88,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	....	24,921	152,478	2,114,859	1,539,515	12	100	188
78	67.4	—	7	—	—	—	128	—	Pekin Linc and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,389	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	1,554	Pennsylvania [1]	Pennsylvania.	55,787,686	*	77,082,509	11,869,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	102½
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	80	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	172	Pensacola	Florida.	650,000	*	.....	.....	800,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,660	36,755	12	100	....
Jan. 30, 1878	88.0	—	15.7	—	13	7	4		Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	82,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	50	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31, 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,000	.....	51.7	140,376	.....	.....	78,004	.....	.....	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	3	3	120	Philad'lphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,116	131,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	128	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70-	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	26
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	194	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,496	.....	2,246,600	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	2-4
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	58		Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	10,505,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,876,413	8,766,979	11,539,563	6,307,821	—	50	45
Oct 31, 1878	96.3	15 9	161 2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,587	*	2,420,062	61,746	11,567,750	2,758,500	519,990	662,099	112.2	1,613,936	2,243,781	798,366	2,660,446	1,198,048	8	50	140
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa. Co.)	Pa. & Ohio	12,942,295	*	1,249,156	1,814,337	8,43 ,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	18	—	206	Pittsb. & Connellsville (B. & O.)	Pa. Md.	12 018,671	470,698	42,697	8,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,455	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,665	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,38 ,686	13,510,000	.....	75,125	468.4	7,248,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	118
Dec. 31, 1878	6 .0	2.6	8.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	.....	50	.....
Dec. 31, 1878	95.0	25.0	23.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	27
Dec. 31, 1878	24.0	—	1.2	6 0	—	—	—	—	Pitt'sb., Wheeling & Kentucky	W. Va.	599,395	.....	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,816	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,538	77,496	48,317	1,052,166	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,788	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	187	Portland and Rochester	Me. & N.H.	1,966.211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0 .2	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,094	96,555	69,354	93,750	1,500,000	.....	93,760	.....	.....	.....	.....	.....	.....	90,000	6	100	106
Sept. 30, 1878	42.7	—	2.5	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,0 5	.....	47.5	76,503	51,040	18,647	55,296	15,121	—	100	....
Sept. 30, 1878	22.8	—	1.8	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,597	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,653	2,000,000	1,176,000	629,180	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,174,557	133,249	1,500,000	821,000	480,600	480,600	97.0	.....	44,615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,607	.....	332.6	713,320	1,126,484	602,540	1,823,389	754,346	8	100	120
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville [1]	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,181,886	447,575	.....	200.9	608,646	67,824	236,962	942,886	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac [1]	Va.	2,835,269	*	112,163	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	68	Richmond and Petersburg [1]	Va.	1,102.684	67,861	41,791	34,264	1,008,600	225,000	22 2 7	10,741	24.8	73,787	102,3 5	80,760	62,653	4,479	—	100	....
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake [1]	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,2 4	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,846	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	9 .177	184,771	214,444	82,402	—	100	16
Dec. 31, 1878	91 0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	160,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	403.4	1,053,608	576,974	870,905	1,213,785	350,747	—	100	26
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et	c. 295.812	278,758	—	100	6
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847 208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	—	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	27.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,639	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	169.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	{ 75.2	395,390	184,988	473,648	555,302	534,932	}	100	16
Dec. 31, 1878	—	18.8	—	—	—	—	—	—		Belleville Branch. Illinois.													506,459	239,621			
Dec. 31, 1878	489.6	195.0	114.3	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.* [1]	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	40
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	598.8	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2 600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	327.3	872,626	63,132	254,38	1,201,652	608,517	—	100	31
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5.292,000	289,435	130,431	208.2	658,208	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 [illegible]	5,145,000	.....	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	169.0	356,6 0	46,568	224,767	488,349	121,008	—	100	28
May 31, 1878	56.0	—	19.6	—	11	10	4	513	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	121.3	266,669	86,179	206,918	602,754	239,505	—	100	39
Dec 31, 1878	121 3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	116.3	841,442	191,069	781,146	657,632	234,227	—	50	....
Sept. 30, 1878	116 3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	111.3	.....	.....	.....	308,883	20,046	—	100	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	100.0	335,049	155,114	147,842	282,153	125,875	—	100	....
Dec 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,300,000	94 170	9,471	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	79.0	125,679	50,345	38,376	99,155	20 0 2	—	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	46.0	.....	33,533	349.229	254,039	135,281	—	50	....
Nov. 30, 1878	46.0	—	8 3	49.6	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	50 0	246,988	299,154	43,405	317,978	101,539	8	100	....
Sept. 30, 1878	50.0	—	6 8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	158.5	165,745	59,315	136 055	414,477	100,090	—	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,000	.....	.....	190.0	552,986	79,038	713,952	844,689	238,649	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6.131,0 0	575,875	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina [1]	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	114.0	418,552	149,484	440,071	462 906	142,850	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N.Y.	8,273,492	337,661	625,858	131,764	1,790,234	2,540,125	88,416	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....
Dec 31 1878	67.0	—	11.2	—	14	6	3	298	Southern Minnesota [1]	Minnesota.	6,424.100	*	.....	.....	1,984,200	4,639,900	.....	— —	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....
Aug. 31, 1878	144.0	166.6	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339 000	.....	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Sept. 30, 1878	4 5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,876,126	53,399	49,800	26,278	816,45	600 000	271,361	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....
Dec 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,904	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,139	1,988,150	1,600,000	291,968	1,280,393	108.0	.....	.....	86,398	2 0,187	74,284	—	100	....
Dec. 31, 1878	108.0	—	6.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0,000	1,142,000	548,854	125,095	443.9	1,392,777	268,149	407,114	2,136,143	956,455	—	100	47
May 31, 1878	179.7	264.1	39.4	89.0	40	21	11	977	Texas and Pacific [1]	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	247.0	1,022,612	280,985	702,510	1,868,290	472 211	—	100	18
Dec. 31, 1878	227.4	19.6	36.2	—	44	16	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,460,000	.....	.....	52.9	405,324	294,879	595,901	560,344	274,747	2	100	....
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Sept. 30, 1878	74.0	—	9.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,682	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	1,888,229	10	100	169
Dec. 31, 1878	276.5	—	369.8	—	166	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,581	*	.....	.....	20,190,400	20,095,548	1,545,956	.....	103.8	5,846,886	188,315	844,019	11,121,272	7,744,686	—	100	82
Dec. 31, 1878	1 088	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah	115,214,388	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	111.5	.....	.....	[9 mos.	193,12	62,069	—	100	....
Apr. 30, 1879	21 .0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	180.1	339,339	218 258	108,560	453.144	239,292	4	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	28	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	118.0	211,252	108,365	88,120	147,542	def. 3,911	—	100	119
Sept. 30, 1878	21.0	—	10.0	—	4	8	5	86	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	58.8	.....	.....	[rental.	158,197	150,197	5	100	....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,36 ,000	900,000	6,264	38,902	142.0	187,892	43,666	45,597	329,175	70,318	—	100	....
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	38,163	1,397,603	3,166,973	38,474	.....	58.7	458,810	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	85	Virginia and Truckee	Nevada	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	678.0	5,316,700	358,879	1 952,003	4,798,872	1,654,123	—	100	49
Dec. 31, 1878	452 1	148.1	43.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	884,018	172,291	296.2	796,119	149,248	192,147	925,044	225,554	—	100	....
Sept. 20. 1878	258.5	121.5	18.0	—	31	35	14	476	Wash. City, Va. Mid. & Gt. Southern [1]	Va.	10,143,393	*	.....	.....	4,265,297	6,747,087	1,859,661	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,200	*	.....	.....	1,777,927	387,300	142,300	.....	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541.106	200,250	447,922	65,150	821,300	1,100,000	95,601	237,435	128.6	410,545	615,330	119,832	541,678	202,985	—	50	70
Dec. 31, 1878	59.6	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,882	469,297	1,533,634	91,148	1,359,750	2,400,000	71,539	89,592	167.0	292,286	.....	.....	514,107	176,552	—	100	....
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama [1]	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	90.9	419,331	368,956	136,021	347,201	129,926	—	100	78
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,406	*	30.000	43,701	682,250	3,676 000	6,147	287,610	212.7	870,604	289,094	462,341	1,067,654	304,401	—	100	....
Sept. 30, 1878	192.0	20.7	28.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	218,114	808.864	16,294	4,000,000	3,500,000	387,629	255,633	90.9	419,331	368,956	136,021	347,201	129,926	—	100	55
Sept. 30, 1878	189.0	—	18.0	—	34	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30.221	204,235	800,000	1,248,000	1,008,944	.....	189.0	.....	.....	53,860	.....	509,698	98,658	—	100	....
Sept. 30, 1878	168.0	17.0	18.2	—	28	19	18	350	Wilmington and Weldon [1]	N.C.	3,340,366	*	39,423	68,078	1,466,200	1,619,100	52,182	315,434	1 0.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30, 1878	45 [illegible]	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	584,980	75,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	63

Valley (Va.) Railroad.

The stockholders of the Valley Railroad Company met at Staunton, Va., on the 6th inst. and unanimously adopted a resolution authorizing the directors to issue bonds of the company from time to time, as may be necessary, to an amount not exceeding $3,000,000, the proceeds to be applied to the construction and completion of the road between Staunton and Salem. This decisive action of the company terminates the anxiety of the friends of the road, caused primarily by the suspension of work beyond Staunton in consequence of the financial depression several years ago, and subsequently by hostile Virginia legislation, now happily repealed. The section of the road between Lexington and Staunton, a distance of 36 miles, will first be built, and then the road will be pushed to its completion further South.

Statement of the Public Debt of the United States, May 1, 1880.

DEBT BEARING INTEREST

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$16,718,000 00	$334,260 00
5 per cent. bonds, 1881 (Oregon,) 1861	753,950 00	15,079 00
6 per cent. 1881 bonds, 1861..	166,388,200 00	3,327,764 00
6 per cent 1881 bonds, 1863..	66,106,1 0 00	1,322,123 00
5 per cent. funded loan of 1881	492,889 300 00	6,161,116 25
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	739,322,850 00	2,464,409 50
Refunding Certificates.....	1,524,950 00	5,083 17
3 per cent. navy pension fund, 1868.....	14,000,000 00	140,000 00
Aggregate of debt bearing interest.....	$1,747,698,400 00	$15,644,334 92
Interest due and unpaid		3,320,083 09

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,800 00	5,124 66
6 per cent. 5-20 bonds, called June, 1864	68,350 00	818 79
6 per cent. 5-20 bonds, called 1865	117,650 00	51,521 06
5 per cent. 10-40 bonds, called, 1864.....	3,306,450 00	271,336 71
6 per cent. Consol. bonds, called, 1865.....	641,400 00	8,236 57
6 per cent. Consol. bonds, called, 1867	2,684,400 00	223,097 58
6 per cent. Consol. bonds, called, 1868	968,500 00	96,373 06
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,965 00	2,330 35
5 per cent. 2 year notes, 1863.	36,150 00	1,877 99
6 per cent. compound interest notes, 1863-64.....	244,290 00	49,660 61
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,250 00	5,442 71
6 per cent. certificates of indebtedness, 1862-63....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
2 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,877,635 26	$849,404 29

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,090 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit	8,760,000 00	
Fractional currency, 1862-3-4	15,604,587 00	
Coin certificates, 1863.	8,2 .0,000 00	
Silver certificates, 1878.....	12,043,720 00	
Unclaimed interest		7,777 03
Aggregate of debt bearing no interest.....	$391,381,013 00	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$249,961,800 00	
Bonds at 5 per cent.....	492,889,300 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,322,850 00	
Refunding certificates.....	1,524,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,747,698,400 00	$18,964,918 61
Debt on which interest has ceased since maturity.....	8,877,635 26	849,404 29
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,106 00	
Certificates of deposit.....	8,760,000 00	
Fractional currency.....	15,604,587 00	
Coin and Silver Certificates.	20,274,320 00	
	$391,381,013 00	
Unclaimed interest.....		7,777 03
	$2,147,957,048 26	$19,822,099 32
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,167,779,147 59

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,320,083 09
Debt on which interest has ceased.....	8,877,635 26
Interest thereon	849,404 29
Gold and silver certificates.....	20,274,320 00
U S Notes held for redemption of certificates of deposit.	8,760,000 00
Cash balance available May 1, 1880.....	157,382,951 23
	$199,464,39 . 87
Debt, less amount in Treasury, May 1, 1880.	$1,968,314,758 72
Debt, less amount in Treasury, on the 1st ult.	1,980,392,824 22
Decrease of debt during the month.....	$12,078,070 50
Decrease of debt since June 30, 1879.....	$58,892,502 65

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	32,566 40
Totals.....	$64,623,512 00	$1,292,470 24

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,084,519 83; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,337 24.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Illinois Central Railroad.

During the month of April, 1880, the Traffic on the lines operated by this company was:

In Illinois	$426,550 00
In Iowa (Leased Lines)	117,920 00
Total	$544,470 00

The Traffic for the same month in 1879, on the same mileage, was:

In Illinois	$378,339 13
In Iowa (Leased Lines)	114,252 12
Total	$492,591 25

During April, 1880, the Land Sales were 5,-181.40 acres for $28,238 45, and the cash collected on Land Contracts was $16,182 15.

L. A. CATLIN, Secretary.

☞ The Louisville and Nashville Railroad Company assumed control of the New Orleans and Mobile Railroad on the 8th inst. The Mobile route is now added to the Southern roads operated by the Louisville and Nashville Railroad company.

☞ The Ohio and West Virginia Railroad was completed to McArthur on the 8th inst,

Philadelphia Stock Exchange.

Closing Prices for the week ending May 11.

	W.5.	Th.6.	F.7.	Sat.8	M.10.	Tu.11
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	....	26	....	....	....	....
Jamden & Am. 6s, 1885....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	111½	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	29	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook...100	100	....	...	....	100	
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	7	....	....	.. .	
Preferred	....	11	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation ... 33½	32½	32½	32½	30	27½	
6s, 1884..... 107	....	....	107½	....	....	
Gold Loan.....	106½	....	....	....	....	
Railroad Loan.....	....	....	....	....	....	
Conv. Gold Loan...	....	....	....	....	....	
Consol. Mort 7s.....	....	105	....	....	105½	
Lehigh Valley 51½	51	51½	51	50½	49¾	
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	118	....	
2d mort. 7s...	126	...	126½	....	126½	
Consol. mort. 6s.. .. 112½	....	...	....	....	....	....
Consol. mort. 6s, reg.....	....	....	113	....	....	
Little Schuylkill...	....	...	....	....	....	....
Mine Hill & Sch. Haven . .	59	....	....	....	....	....
North Pennsylvania .. 50	50	....	50½	50½	50	
1st mortgage 6s..... ..	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central. .. 33	32½	32	33	....	....	
6s	....	....	....	....	....	80
Northern Pacific 27½	24	24½	24½	20½	21	
Preferred 51½	49½	50	47	42½	39½	
Pennsylvania R. R... 52	51½	51½	51½	50½	50½	
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg..... 117½	....	....	....	....	....	....
Consol. mort. 6s....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series.....	....	....	....	....	....	....
do. 5s, new....115	....	....	115	....	....	
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 29½	27½	28½	28½	24½	23½	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	....	....	....	....
Consol mortgage reg	....	....	119	....	....	....
Gen'l mortgage 6s.....	85½	....	....	84	....	
Philadelphia and Erie 15½	13½	12½	12½	12½	12	
1st mortgage, 6s.....	....	....	....	101	....	
2d mortgage, 7s.....	112	112	112	....	....	
Pittsb., Cin. & St L. 7s 114½	115	....	115	....	....	
Pittsb., Titusv. & Buff.. 15½	14	13½	13½	12	12	
7s.....	80½	80	....	78	....	
Schuylkill Navigation..	....	....	....	....	....	....
Preferred..... ... 13	13	....	13	....	....	
6s, 1872..... .. 101	....	....	....	....	....	....
6s, 1882.....	79	79	....	....	....	....
United Co. of N. Jersey....	....	160½	160	....	160	
Hestonville, (Horse)	18½	....	....	....	....	....
Chestnut & Wal (do.).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 11.

	W.5.	Th 6.	F.7.	Sat.8.	M.10.	Tu.11.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880..... 102	....	....	....	....	....	....
6s, 1885.....	....	....	106½	....	106½	
Central Ohio ($50)...	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati....	....	....	....	....	....	....
1st mortgage, 7s..... 109½	109½	109½	109½	109	108	
2d mortgage, 7s..... 79	....	77	....	72	72	
3d mortgage, 8s..... 40	....	36½	37	35½	35½	
Northern Central ($50).....	....	....	22½	....	....	
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	110	....	
6s, 1900, Gold..... ...	109½	109½	109½	109½		
6s, 1904 gold....	103½	....	104	....	....	
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	44	....	....	....	....
O., Alex. & Manassas 7s 83	....	81½	81½	80½	....	
Pittsb. & Connellsv. 7s	114½	114½	....	114½	....	
Virginia 6s, Consol .. 55½	55½	55½	55½	54½	54½	
Consol. Coupons	....	91	91½	....	91½	
10-40 bonds..... 40	40	39½	....	....	....	
Deferred Certificates.....	....	7	....	....	....	
Western Maryland	....	7½	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed... 108	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 12.

	Th.6.	F.7.	Sat.8	M.10.	Tu.11	W.12.
Adams Express	112½	....	....	112	111	....
Albany and Susq	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	115
2d mortgage	....	....	....	....	....	....
American Express	57½	57	58	57½	54	55
Atlantic & Pacific Tel.	41	41½	41½	40	39	41
Burl., C.R. & Nor	63	61	63¼	62½	....	....
1st mortgage 5s	91½	91	91¼	91	90½	91¼
Canada Southern	60½	61	60	56	55½	56½
1st mortgage guar	90	90	90½	90½	90	90½
Central of N. Jersey	72½	75½	75	69½	69½	69½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	104½	104½	104½	104½	....	....
7s, convertible, ass.	....	103½	....	....	102½	103
7s, Income	....	....	....	....	....	77½
Adjustment	....	103¼	....	....	....	....
Central Pacific	65	64½	....	65	....	65½
6s, gold	....	112½	113	....	112½	....
1st M. (San Joaquin)	104½	....	....	....	....	104½
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	16½	16½	17	15	15½	16
Chicago and Alton	105	....	108½	108	108	108
Preferred	....	....	....	....	....	124
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	122	121	123½	121	121	121½
7s Consol, 1903	122	122½	....	....	122	122½
Chic., Mil. and St. Paul	75	76½	....	....	122	122½
Preferred	101	101	75½	72½	74½	74½
1st mortgage, 8s	....	....	101	100	100	101
2d mortgage, 7 3-10s	....	....	127½	....	....	127½
7s, gold	113½	....	....	....	....	....
1st M. (La Crosse div.	113½	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	109	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	116	....	....
Consolidated S. F.	110½	110½	110½	110½	....	110½
Chic. & Northwestern	91½	92	91½	88	88½	90½
Preferred	107½	107½	108	106½	106½	109
1st mortgage	....	....	....	....	109½	....
Sinking Fund	....	106	....	....	....	....
Consolidated 7s	122	....	....	....	....	....
Consol. Gold bonds	117½	117½	....	117½	....	117½
Do. reg	118	....	....	....	....	....
Chic., Rock Isl. & Pac	189½	....	....	181½	182	186½
6s, 1917	....	118½	....	118	....	117½
Clev., Col., C. and Ind.	72½	73½	73½	70	70	73½
1st mortgage	118	....	....	....	....	....
Clev. & Pittsburg guar	113½	....	113½	....	110½x	....
7s, Consolidated	....	....	....	118½x	....	....
4th mortgage	....	....	....	....	....	112
Col., Chi., & Ind Cent	11½	11	11½	10½	10	11
1st mortgage	....	....	79½	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	78½	79½	78½	74½	74½	74
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	107	....	....	....	107½	....
Del., Lack. & Western	82½	85½	84½	79½	79½	79½
2d mortgage 7s	....	102½	....	....	....	....
7s, Consol. 1907	....	117½	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	106½	106½	....
4th mortgage	101½	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	118½	118½	....	119
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	101½	....	....	....	....	100
Hannibal & St. Joseph	30½	32	32	28	27	27½
Preferred	69	71	69½	67½	68	69½
8s, Convertible	107	....	106½	107	107	....
Houston & Tex. Cent.	58½	61	58	56	56	....
1st Mortgage	110	....	....	....	109½	109½
Illinois Central	103	102½	103½	101½	102	102½
Lake Shore & Mich So.	103½	105	104½	101	102½	103½
Consol. 7s	122½	122½	123	....	....	....
Consol, 7s, reg	....	121½	....	....	....	....
2d Consolidated	....	....	....	....	....	117½
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	125	124	123	120½	120½	124
7s, Consolidated	....	....	....	....	....	113
Manhattan	29	30	29½	28	27½	28½
Metropolitan Elevated	92½	92½	93½	92½	92	92½
1st Mortgage	101½	101½	....	....	100½	....
Michigan Central	84½	86	84½	80½	81½	81½
7s, 1902	....	....	118½x	....	....	....
M. S. and N. I 1st, S. F	107½x	....	....	....	....	....
Morris and Essex	....	106½	106	105½	105	....
1st mortgage	127	127	....	....	....	....
2d mortgage	....	....	114	114	....	114
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	109½	109½	109½	....	110	110½
N. Y. Cent. & Hud. Riv	124½	127	126½	125	126	126½
6s, Sinking fund, 1883	103x	....	104	103½	103½	103½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	127	....	....	....	....	127
1st mortgage reg	127	....	....	....	....	....
N. Y. Elevated	113½	....	115	....	113	112½
1st Mortgage	111½	....	....	110½	....	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	123½	....	....	124½	....	....
2d mortgage, reg	....	....	....	124½x	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 12.

	Th.6.	F.7.	Sat.8	M.10.	Tu.11.	W.12.
N.Y., Lake Erie & W.	38½	39½	38½	34½	36½	37
Preferred	61	62½	59½	58	58	60½
2d Consolidated	90½	91	90½	88½	88½	88½
New 2d 5s fund	84½	85	85	....	....	....
N.Y., N. Haven & Hart	....	....	162½	..	....	160
North Missouri 1st M	....	....	115½	.. ..	....	....
Northern Pacific	24½	26	21½	20½	21½	23
Preferred	50½	50	46	43½	42	45½
Ohio and Mississippi	28½	31	30	26	27	28
Preferred	74	74	....	72½	71½	73
2d mortgage	....	....	....	....	110	110
Consolidated 7s	....	....	....	115	115	....
Consol. Sinking fund	115	....	....	....	....	....
Pacific Mail S. S. Co	36	37	36	33½	34½	37
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	106½	105½	106½	....
2d mortgage	....	....	....	....	....	....
Panama	....	188	....	....	....	....
Philadelphia & Reading	55½	56½	55	49½	46½	48½
Pitts., Ft. W. & Chi. gtd	....	118	118	117	118	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	118	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	....	12½	13	11½	9½	....
Preferred	....	65	....	63½	57	....
St. Louis & San Fran.	31	30	30	29½	28½	33
Preferred	45½	44½	44½	40	37	42
1st Preferred	65	65	64½	64	60	65
St. L., Alton and T. H	....	....	16	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	105	....	....	104½
Income bonds	....	....	....	93	....	....
St. L., Iron Mt. & S. As	47½	48½	47½	41½	43	43½
1st mortgage	....	113½	114	114	....	....
2d mortgage	....	99½	99½	99½	99	99½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	84½	85½	85½	82	82½	84½
1st mortgage	....	....	112½	112½	112½	112½
Land Grant 7s	....	110½	110½	....	....	....
Sinking Fund 8s	....	....	....	....	....	115½
United States Express	48	46½	47	45	44	44½
Wabash	....	....	....	....	....	....
1st mortgage	....	109½	....	....	109½	109½
2d mortgage	....	101½	....	101½	101	100
7s, Consolidated	....	....	....	97½	98½	98½
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	34½	35½	34½	29	32½	32½
Preferred	64½	65½	64½	59½	62½	32½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	106½	....	105	106	105	....
Western Pacific bonds	....	....	....	110½	....	....
Western Union Tel	103	105	103½	98½	100½	101½
7s, S. F. conv., 1900	....	....	....	....	114½	....

Boston Stock Exchange.

Closing Prices for the week ending May 12.

	Th.6	F.7.	Sat.8	M.10.	Tu.11.	W.12.
Atch., Top. and San. Fe	130½	126	128	124	122	124½
1st mortgage	....	....	....	....	116	116½
2d mortgage	....	....	....	....	....	119
Land Grant 7s	....	....	....	114	....	....
Boston and Albany	144	144	144	....	144½	145
7s, reg	....	....	....	....	....	....
Boston and Lowell	91	....	91	....	....	....
Boston and Maine	....	....	....	121	122	....
Boston and Providence	....	....	....	....	137	....
Boston, Hart. & Erie 7s	43	40	38½	36½	35½	39
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	....	....	....	145	142½	142
6s, exempt	107½	....	....	....	....	107½
4s	....	....	....	....	....	80
Chi., Burl. and Quincy	122	121½	123½	122½	120½	122
7s	....	....	....	....	118	....
Cin., Sand. and Clev	10	9½	10½	9½	9½	11½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	144
Eastern	29½	28	29½	27	26	27
New 4½ Bonds	91½	91½	92½	....	91	91½
Fitchburg	125	124	124	....	123	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	81	79	....
N. Y. & New England	38	34	35½	34	32½	37½
7s	....	107½	....	109½	109½	108½
Northern, N. H	....	96	96½	97	97	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	21½	24½	27	26½	22	25½
Preferred	76	....	70	....	....	....
Old Colony	112	112	112	112½	112½	....
Ph., Wil. & Balt. ($50)	....	....	....	69½	70	70
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ars. Va	....	....	....	....	....	....
7s	110	109½	....	....	....	....
Pullman Palace Car	....	112	....	....	111½x	....
Union Pacific	....	....	....	86	81½	....
4s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	114½	....	....	114	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	119	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	88	....	....	86	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	233	232	238	232	231	231
Quincy	24½	24	24½	23½	22½	25

New York Stock Exchange.

Closing Prices for the week ending May 12.

	Th.6.	F.7.	Sat.8	M.10.	Tu.11.	W 12
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	107½	107½	107½	107½	....	107
U. S. 4s, 1907, coup	107½	....	....	107½	....	....
U. S. 4½, 1891, reg	....	....	....	108	....	....
U. S. 4½, 1891, coup	....	....	....	108½	....	109
U. S. 5s, 1881, reg	102½	102½	....	....	102½	....
U. S. 5s, 1881, coup	....	102½	....	....	....	103
U. S. 6s, 1881, reg	....	....	106½	....	....	106½
U. S. 6s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1880, reg	....	....	104½	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	94½	....	....	....	....	....
Dt. of Col. 3-65s, coup.	94½	....	94½	94½	....	94½
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Apr. 23.	Apr. 30
Atlantic & Gt. W. 1st mort. Certs.	72 — 74	73 — 75
Do. 2d mort., Certs	35 — 37	35 — 37
Do. 3d mort., Certs	17 — 18	17 — 18
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	78 — 82	78 — 79
Do. Cons. Mort. Oct. '79 coupon	107 — 109	107 —109
Do. Adjustment bonds	105 —107	105 —107
Do. Income bonds	86 — 89	78 — 83
Det., Gd Haven & Mil. Equip. bds.	109 —111	109 — 111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	100 —102	100 —102
Erie shares $100 Recon. Ass. $6 pd.	44 — 44½	43½ — 43½
Do. Pref. Shares, R. T. Ass. $3 pd.	68 — 72	68 — 72
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —122	120 —122
Illinois Central $100 shares	109 — 111	107½ —108½
Illinois & St. Louis Bdge mort. stg.	— — —	— — —
do do. 2 mort. stg	— — —	— — —
Lehigh Valley Consol mortgage	111 —115	111 —115
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares	134 —136	133 —135
Do. Mort. bonds (stg.)	117 —119	117 —119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 —120	118 —120
Do. do. 2d do.	86 — 89	86 — 88
Do. 2d Consol. Mort. bonds	93 — 95	93 — 95
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania. $50 shares	56 — 57	56 — 57
Do. Con. Sink. Fund Mort	115 —117	115 —117
Philadelphia and Reading $50 shs.	34 — 35	30 — 31
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
Union Pacific Land Grant 1st mort.	116 —117	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 13, 1880.

The markets of the past week have been very irregular and unsettled as a rule, with reactions in prices of merchandize and stocks, based upon both speculative and natural influences, the predominance of which and consequently the pre-eminence of which it is impossible, as yet, to indicate. The stock market especially is decidedly mixed, as the large short interest created on the decline has been covering, and while there have been some large buyers and some small, for the long account, it is by no means certain that the downward tendency has spent itself, and equally uncertain whether an upward tendency will be developed soon, or whether we shall see a dull, dragging, summer's market until the crops are far enough advanced to decide the earnings of the railroads the coming year.

It is cited that the railroad earnings are still very largely in excess of last year and that prices of stocks based thereon are already too low. Yet these reported earnings are only the gross, while it is notorious that the working and repairing expenses of many if not most of them have increased in nearly as great ratio, which would show net earnings of a much smaller ratio of increase. However this may be, a comparison of the prices of the active stocks at the Exchange will give a much clearer idea of real values than anything else. The lowest prices of last May and May 10th inst are as follows: Canada Southern, 58¼@55¾; Chicago, Burlington and Quincy, 113¼@121, including scrip dividend; C. C. C. & I. 44⅜@69⅛; Delaware and Hudson, 45⅛@74⅛; Delaware,

Lackawanna and Western, 51⅛@79½; Erie 26⅛ 34½: Hannibal and St. Joseph 17⅝@23; Illinois Central, 85⅝@101⅛; Iron Mountain, 20¼@40⅛; Kansas and Pacific, 60@82½; Union Pacific, 71¾ @82; Western Union Telegragh, 102⅞@98⅞ including a scrip dividend of 17½ per cent; St. Paul, 40⅝@72½; St Louis, Wabash and Pacific, 14@28¾; San Francisco, 9⅛@29½; Rock Island 130¼@181½; Pacific Mail, 13½@33½; Ohio and Mississippi, 14⅜@26; Northwest, 58⅜@87⅝; Jersey Central, 43@69; N. Y. Central and Hudson River, 117¾@124⅝; Nashville and Chattanooga, 35½@69; Morris and Essex, 87@105½; Michigan Central, 78⅝@79; Louisville and Nashville, 53½@120; Lake Shore, 72@101½; Kansas and Texas, 13¾@30¾.

The earnings of 36 roads for April showed over last April an increase of about 25 per cent, against about 35 per cent for March and 34 per cent for February and January. There have been rumors and rumors which have been contradicted and affirmed the past week about the position of Mr. Gould and Mr. Keene on the market and towards each other, which have shaped in a measure the course of speculation. They are said to have changed positions, Mr. Gould turning bull and Mr. Keene changing to the bear side; also that they have joined hands for a bull campaign. But the stock market does not look that way and it would be hazardous to stake money on either or any of these rumors which as usual are put out not to enlighten but to deceive the Street. It would be very strange, however, if there should not be more than a temporary reaction of a day or two after such a decline. Yet on the advance last fall we saw the same anomaly in the opposite direction, and it would not be more strange now to see it repeated on the decline and prices be carried too low, as it is now plain, and as we continually warned our readers last fall, they were being carried too high.

The Money market has had little to do with stock values which have been the lowest and most demoralized the past week, on the easiest money market since the year began. This ease was increased at the close of the week by the Treasury purchase of its weekly $3 000,000 of bonds, for which there has been but little change in price, as these sales are now an important matter in the Street and Money Market. Sterling Exchange has not changed materially or been active. State bonds have been dull without material change.

Railroad bonds have been decidedly more active with stocks, especially the speculative varieties like Erie and Kansas and Texas Junior Mortgages which fell with stocks and rallied therewith, while Boston, Hartford and Erie fell the most on failure of a leading broker in them. The Gould, Vanderbilt and Keene stocks have been the most depressed and forced for sale, including Erie, with the aggregate sales running to 622,000 on Tuesday and 600,000 shares on Monday.

The bank statement showed over $14 000,000 in excess of the legal reserve, an increase for the week of $2,790,400.

The Metal markets have continued depressed and dealers in iron and railroad supplies have complained bitterly of the stagnation, and there have been rumors current on the Street of some of them being in trouble, but no failures are yet announced though there is no doubt general embarrassment among speculators in these goods.

The Produce markets have been more steady, especially breadstuffs, since the opening of canal navigation, and shippers are now taking stuff more freely at rather stronger prices.

The manufactured goods markets of all kinds nearly have shown the same stagnation and depression existing in iron and there is destined to be a general curtailment of manufacture of nearly all kinds before long, unless trade revives, which is not probable on the eve of warm weather and the usual dull season. The iron manufacturers are already shutting down and the coal trade is curtailing production to stop a further decline in prices. The shutting down of our iron manufacturers is due to the flood of foreign iron in our markets which will continue until prices drop to a point that will stop importation. Since January 1st, 141 furnaces were started up in Great Britain, making 600 now in operation there while ours have begun to close in consequence of the folly of putting up prices by speculation last fall.

Mining stocks have suffered along with railroad shares as no money can be borrowed on them as collateral. San Francisco market is also lower as the speculation managers there are still engaged in a freeze out of boni fide stockholders.

As an illustration the Consolidated Virginia had over $600,000 in its treasury, less its working expenses, on May 1st, enough for two dividends, and yet none has been declared since last Dec., and the superintendent of the mine is engaged in putting out low grade ore on reports and others to depress the stock. It is time such managers were brought to bay by the Eastern investors who hold the bulk of this stock and allow the banks of California and Nevada and Wells, Fargo and Company to control their proxies and hence their interests for the benefit of these men they keep at home.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 38½@39; Canada Southern, 52@52¼; Central of New Jersey, 67@67½; Central Pacific, 64¼@65; Chicago and Northwestern, 89½@89⅝; do. pref., 107½ @108½; Chesapeake and Ohio, 16⅜@16⅝; Chicago, St. Paul and Minneapolis, 48@50; Chicago, Milwaukee and St. Paul, 72¾@73; do. pref., 99¾ @100½; Chicago, Rock Island and Pacific, 184 @191; Chicago and Alton, 107@108; do. pref., 120@124; Chicago, Burlington and Quincy, 120 @120½; Cleveland, Columbus, Cincinnati and Indianapolis, 70@70¼; Col., Chicago and Indiana Central 10¼@10½; Delaware and Hudson Canal, 70⅜@70½; Delaware, Lackawanna and Western, 75½@75¾; Hannibal and St. Joseph, 25¾@26; do. pref., 67¾@68¼; Houston and Texas Central, 51⅛@—; Lake Shore and Michigan Southern, 102½@102⅝; Louisville and Nashville, 120½@ 124; Michigan Central, 79@79¼; Morris and Essex, 105@106½; Manhattan Railway, 27⅛@ 27⅝; Metropolitan Elevated, 93½@94; Nashville, Chattanooga and St. Louis, 67@69¾; New York Elevated, 113½@114¾; New York Central and Hudson River 125@125½; New York, Lake Erie and Western, 34¾@34⅞; do. pref., —@ 57½; New York, Ontario and Western, 27¼@ 27½; Northern Pacific, —@20½; do. pref., 42½ @42⅝; Ohio and Miss. 25⅞@26⅛; Pacific Mail, 33½@33⅝; Philadelphia and Reading, 45@45¼; St. Louis and San Francisco, 30½@31½; do. pref., 40@40½; do. 1st pref., 63@65; St. Louis and Iron Mountain, 40½@40⅝; St. Paul and Sioux City, 38½@39; do. pref., 72½@74; St. Louis, Alton and Terre Haute, 15@23½; do. pref., 50@67; Union Pacific, 82½@82¾; Western Union Telegraph, 98¾@98⅞; Wabash, St. Louis and Pacific, 29@29⅛; do. pref., 56⅞@57.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Boston and New York Air Line, 40; Chesapeake and Ohio 2d pref., 19¼; do. cur. int., 35¼; do. 1st, Series B, 61; Chicago, St. Louis and New Orleans, 26; Chicago, St. Paul and Minn., 50; do. 1st, 102¼; Ind., Bloom. and Western, 25¼; do. pref., 118; do. 1st, 74; do. 2d, 62; Keokuk and Moines, 9; do. 1st, 98; Lake Erie and Western, 24½; do. 1st, 99¾; do. inc., 55½; Marietta and Cincinnati 1st pref., 7; do. 2d pref., 4½; Missouri, Kansas and Texas, 33⅛; do. 1st consol. ass., 101⅜; do. 2d, 58½; Mobile and Ohio, 14½; do. 1st mort., 102½; do. 1st deben., 69; do. 2d deben., 40; do. 3d deben., 28; Nashville, Chattanooga and St. Louis, 69¾; do. 1st, 114; New Jersey R. R. and Transp., 159; New York, Ontario and Western, 28⅜; Ohio Central, 17½; do. 1st, 90; do. inc., 45; Oregon Railway and Nav., 108; do. 1st, 93; Peoria, Decatur and Evansville, 18; do. inc., 54; do. 1st, 96; St. Paul and Sioux City, 89; do. pref., 72; do. 1st, 101⅞; Lehigh and Wilkesbarre consol. ass., 97¾; Boston, Hartford and Erie 1st, 88¾; International and Gt. Northern 1st, 98; do. 2d, pur. com. rec, 29; do. inc., 65; Rome, Watertown and Ogdensburg 1st consol., 58¼; Texas and Pacific inc. L. G., 61½; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass, sup., 81; do. inc., 30; Delaware and Hudson 1st, Penn. div., 112½; Denver and Rio Grande 1st, 101; Laf., Bloom. and Muncie 1st, 97½; Toledo, Peoria and Warsaw E. D., pur. com. rec., 128; do. W. D. do., 128; St. Louis and Iron Mt. 1st pref. inc., 80½; do. 2d do., 71; do. 1st Arkansas Branch, 103; do. Cairo, Arkansas and Texas 1st, 101; Kansas Pacific 1st consol., 92; do. 6s, Denver Div., ass., with coupon certif., 103¾; do. 1st Feb. and Aug., do., 118⅜; do. June and Dec. do., 116¾; Albany and Susq. 1st mort., 115; Indianapolis, Decatur and Springfield 1st, 99; Chicago, Burlington and Quincy 8s, 110; Winona and St. Peter 1st, 108; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind., 107½; Ohio and Mississippi 1st, Springfield div., 76; Houston and Gt. Northern 2d, pur. com. rec., 28; Frankfort and Kokomo 1st, 90, Minneapolis and St. Louis 1st, 102½; Cleveland and Toledo S. F., 111; Nashville and Decatur 1st, 112; Jefferson 1st, 108; Louisville and Nashville 2d, 103¾; Southern Pacific (of California) 1st, 96½; South Pacific 1st, 108¾; St. Louis and San Francisco 2d, class B, 72; East Tenn., Va. and Ga. 1st, 110; Detroit, Monroe and Toledo 1st, 119; St. Louis, Kansas City and Northern R. E. 7s, 106½; do. Omaha div. 1st, 109⅞; Louisiana and Missouri River 1st, 114; Chicago, Milwaukee and St. Paul S. W. Div. 6s, 108; Am. Dock and Imp. 7s, 107¾; St. Paul, Min. and Man. 1st, 109; St. Louis, Vandalia and Terre Haute

2d guar., 102⅛; Louisiana 7s, consol., 47⅛; Tennessee 6s, new, 29; do. old, 34; Alabama, Class A, 60½; Missouri 6s, 1887, 107½; Virginia 6s, old, 22; Am. Dist. Tel., 80; Sutro Tunnel, 1¾; New Central Coal, 24⅞; Consol. Coal, 33; Maryland Coal, 20; Pennsylvania Coal, 200; Central Mining Co., 4⅛; Climax, 2⅞; Caribou, 2¼; Excelsior, 14; Homestake, 32; Little Pittsburg, 7; Leadville, 1⅞; Ontario, 33½; Standard, 28½; Silver Cliff, 4¼.

Boston.—Flint and Pere Marquette, 17; Little Rock and Ft. Smith, 36; do. 7s, 95; Chicago, Clinton, Dubuque and Minnesota, 75; Rutland, 5¼; do. pref., 24; dc. 5s, 1898, (1st coupon 1881) 65; Kansas City, Fort Scott and Gulf, 45; do pref., 76; do. 7s, 107; Summit Branch, 9⅝; Detroit, Lansing and Northern pref., 105; Wisconsin Valley, 65; Sioux City and Pacific pref., 73; Chicago and West Michigan, 53; Marquette Houghton and Ontonagon pref., 30; Atchison and Nebraska, 80; Cedar Rapids and Missouri River R. R., 112¾; Wisconsin Central pref., 15; Southern Kansas and Western, 55; Winnisimmet R. R., 50; New Mexico and Southern Pacific 7s, 107; Kansas City, Lawrence and Southern 4s, 86¾; Republican Valley 6s, E. D., 101½; do. W. D., 101½; Iowa Falls and Sioux City 7s, 107; Kansas City, St. Joseph and Council Bluffs 1st, 111; do. inc., 85; Kansas City, Topeka and Western 1st, 114; Cincinnati, Sandusky and Cleveland 7s, 91; Ogdensburg and Lake Champlain pref., 70¼; do. 1st, 102¼; Connotton Valley 7s, 1909, 92; Florence, El Dorado and Walnut Valley 7s, 1907, gold, 99; Boston Land Co., 7; Boston Water Power Co., 6⅜; Maverick Land, 2¼; Brookline Land, 4; Atlantic Mining, 17; Allouez, 17; Brunswick Antimony, 18; Blue Hill, 5; Catalpa, 1¾; Copper Falls, 7; Duncan, 2; Franklin, 13; Huron, 4; Harshaw, 16; Humboldt, 1; Mesnard, 1¼; National, 1¾; Osceola, 82; Pewabic, 14½; Ridge, 4; Silver Islet, 14; Waukeag, 4.

Philadelphia.—Pennsylvavania Canal 6s, 81½; Chesapeake and Delaware Canal 6s, 82; Texas and Pacific L. G., 59½; do. consol. mort. 6s, 93; Warren and Franklin 7s, 102; Philadelphia and Reading R. R. scrip, 85; Pennsylvania and New York Canal 7s, 1906, 126; Shamokin and Pottsville 7s, 111; Pennsylvania Co. 6s, 105; Am. S. S. Co., 30; do. 6s, 101½; Western Pennsylvania 6s, A. & O., 106; Railway Car Trust 5s, 99; Harrisburg and Lancaster 6s, 105; Huntingdon and Broad Top Mt. consol., 7s, 65; Erie and Western Transp. 6s, 101; Steubenville and Indiana 6s, A. & O, 103¾; do. M. & N., 103¼; West Chester and Philadelphia 7s, 114; Central Transp. 47¾; People's Pass. R. R., 15½; Philadelphia, Germantown and Norristown R. R., 102¼; St. Paul and Duluth pref., 60¼; Pittsburg 7s, W. L., 109; do. 7s, Av., 106½; Cincinnati 7.30s, M. & N, 118½. The latest quotations are: City 6s, 106@108; do. free of tax, 124@125; do. 4s, new, 105@106½; Pennsylvania State 6s 2d series, 101½@101¾; do. 3d series, 107½@—; do. 5s, new loan, 115@115¼; do. 4s, new, 104@105; Philadelphia and Reading, 24½@24⅝; do. consol. mort. 7s, coup., 118½@—; do. reg. 118¼@119; do. mort., 6s, 101@102½; do. 7s, 1893, 115@—; United New Jersey R. R. and Canal, 160¼@160¾; Pittsburg, Titusville and Buffalo R. R., 18⅜@18½; do. 7s, 76@78; Camden and Amboy mort. 6s, 1889, 111¼@111¼; Pennsylvania R. R., 51¾@51⅞; do. 1st mort., 102½@102¾; do. gen'l mort., coupon, 116@—; do. reg., 116½@120; do. consol. mort. 6s, reg., 113@115½; Little Schuylkill R. R. 54⅞@55; Morris Canal, 60@64; do. pref., 149@150¼; Susq. Canal, 10@13; do. 6s, 75@82; Schuylkill Nav., 7@8; do. pref., 11@13; do. 6s, 1882, 78½@79; do. 1872, 101@101½; Elmira and Williamsport pref., 50@51; do. 6s, 109@—; do. 5s, 85@86; Lehigh Coal and Navigation, 30½@30¾; do. 6s, 1884, 107⅛@107½; do. R. R. loan, 110@111½; do. Gold Loan, 106@106½; do. consol. 7s, 105@106½; Northern Pacific, 23¼@23½; do. pref., 42⅜@45⅛; North Pennsylvania 49⅞@50⅛; do. 6s, 108¼@108½; do. Gen'l mort. 7s, reg., 116@—; Philadelphia and Erie 12¼@13½; do. 6s, 101@102½; do. 7s, 112@112; Minehill, 58½@59; Catawissa, 15@16; do. pref., 51@52½; do. new pref., 48@49; do 7s, 1900, 113¾@114¼; Lehigh Valley 50⅛@50¼; do. 6s, coupon, 119@121; do. reg., 118½@—; do. 2d mort. 7s, 126¼@—; do. consol. mort., 112½@113⅛; Fifth and Sixth streets (horse), 115@117; Second and Third, 90@102; Thirteenth and Fifteenth, 70@80; Spruce and Pine, 52@55; Green and Coates, 99@100; Chestnut and Walnut, 76½@80; Hestonville, 17½@18; Germantown, 68@70; Union, 105@112; Lombard and South, 15@20; West Philadelphia 66@79; People's, 14¾@15¼; Ridge Av., 75@80; Continental, 96@99.

Baltimore.—Marietta and Cincinnati 1st Sterling, 102½; South Side 2d mort., 99⅜; Virginia and Tennessee 2d mort., 103; Wilmington, Columbia and Augusta 7s, 52; Maryland 6s, 1885, 107½; do. Defense 6s, 108⅛; Baltimore and Ohio 1st pref., 116; do. 2d pref., 108½; City 6s, 1890, 114; do. 6s, 1886, 109; do. 6s, 1886, new, 108; do. 6s, 1900, 119⅛; do. 5s, 1900, 111; do. 5s, 1916, 111½; do. 5s, 1894, 110¾; Norfolk Water 8s, 116; Savannah 5s, 79. The latest quotations are: Chesapeake and Ohio Canal 6s, —@90; Wilmington, Columbia and Augusta 7s, 56@—; Baltimore and Ohio, —@152⅞; do. 6s, 1880, 102@102¼; do. 6s, 1885, 106@106½; Northern Central, 82@82⅞; do. 6s, 1885, 108⅝@110; do. 6s, 1900, gold, 109½@109¾; do. 6s, 1904, gold, 103¾@104; do. 5s, 80@80½; Marietta and Cincinnati 1st mort., 1892, —@109; do. 2d mort. 7s, 72@72⅝; do. 3d mort. 8s, 35@35¼; Pittsburg and Connellsville 7s, 114½@115; Orange, Alex. and Manassas 7s, 79@81; Virginia consol. 6s, 54⅜@54¾; do. 2d series, 23@24; Virginia Consol. coupons, 91@91¼; Virginia 10-40 bonds, 39⅛@40; Virginia 10-40, coupons, 94@96; City 6s, 1902, 120½@—; do. 1884, 106¼@—; do. 1890, 114@114¼; do. 6s, 1886, 109⅛@—; do. 5s, 1885, 104@—; do. 1894, 110⅜@111; do. 1900, —@111¼; do. 1916, 111½@112¼; Maryland Defense 6s, 108@108⅛.

☞ The North Pennsylvania Railroad Company announces a quarterly dividend of 1½ per cent (less five per cent of the amount retained for contingent fund), said dividend to be credited to the stockholders as they may stand registered May 13th, and payable on the 25th instant.

☞ The Ontario Silver Mining Company has declared its regular monthly dividend of fifty cents per share for April payable at the office of the transfer agents, Wells, Fargo & Co., 65 Broadway, on the 15th inst.

Annual Report of Pork Packing in the West.

We have received from Mr. Charles B. Murray editor of the Cincinnati Price Current, a copy of its "Thirty-First Annual Report of Hog Packing in the West," for the year ending March 1st 1880. It also contains complete statistics of the Provision trade of the country, which are indispensable to those engaged in this trade, whether in this country or in Europe. We have quoted from the Price Current from time to time during the winter packing season the figures showing the general condition of this trade, and the position of this market is noted weekly in our review. Hence it is not necessary to go into these matters again more than to state that the total results of the winter season's packing of 1879-'80 were about 7,000,000 hogs against 7,500,000 last year. This deficit, however, has been entirely overcome from March 1st to May 1st. The aggregate for the year ending March 1st 1880, was 11,000,080, average weight for winter season 222 lbs net. Yield of lard 36⅛ lbs. Cost of hogs was $5 20 per 100 lbs net, or $1 66 greater than last year. Aggregate cost of hogs $77,250,000, or $19,500,000 more than last year. Production of pork 625,000 bbls, or 108,200 bbls more than last winter. Aggregate production of lard was 252,500,000 lbs, or 765,000 tcs, or 128,200 tcs less than last year.

Madeira and Mamore Railroad.

The petition of Messrs. P. & T. Collins and their creditors, presented to both Houses of Congress, asks for the passage of a joint resolution requesting the President to bring the matter alleged in their memorial to the attention of the English Government, and instruct the Secretary of the Treasury to give public notice that the United States bonds now in the Bank of England, being the trust fund for the construction of the railroad, will not be paid until their rights to the fund is respected, and asking for such other relief as may be due them by reason of the fact that, as American citizens, their rights and property are being jeopardized by the hostile action of the Government of Bolivia attempting to withdraw a concession and grant of money upon the faith of which the contractors agreed to build the railroad and have expended their money.

☞ The approximate earnings of the Atchison, Topeka and Santa Fe Railroad and leased lines for the month of April, 1880, were $692,000; actual earnings for corresponding month in 1879, $546,182. Actual land sales for month of April, 1880, $38,500; actual land sales for corresponding month in 1879, $61,467.

☞ The earnings of the Central Pacific Railroad Co. for the month of April, 1880, were $1,874,000; for the month of April, 1879, $1,406,600. For the first four months of 1880 the earnings were $4,995,101, against $4,832,730 for the first four months of 1879.

☞ The Augusta and Knoxville and the Greenwood and Augusta Railroads have been consolidated under the name of the Augusta and Knoxville Railroad Company. Eugene F. Verdery was elected President.

Lake Shore and Michigan Southern Railway.

The earnings of this road for the years ending December 31, 1878 and 1879 were as follows:

	1878.	1879.
From freight	$10,048,951 78	$11,288,260 62
" passengers	3,057,392 73	3,138 003 59
" express	262,618 80	201 695 65
" mails	503,765 29	517,446 16
" rents	56,241 70	70,207 68
" other sources	50,796 62	55,878 77
	$13,979,766 42	$15 271,492 47
Expenses:		
Repairs—road	$1,036,043 07	$1,173,466 59
" bridges	176,018 66	144,173 05
" fences	19,351 23	24,895 29
" buildings	179,988 16	173,643 52
" engines	531,275 06	550,018 27
" cars	675,369 52	654,509 28
Rail account	279,603 76	295,604 86
Fuel consumed	967,197 56	870,733 00
Oil, waste, etc	105,972 79	100,444 53
Office, train and station supplies	135,371 93	121,703 98
General office exp	227,601 82	232,475 71
Conductors, etc	555,662 70	615,964 70
Engine and firemen	636,297 50	700,937 49
Agents and station labor	1,629,709 05	1,747,631 83
Telegraph repairs & supplies	16,331 96	19,627 33
Gas light account	26,336 47	27,843 91
Loss and damage	80,454 15	71,088 56
Law expenses	55,268 97	50,935 25
New York office	13,986 64	13,491 49
Rents payable	71,988 11	74,224 77
Outside agencies & advertising	210,957 92	167,497 52
Contingencies	9,469 03	8,034 01
Hire of cars	380,009 24	658,962 61
Taxes	466,335 57	437,116 87
	$8,486,600 87	$8,934,524 42
Net earnings	$5,493,165 55	$6,336,968 05
Interest and dividends on assets	197,661 90	172,806 28
	$5,690,827 45	$6,509,774 33
Less—		
Interest on funded debt	$2,616,955 00	
Rental Erie and Kalamazoo Railroad	30,000 00	
Rental Kalamazoo, Allegan and Grand Rapids Railroad	103,800 00	
Rental Jamestown & Franklin R. R. (40 per cent of earnings)	65,422 40	
Rental Mahoning Coal Railroad (40 per ct. of earnings)	58,266 86	
Dividends guaranteed stock—10 per cent.	53,350 00	
Dividend ordinary stock Aug. 1, 1879, 2½ per cent & Feb. 1, 1880, 4 per cent.	3,215,322 50	
Ashtabula accident	60,128 09	
		6,203,244 85
Surplus		$306,529 48
Add amount to credit of income account January 1, 1879		3,245,132 37
		$3,551,661 85
Less worthless accounts written off		473,100 00
Total to credit Income Account January 1, 1880		$3,078,561 85

Compared with the previous year the gross earnings show an increase of $1,291,726 05, or 9.24 per cent; with an increase in operating expenses of $447,923 55, or 5.28 per cent—making an increase in net earnings of $843,802 50, or 15.86 per cent. The President in his report says:

This company owns 1,024.94 miles, (although 160.07 miles are embraced in three other organizations) and leases 152.78 miles.

Of the 540.49 miles of main line, 235.79 are double track, making the main line equal to 776.28 miles of single track; and two branches—203.78 miles—are so situated that they, with the main line, form a double line of road between Cleveland, Ohio, and Elkhart, Indiana, (101 miles east of Chicago,) making, together, 980.06 miles of track, all laid with steel rails. There are also some miles of steel rails in two branches, making in all 1,082 miles track laid with steel rails.

CONSTRUCTION AND EQUIPMENT.

These accounts remain unchanged. Nothing was charged to them in 1879, notwithstanding an outlay of about $150,000 for items fairly chargeable to construction, and $300,000 paid for seven hundred new box freight cars. Of this amount $138,915 was derived from the premium on $882,000 first consolidated mortgage bonds, sold to pay off a like amount of bonds (of the former C. P. & A. Co.,) which matured January 1, 1880. This item is not included in the earnings on the one hand, or expenses on the other, but was applied directly to the payment for cars as stated. With this exception all outlays for improvements are included in the operating expenses.

CAPITAL STOCK.

The capital stock of the company is $50,000,000, to-wit:

Guaranteed (10 p. c.)	5,335 shares.	$533 500
Ordinary	494,665 shares.	49,466,500
	500,000 shares.	$50,000,000

Of the guaranteed stock, the claim for dividends between 1857 and 1863 has been settled on $360,600, leaving $172,900 still unsettled.

Dividends of 5 per cent February 1, and 5 per cent August 1, have been regularly paid on this stock since August 1, 1863, the date of the first dividend.

Of the ordinary stock the company owns 2,679 shares ($257,900,) which appears among its assets in the balance sheet.

FUNDED DEBT.

The first mortgage debt of the company was diminished from $23,000,000 to $22,750,000 by the regular contribution of $250,000 to the Sinking Fund, which now amounts to $2,250,000 first mortgage bonds purchased and canceled.

The second mortgage debt was increased $665,000, which represents the cost of $1,732,500 first mortgage bonds, and $1,384 700 of the capital stock of the Chicago and Canada Southern Railway Company. This purchase gives this company the control of that company's road. It extends from the Detroit River, at Grosse Isle, to Fayette, Ohio, a distance of 67 miles. From Fayette to Butler, an important station on our Air Line, and the eastern terminus of the Eel River Railroad, a distance of only about 35 miles, the road is graded, and this company was not only menaced with the completion and opening of this road to Butler, but possibly its ultimate extension to Chicago as originally intended. As the opportunity occurred to obtain the virtual ownership of this road at the low cost of $10,000 per mile, it was deemed good policy by the Board of Directors to accept it. This company has operated that road since November 10, 1879, as agent for the Chicago and Canada Southern Railway Company, hence the earnings and expenses of that road are not included in this report. It is proper to state, however, that the earnings thus far, in the winter season, are somewhat in excess of the cost of operating.

The funded debt of this company, December 31, 1879, amounted to $35,915,000, an increase of $415,000.

The amount earned for each share ($100) of the capital stock, after the payment of prior fixed charges, was $7 24, against $5 61 in 1878, and $3 57 in 1877.

The financial results of the ten years since consolidation are shown by the following condensed table:

	Miles.	Gross earnings. $	Operating exp. Amount. $	Per cent.	Net earnings. $
1870.	1,013	18,509,236	8,368,821	61 95	5,140.415
1871.	1,074	14,898,449	9 779,806	65 64	5,118,643
1872.	1,136	17,699,935	11,839,526	66.90	5,860,409
1873.	1,175	19,414.509	13,746,598	70.90	5,667 911
1874.	1,175	17,146,131	11,152,871	65.04	5,993.760
1875.	1 175	14,434,199	10,531 501	72.96	3,902,698
1876.	1,177	13,949,177	9,574,836	68.64	4,374,341
1877.	1 177	13,505.159	8,963,956	66.37	4,541,193
1878.	1 177	13,979,766	8,486,601	60.70	5,493,165
1879.	1 177	15,271,492	8,934,524	58.50	6,386.968
Av...	1.145	15,380,805	10,137,855	65.91	5,242,950

	Interest, leases and dividends guaranteed stock.	Dividends. Amount.	Rate.
1870	$1,828,897	$2,752,260	8
1871	2,121,164	2,874,355	8
1872	2,201,459	3,466,096	8
1873	2,654,560	1,978,040	4
1874	3,008,193	1,607,661	3¼
1875	2,810 294	989,330	2
1876	2,759,989	1,607 661	3¼
1877	2,775 657	989,330	2
1878	2,718,792	1,978,660	4
1879	2,754,988	3,215,322	6½
Average	2,563,899	2,145,881	4.9

It will be observed that the net earnings in 1879 were the largest in the history of the road, notwithstanding the snow blockade lasting through January and February, followed by a bitter railroad war in May and June, during which rates dropped to figures which were unprecedented.

The following condensed tables show the freight and passenger business for the entire ten years—1870-1879:

FREIGHT.

	Tons.	Average miles hauled.	Tons 1 mile.
1870	2,978,725	192.7	574.035,571
1871	3,784,525	193.9	733,670 696
1872	4,443,092	208.2	924,844 140
1873	5,176 661	203.6	1,053,927,189
1874	5,221,267	191.4	999,342,081
1875	5,022,490	187 8	943,236 161
1876	5,635.167	201.2	1,133,834,828
1877	5,513,393	195.9	1,080,005,561
1878	6,098,445	219.8	1,349,467,821
1879	7,541,291	229.9	1,733,423,440

	Revenue.	Receipt per ton per mile. Cent.	Cost per ton per mile. Cent.	Profit p. ton p. m. Cent.
1870	$8,746,126	1 504	.932	.572
1871	10,341,218	1.391	.913	.478
1872	12,824,862	1.374	.920	.454
1873	14,192,899	1.335	.946	.389
1874	11,918,350	1.180	.767	.413
1875	9,639,038	1.010	.737	.273
1876	9,405,629	.817	.561	.256
1877	9,476,608	.864	.573	.291
1878	10,048,952	.734	.474	.260
1879	11,288,261	.642	.398	.244

PASSENGERS.

	Passengers.	Average distance.	Passengers one mile.
1870	2,065,440	77	160 500,114
1871	2,046 428	70	142 684,243
1872	2,212 754	74	162,308,495
1873	2 845,163	63	179 363,173
1874	3 096,263	56	173 224 572
1875	3,170,234	52	164,950 861
1876	3,119 923	56	175,510,501
1877	2,742,295	50	138,116,618
1878	2,746,032	49	138,702,021
1879	2,822,121	50	141,162,817

Revenue.	Receipts per passenger per mile. Cent.	Cost per passenger per mile. Cent.	Profit per passenger per mile. Cent.
1870 .. $4,192,960	2.612	1.618	.994
1871 .. 4,006 724	2.808	1.843	.965
1872 .. 4,218,543	2.599	1.739	.860
1873 .. 4,569,730	2.542	1.802	.740
1874 .. 4 249,022	2 452	1.595	.857
1875 .. 3,922,798	2.378	1.735	.643
1876 .. 3,664,148	2 090	1.438	.652
1877 .. 3,208,200	2 319	1.539	.780
1878 .. 3 057,398	2 287	1.166	1,121
1879 .. 3,188,003	2.223	1.448	.775

The freight business in 1879, as compared with 1878, shows the following results:

Increase in tonnage, 1,442,849 tons, 28.7 per cent
Increase in tons one mile, 392,955,614, 29.3 per cent.
Decrease in rate per ton per mile, cent, .092. 12.6 per cent.
Increase in freight earnings, $1,239,309, 12.3 per cent.

The number of tons moved one mile in 1879 as compared with 1877, shows the extraordinary increase of sixty per cent.

Passenger earnings for the year show an increase of $80,610, coupled with a decrease of passenger train mileage of 62.000 miles.

OPERATING EXPENSES.

The road was operated in 1879 for 58½ per cent of the earnings, the lowest percentage ever reached. This included all outlay, as nothing was charged to construction or equipment. Besides the additions to the property already mentioned, there was included in the operating expenses the cost of 9 500 tons steel rails, increasing the number of miles of track laid with steel from 1,002 to 1,012.

CONCLUSION.

The year under review completes the first decade of the existence of this company. The management congratulates the stockholders upon the late decided improvement of business, following the long period (six years) of depression. The abundant harvest of last year, following the liquidation of the preceding years, and the practical settlement of the financial policy of the nation, produced a general feeling of confidence in "better times," and has been followed by an increased business activity all over the land, which, it is believed, is substantially permanent in its character.

The number of engines on the road December 31, 1879, was 495. Miles run by engines, 12,966,275, against 11,609,370 in 1878. Cost of repairs per mile run 4.24 cents, against 4 58 cents in 1878.

The cars are classified as follows: first-class passenger 99, second-class and smoking 35, smoking and baggage 12, emigrant 21, railroad postal 28, baggage 48, baggage and mail 10, paymasters' 2, box 5,871, stock 1,321, oil 292, platform 1,517, coal 1,532, caboose 256, derrick 9 and dumper 148.

Tons of through and way east bound freight, 4,943,252; do. west bound, 2,598,042—total freight movement, 7,541,294. Tons carried one mile east, 1,197,135,107; do. west, 536,288,333—total, 1,733,423,440.

Number of through passengers carried: first-class, 44,102; second-class, 7,930; emigrant, 8,413—total, 60,445. Way passengers: first-class, 2,782,120; second class, 16,746; emigrant, 12,810—total, 2,761,676. Total through and way, 2,822,121. Passengers carried westward, 1,423,817; do. eastward, 1,398,304. Miles traveled by through passengers, 32,640,800; do. way passengers, 108,522,017—total mileage of passengers, 141,162,317.

Repairs and renewals, included in operating expenses:

	Tons.	Miles.
Steel rail	9,528	98.80
Re-rolled iron rail	431	4.57
Repaired iron rail	2,388	25.32
Total	12 347	128 19
Cross ties renewed, 581,774, equal to		207.77
Track ballasted with stone and gravel		207.27

CONDENSED BALANCE SHEET, Dec. 31, 1879.

Capital stock, common		$49,466,500 00
Capital stock, preferred		533,500 00
Total		$50,000,000 00
Funded debt, viz:		
Cleveland Painesville and Ashtabula Railroad	$920,000 00	
Lake Shore Railway	1,356,000 00	
Lake Shore & Michigan Southern	22,606 000 00	
Michigan Southern & Northern Indiana	5,255,000 00	
Cleveland & Toledo	2,444,000 00	
Buffalo and Erie	2,834,000 00	
Buffalo & State Line	500,000 00	
		35,915,000 00
Debt of roads owned:		
Detroit, Monroe & Toledo	$924,000 00	
Kalamazoo and White Pigeon	400,000 00	
Schoolcraft and Three Rivers	100,000 00	
Kalamazoo & Schoolcraft	100,000 00	
		1,524,000 00
December liabilities, paid in January		540,546 13
Dividend paid February 1, 1880		2,005,835 00
Income, or profit and loss account		3,078,561 85
		$93,063,442 98
Lake Shore and Michigan Southern Railway and branches, 864.87 miles		$65,600,000 00
Detroit, Monroe and Toledo Railroad, 62.36 miles		1,295,600 00
White Pigeon and Kalamazoo Railroad, 36.57 miles		610,000 00
Northern Central Michigan Railroad, 61.14 miles		1,357,000 00
Jamestown & Franklin R. R. 51 m.:		
Advances to date	$1,062,579 42	
Bonds ($573,000)	495,300 00	
Stock ($400,000)	320,000 00	
		1,877,879 42
Equipment for 1,024.94 miles		14,378,000 00
Stocks		1,580,499 82
Bonds		1,462,005 00
Pacific Hotel Co., Chicago, bonds and stock		415,712 50
General office property and other real estate		225,376 47
Cash		2,477,133 67
Uncollected earnings, collected since January 1st		367,379 04
Supplies, rails, fuel, etc		756,857 06
		$93,063,442 98

President.—WM. H. VANDERBILT.

Vice President.—AUGUSTUS SCHELL.

Directors.—William H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Samuel F. Barger, Augustus Schell, John E. Burrill, Darius O. Mills, Henry B. Payne, Amasa Stone, William L. Scott, Charles M. Reed, Rasselas Brown, Albert Keep.

Treasurer & Secretary.—EDWIN D. WORCESTER.

Ass't Sec'y & Ass't Treasurer.—N. BARTLETT.

Auditor.—C. P. LELAND.

General Manager.—JOHN NEWELL.

General Superintendent.—CHARLES PAYNE.

Railroad Transfer Barge.

The Baltimore Sun notices the arrival at that city of the new railroad transfer steam barge Canton, built by the Harlan & Hollingsworth Company, Wilmington, Del., for the Baltimore and Ohio and Philadelphia, Wilmington and Baltimore Railroad companies, and then adds:

The Canton is a really handsome piece of maritime construction, with none of the appearance of pondrous unwieldiness that might be expected of a barge that can transport 27 loaded railroad cars at one time. The length is 82 feet, breadth over all 64 feet, depth 12 feet, and she is 1178 tons. There are two 24-foot wheels, independent in action; two condensing engines, 36-inch cylinder, 9 feet stroke, aggregating about 1,000 horse-power; two boilers, 22 feet long and 8 feet diameter, and 60 pounds of steam are allowed. The boat is of iron, except the deck beams and decks, with joiner work enough to cover the machinery. The engines and boilers are both above deck, set over the guards on the main deck. The barge is double-ended, like most ferry boats. A feature which gives a lightness and symmetry to the whole, is the elevation of the pilot houses above the decks and the machinery on a framework, which answers both for a "bridge" for the captain and a resting place for the pilot house. There are two pilot houses, elevated 20 feet above the decks, as stated above, each 100 feet apart, and giving an entirely unobstructed view in all directions. The boat is fitted with life preservers, boats, etc., as required by law, and is perhaps the largest transfer barge on the Atlantic coast. The total cost of such a boat is about $175,000. The Canton is fitted to have three railroad tracks on deck, each to accommodate nine cars.

Wells, Fargo & Co.'s Postal Business.

The Post Master General has decided, after a careful investigation of Wells, Fargo & Co.'s independent Post Office business, that there is no such vital interference with the revenues of the Post Office Department as would justify him in depriving the people of the Pacific coast of the privilege they have so long enjoyed, and which the Government has so long permitted. With regard to the legal right of the company to carry the business correspondence of the Central Pacific Railroad, the Postmaster General holds that the road has a perfect legal right to carry its own business letters for itself, or to authorize Wells, Fargo & Co., as its agents, to perform this service for them along the line of their road, but no further. Wells, Fargo & Co. have, since the commencement of the investigation, agreed to limit their service for the Central Pacific to points along the line of the road, to stop carrying the correspondence of the Western Union Telegraph Company free, and to require particular care on the part of their agents in exacting full and proper postage on all mailable matters which they carry for the public. The postal officers selected to investigate the matter recommended the suppression of the privilege of carrying letters other than their own or the correspondence of the Central Railroad, but in view of the disposition shown by Wells, Fargo & Co. to conform to the law and concede the rights of the department in the premises, the Postmaster General declines to enforce the recommendation or take further action in the matter.

☞ Work was commenced on the 5th inst. by the contractor, J. Spiller, of Baltimore, on the Somerset and Cambria Railroad, two miles northeast of Somerset, Penn.

Massachusetts Central Railroad.

At a meeting of the Directors of this company on the 5th inst., the office of Vice President was created, and General Silas Seymour, one of the Directors, was selected to fill the position. General Seymour is also Consulting Engineer of the same road, and also of the Adirondack Railroad, which road is now in operation from Saratoga northward, a distance of 60 miles, toward Ogdensburg, its proposed termination, and upon which it is expected that active work will be resumed the present season. There are some indications that the Massachusetts Central and its lessees, the Lowell road, are looking in this direction for a connection with the Grand Trunk when the Central is completed through to the Tunnel. A short link of new road from Saratoga to Mechanicsville would give an excellent connection via the Boston, Hoosac Tunnel and Western Railroad and the Tunnel Road between the Central Road and the Adirondack Railroad.

If the New York Central carries out it its contract with the Boston and Albany, and the Erie works in connection with the Fitchburg, the above connection appears to be the only western connection available for the Massachusetts Central, until an independent line is constructed upon the south side of the Mohawk River Valley to the lakes. This connection, however, may possibly be constructed before the one through the Adirondack, as different parties are hard at work forwarding the Mohawk Valley scheme, of which General Burt seems to have plans the most advanced toward a promising issue. His plans contemplate the construction, in connection with the roads now in operation of a railroad extending from Schenectady to Syracuse, and thence to Lake Ontario at Oswego, and from Syracuse to Elmira, where connections are available with not only the Erie Railway, but with the Pennsylvania system and the semi-bituminous regions of that State.—[Boston Journal.

Pennsylvania Railroad.

In accepting the resignation of Colonel Thomas A. Scott as President and a director of the Pennsylvania Railroad Company the Board of Managers certified their regrets in a glowing tribute to the wise and energetic service which the retiring officer rendered the company. This sentiment was embodied in a report prepared by a sub-committee, which was in these words:

The special committee to whom the Board referred, on the 1st instant, the letter of Mr. Thomas A. Scott tendering his resignation as President and one of the directors of this company, have given it that consideration which the gravity and importance of the communication demand.

The proposed severance of his official relations with this company is an event of deep moment in its history. He has occupied, during the whole period of his active manhood, positions of trust and honor, including the highest, in its service, and covering all but a few years of its entire corporate existence. Entering upon his first duties when the company owned but an uncompleted highway between Harrisburg and Pittsburg, he leaves it at a period when it shares, through its connections, the traffic of the most populous areas of the continent. So justly appreciated are the services thus rendered that we are sure we express the sentiment, not only of the Board of Directors, but of the entire body of shareholders, when we say that they cordially joined in the hope cherished and so reluctantly relinquished by him that he would be able to continue in the service of the company during the residue of his life, and that they also deeply regret that this hope cannot be realized.

Much as we deplore the loss of his great abilities and experience in the councils and in the active duties of administration of the affairs of the company, we grieve much more at the necessity which prompts his resignation. That it is a necessity we need no other assurance than that he whose life has been one of supreme devotion to the interests of the company has himself recognized and so feelingly communicated it to the Board. Keen as are his regrets at sundering these relations, his associates in office feel it as keenly, for they deem it not improper to place upon record that his personal association with them has inspired an affection for the man as sincere as the admiration which they entertain for his achievements as an officer. This is not the appropriate place for a review of his labors and sacrifices or of the results achieved through them in the interests, not only of the Pennsylvania Railroad Company, but of the entire country. They will make a large portion of the history of the road when it shall be written. We feel that our present duty is performed in recognizing the necessity which leaves the Board of Directors no alternative but an acceptance of Mr. Scott's resignation, to take effect at the date named by himself. In doing this we express the hope that relief from the exacting cares and responsibilities which have weighed so heavily upon him in the past, will restore him to his wonted health and fit him for many years of future usefulness. We recommend the acceptance of the offer he has so thoughtfully made, to render in his retirement such aid as he can in maintaining the high degree of prosperity now enjoyed by the corporation, and to which his own labors have so much contributed, deeming it appropriate that that aid should be rendered by him in such manner and under such circumstances as may be most agreeable to himself. We express to him the assurance that he will leave his official position accompanied by the warmest wishes of the directors, officers and all others engaged in the service of this company for his continued welfare. It is not necessary to repeat in formal resolutions the sentiments already expressed, and we offer for adoption the following:

First. That the resignation tendered by Mr Thomas A. Scott of the office of President and director of this company, to take effect on the 1st day of June next, be and is hereby accepted.

Second. That this report and the resolution be placed at length upon the minutes of the company and a certified copy thereof, properly engrossed, be communicated to Mr. Scott by the Secretary

WISTAR MORRIS,
JOSIAH BACON,
ALEXANDER M. FOX,
SAMUEL M. FELTON,
HENRY M. PHILLIPS,
Special Committee.

Cheshire Railroad.

From the report of the directors of the Cheshire Railroad Company for the year ending September 30, 1879, we learn that the earnings of the road during that time were: from local passengers $30,939 96, through passengers $103,620 37, total passenger earnings $134,560 33; from local freight $21,394 06, through freight $310,199 05, total freight earnings $331,593 11; United States mails $7,738 60, miscellaneous and express $13,557 38, total earnings $187 449 37. The total expenses of operating the road were $399,694 94. Balance of earnings, $87,754 43. Balance of interest paid, including interest on bonds, $47,899 47. Net earnings for the year, $39,854 96. The report adds:

The business of the road began to increase in June last, and continued to gain gradually until the present time. On account of the low rates on through freight and the competition of through lines the earnings for the whole year were very small. The rent for the use of the road between Ashburnham and Fitchburg has been reduced to $51,000 per annum. The company formerly paid $54,000, and was required by the terms of the lease to pay an addition of 10 per cent upon the completion of the double track, amounting in all to $59,400, so that the reduction obtained was $8,400. This amount is to continue until Aug. 1, 1881, when the lease entitles either party to another revision as to amount of rent to be paid. The directors agreed with the directors of the Monadnock Railroad for a lease of their road for a term of six years at an annual rent of $12,000, with the option to extend the same for another term of five years at $13,000, and for another term of five years at $14,000, and for another term of five years at $15,000, each of such extensions being at the option of the Cheshire Railroad Company. The stockholders of the Monadnock Railroad have voted to ratify said lease. The matter of the attachment upon the property of the Boston, Barre and Gardner Railroad is still in court and undecided.

The debt due July 1, 1880, was		$580,900
1880 bonds taken up and destroyed	$357,600	
1880 bonds on hand	2,500	
Cash on hand and investments at their cash value amount to	209,337	
		569.437
Leaving a balance of		$11,463

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad Company for the month of March, 1879 and 1880, were as follows:

	1879.	1880.
Gross earnings	$1,356,779 90	$1,644,958 19
Working expenses	945 005 52	902,026 98
Net earnings	$411,774 38	$742 931 21

—showing an increase in gross earnings of $288,178 29, with a decrease in working expenses of $42,978 54—making the increase in net earnings $331,156 83.

From October 1, 1879, to March 31, 1880, the earnings, expenses, etc., were:

	1879.	1880.
Gross earnings	$7,772,028 00	$8,821,884 40
Working expenses	5,458,497 40	5,762,315 43
Net earnings	$2,313,525 60	$3,059,018 97

—showing an increase in gross earnings of $1,049,311 40, with an increase in working expenses of $303,818 03—making an increase in net earnings of $745,493 37.

New York Central and Hudson River R. R.

The earnings of the New York Central and Hudson River Railroad for the month of April, 1879 and 1880, were:

	1879.	1880.
Passengers	$412,945 53	$465,662 47
Freight	1,502,063 92	1,921,732 15
Miscellaneous	299,616 70	394,929 96
Totals	$2,214,626 15	$2,782,324 58

The total earnings from October 1, 1879, to April 30, 1880, were $19,094,640 46, against $16,499,921 91 for the corresponding seven months of the previous fiscal year—an increase of $2,594,718 55.

☞ The earnings of the Wabash, St. Louis and Pacific Railroad from January 1 to April 30, 1880, were $3,415,623 17, against $2,431,553 84 for the corresponding period of 1879, an increase of $984,069 33.

☞ The Keyser and Pendleton Railroad Company has been organized by electing J. B. Rees president, C. H. Vandiver and John Miller vice presidents, T. B. Frye treasurer and C. E. Brant

secretary. The proposed railroad is to run from Keyser on the Baltimore and Ohio railroad, up the South Branch valley to Pendleton county, West Virginia.

Seaboard and Roanoke Railroad.

At the annual meeting of the stockholders of the Seaboard and Roanoke Railroad Company, held at Portsmouth, Va., on the 4th inst., the thirty-second annual report of the president and directors was read. It referred to the difficulties which the Southern interests of the company had previously met with, and to the adoption of a policy which had overcome them and made the past year the most successful in the company's history.

The revenue of the company for the year has been as follows: from passengers, $71,181 22; freights, $452,592 61; express, $4,085 07; mail, $3,797 26; steamers, $18,101; wharfage, $187 72; United States transportation, $80; rent of Weldon bridge, $6,000; dividends, interest, miscellaneous, $39,708 21—making a total revenue of $596,038 09. The expenditures have been $359,581 06, leaving a balance of $236,452 03.

The company's property has been improved by building three new country warehouses and ten brick culverts, and by placing in the track 850 tons of steel rails. Two freight locomotives and one passenger coach have been purchased; 25 additional freight cars have been built and 50 more are to be built.

A dividend of three per cent was declared last October by the Raleigh and Gaston Railroad Company, and the prospects of that company are very gratifying.

The report calls attention to the fact that the company's investments in other companies, originally made rather for the purpose of insuring business connections and relations than for income, have yielded for the past year an average slightly over six per cent in all.

The directors will have no difficulty in providing for the first mortgage bonds, which fall due August 1 of the present year, and they have given notice that they have been prepared to anticipate their payment since March 20. They have also felt justified in declaring an increased dividend.

An election of officers for the ensuing year was then held, which resulted in the old board being unanimously re-elected as follows: President and General Superintendent, John M. Robinson; Directors, David A. Barnes, Richard Dickson, R. C. Hoffman, Moncure Robinson, Nalbro Frazier and Enoch Pratt.

☞ The Long Island City and Maspeth Railroad Company has been organized with Patrick Gleason as president. The route is from the ferries at Long Island City to Laurel Hill, Berlin Village, Maspeth, Columbusville, and Middle Village. The capital stock is placed at $100 000.

☞ The survey of a branch road from the main line of the Pennsylvania, Poughkeepsie and New England Railroad has been completed to the slate quarries surrounding Bangor in Northampton county, Penn.

☞ D. Taylor Strickland, of Elkton, Md., has been selected from among the workmen in Harlan & Hollingsworth's car shops, Wilmington, Del., by the Japanese government to set up cars for a railway being built by it on the Island of Jesso.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool....	$597,542	$1,277,476
" cotton...	1,105,964	2,018,185
" silk	1,520 853	2,238 983
" flax.....	827,178	1,176 786
Miscellaneous dry goods..	657,858	854,100
Total.....	$4,709,395	$7,560,530

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool.....	$452,228	$315,070
" cotton ..	205,353	189,862
" silk	325 796	359 263
" flax	236 797	267,100
Miscellaneous dry goods..	216,810	192,362
Total	$1,436 984	$1,323.657
Add entered for consump.	4,709,395	7,560,530
Thrown upon market...	$6,146,379	$8,884,187

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool....	$415,068	$748,662
" cotton...	184,940	306 618
" silk.....	288,830	563,109
" flax.....	189.993	659.131
Miscellaneous dry goods.	249 017	238,236
Total.....	$1,327,848	$2,515 750
Add entered for consump.	4,709,395	7,560,530
Total entered at the port.	$6,037,243	$10,076,286

The imports of dry goods at New York for four months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$5,048,146	$7,698,577
" cotton ..	6,218,444	10,055,009
" silk.....	8.666,379	11,605 400
" flax.....	3,923,085	6,725,490
Miscellaneous dry goods	2,438,092	3,775,671
Total	$26,294,146	$39,860,147

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$2,126,208	$2,161,266
" cotton ..	1,159,268	1,300,437
" silk	1,488,312	1,824,766
" flax	1,856,622	1,628,769
Miscellaneous dry goods.	842.040	845,519
Total withdrawn from warehouse.....	$6,972,450	$7,760,757
Add entered for consump.	26,294,146	39,860,147
Total thrown on the market	$33,266,596	$47,620,904

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$2,212,223	$2,405,776
" cotton..	1,184 674	1,217,204
" silk	1,786,098	1,810,945
" flax. ..	1,118,392	2,490,500
Miscellaneous dry goods	732,384	936,520
Total entered warehouse.	$6,933,771	$8,860,945
Add entered for consump.	26,294,146	39,860,147
Total entered at port.....	$33,227,917	$48,721,092

OFFICE OF THE ONTARIO SILVER MINING CO.,
No. 18 WALL ST., NEW YORK, May 6, 1880.

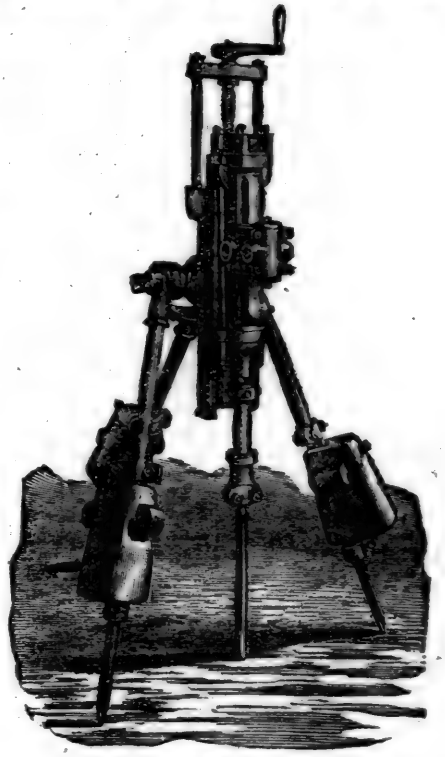
DIVIDEND NO. 55.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

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OFFICE OF THE HOMESTAKE MINING COMPANY,
NEW YORK, May 12, 1880.

DIVIDEND NO. 17.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for April, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT,
PHILADELPHIA, May 1, 1880.

THE BOARD OF DIRECTORS HAS THIS DAY declared a semi-annual dividend of THREE PER CENT., on the Capital Stock of the Company, clear of all taxes, payable on and after May 28, to stockholders as registered on the books of the Company at 3 o'clock P. M., April 30, 1880.

In order to give the shareholders the benefit to be derived from a distribution of the shares of the Capital Stock recently purchased from the City of Philadelphia, the option is given to the shareholders to receive the dividend hereby declared, either in cash or in scrip convertible into the Capital Stock of the Company at par, when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before the First day of October next, otherwise the dividend will be paid in cash.

JOHN D. TAYLOR,
Treasurer.

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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the year to May 1, compared with their respective amounts carried to the same time last year :

	1880.	1879
Reading Railroad	2,682,740	2,741,776
Schuylkill Canal	103 200	188,520
Lehigh Valley	1,672,011	1,454,221
Delaware, Lackawanna and Western	1,084 021	1,043,751
Shamokin Valley	263,954	213,188
Central New Jersey	1,070,585	1,137,946
United Railroad New Jersey	833 480	285,101
Pennsylvania Coal	284,845	392,273
Delaware and Hudson Canal	1,018,526	896,238
Huntingdon & Broad Top Mt.	157,993	106,593
Pennsylvania and New York	458,586	484 541
Clearfield, Pa.	388,755	477,086

The total tonnage of anthracite coal from all the regions for the week ending May 1, as reported by the several carrying companies, amounted to 400,211 tons, against 464,389 tons in the corresponding week last year, a decrease of 64,178 tons. The total amount of anthracite mined for the year is 6 835,918 tons, against 7,210,068 tons for the same period last year, a decrease of 374,150 tons. The quantity of bituminous coal sent to market for the week amounted to 91,653 tons, against 69,371 tons in corresponding week last year, an increase of 22,282 tons. The total amount of bituminous mined for the year is 1,132 637 tons against 1 007,556 tons for the corresponding period last year, an increase of 125,081 tons. The total tonnage all kinds of coal for the week is 491,864 tons, against 533,760 tons in corresponding week last year, a decrease of 41,896 tons, and the total tonnage for the coal year is 7,968,555 tons, against 8 217,624 tons to same date last year, a decrease of 249,069 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of April was 150,747 tons, of which 114,269 tons were coal and 36,478 tons coke. The total tonnage for the year thus far has been 2,240,145 tons of which 1,646,328 tons were coal and 593,817 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended May 1 were 60,209 tons, and for the year to that date 596,753 tons—180,806 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 32,595 tons, and for the year 462,862 tons, an increase of 178,385 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 20,753 tons, and for the year 62,942 tons, a decrease of 14,634 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 7,041 tons, and for the year 70,948 tons, an increase of 17,054 tons as compared with 1879.—[Phil. Ledger, May 10.

☞ The earnings of the Texas and Pacific Railway Company for the month of April, 1880, were $178,000, the expenses $108,990 and the net earnings, $34,010 ; increase in net earnings over 1879, $59,854 20. For the 11 months ending April 30, 1880, the gross earnings were $2,480,700 98, and the operating expenses, including taxes, insurance, etc., $1,407,102 87 leaving as net earnings, $1 073,598 11 ; increase in gross earnings over same period last year, $456 027 72 Ratio of expenses to earnings in 1880, 57.13.

☞ The Boston Journal says that Mills & Co. of New York, contractors for Yale Kamloop's branch Canadian Pacific Railway, have advertised for 500 Chinese laborers, there having been no conditions in the contract prohibiting the employment of such labor.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, May 21, 1880.

Railroads, Shipping, Commerce and Manufactures of Japan.

We are indebted to the Japanese Consul in this city, who was formerly in charge of the railroads of the Empire—Jurokui Yegawa Kimihira—for the following facts in relation to the railroads of Japan. The first railroad was built in 1873, srom Yokahomma to Tokio, from which it has since been extended to Setsu—about 50 Japanese or 100 English miles of railroad now in operation in the Empire. Another road is now under construction from Tokio to Takasako, a distance of 20 Japanese, or 40 English miles. These have all been built by the Government and are operated by it. Formerly the equipment of these roads has been imported from England, but for the road now building all will be made in Japan except the car and locomotive wheels and the rails for which they have not the proper foundries and rolling mills, although they have some half dozen iron manufacturing establishments in the Empire and native ores from which most of the pig iron used is made. These railroads are equipped with telegraph lines and the islands of the Empire are connected by cables, one of which is being built to the Island of Loo Choo over which the dispute between Japan and China has arisen as to its ownership.

For the following facts regarding the shipping and commerce of Japan we are indebted to Torao Kido, one of the members of the Chief Secretary of the Japanese Treasury and Director of the Bureau of Commerce. Hidekan Kawase, who was in the city last week and inspected our harbor and terminal facilities under the hospitalities of the Japanese merchants of this city and of the Erie road, which placed its tug James Bowen at their service, under the escort of Messrs. Phelps and Romaine. The increase of the commerce of the Japanese Empire in the past ten years is most easily seen from the increase in its shipping. Of this Torao Kido said in 1870 the number of steamers in Japan was thirty-five, with a tonnage of 13,642,870 kokus (4-27 of a ton), and of sailing vessels 10, with a tonnage of 2,059,610 kokus. In 1878 the number of steamers had increased to 188, with a tonnage of 56,191,120, and of sailing vessels to 142, with a tonnage of 30,734,310 kokus. Of these, 97 sailing vessels and 53 steamers were of native build. In addition to the above list of sailing vessels and steamers there were 10,416 junks with a tonnage exceeding 50 kokus each, besides a large number of smaller junks. The consumption of our petroleum is largely by the lower classes, yet the higher classes use much of it on account of its cheapness and brilliancy, although gas is used in all the large cities of Japan.

As to the agricultural development of the Empire it is not so rapid as its commercial progress, owing in part to the small size of the farms which prevents the general introduction of American agricultural implements, although some of them are employed on the model farms instuted by the Government. Its manufacturing industries are varied and comprise nearly all branches of domestic manufactures. Yet they are generally confined to the wants of their own people except in the case of what are termed Japanese goods which are made largely for export in the large cities, especially at Tokio which has a population of 2,000,000 largely engaged in these manufactures. The home markets, however, consume a large amount of goods and employ a large portion of the population which on the above authority is now 35,000,000 or only 15,000,000 less than the United States, though confined in an area of 156,600 square miles, to 3,209,844 square miles in the United States, or an average of over 212 perspns to a square mile in Japan.

The Oil Trade.

Stowell's Reporter, in noticing the operations during the month of April, says that the stock on hand, May 1st, aggregated 10,660,115 barrels, showing an increase in stock from April 1st of 1,177,422 barrels. The shipments during April were 842,268 barrels, the total production during the month being 2,019,690 barrels, and the daily average production 67,323 barrels. Number of producing wells at the close of the month, 12,572; number of drilling wells, 580; number of drilling wells completed during the month, 500; number of dry holes developed, 17; number of rigs up and building, 500; average daily production of the new wells, 22 barrels; average daily production of all the wells for the month was 5.3 barrels.

The shipments of crude from the northern field during the month were 478,167 barrels, and from the southern field, in crude and refined, reduced to crude equivalent, 364,101 barrels, making the total shipments out of the producing regions for the month 842,268 bar-

rels. Of this amount, Pittsburgh took 65,619 barrels; New York, 407,952 barrels; Cleveland, 141,197 barrels; Philadelphia, 97,147 barrels; Boston, 19,260 barrels; Baltimore, 12,816 barrels; Ohio river refiners, 62,194 barrels; other local points, 36,083 barrels. The Reporter adds:

If the crisis of lowest prices—arising from the legitimate cause of excessive production—has not been reached, it is without much doubt very nearly upon us; for the sentiment of the producing region has unquestionably changed, and that very decidedly within the past month. The fact of over production is now being pretty clearly realized in the region and among the trade generally. The best expression of the realization is to be found in the decreased energy with reference to new ventures. The statistics we present this month show considerable decrease in the number of new rigs building. The producer has to face the fact that his production has become so excessive that the pipe lines can not receive it all, and as a consequence part of his oil must run to waste. Meanwhile the exporter, appreciating the persistent over production, has practically withdrawn from the market, or takes his oil in very small quantities as is indicated by the very meagre charters of the past month. The shipments from the regions have been so exceptionally small that but little room has been made in the tanks of the lines, receiving and holding the increased production. In the gloomy appearance of this situation the capitalist has grown more and more reluctant to invest, and the unfortunate result of the "boom" of the latter part of last year has taken the confidence out of the speculative class. Altogether the burden has fully fallen where it properly belongs—upon the restless producer—and now that he is beginning to realize it, we may begin to look for improvement in the condition of the business in the future. From this time forward until the middle of October, at least, we may reasonably look for continually increasing shipment and export, and it is not unlikely, that by the close of the year, if not sooner, we will find the trade restored to a healthy normal condition; unless, in the meantime, some new prolific field is discovered, which, however, from appearances, is not probable.

In the event of the continued decrease in the building of new rigs for two or three months to come, we think it safe to predict that the month of April will show the highest production of any month of the year.

New Style Cars.

The following is a description of the new style cars lately built at the Pennsylvania Railroad shops, Altoona, for the fast trains on the New York division of that road:

The interior finish is of light colored hardwood, painted in oak colors, the effect of which is a marked improvement upon the ordinary veneering. The ornamentation is what is known as the Queen Anne style, and is harmonious throughout. Oak decorated ceilings take the place of the old canvas head linings, the basket racks are of a new and tasteful pattern, and these, with the gas brackets and other accessories produce a very pleasing and artistic effect. The prevailing color of the wood work being of a lighter tone than usual, gives to the car a cheerful and less sombre appearance, especially when lighted up in the evening. The seats are upholstered in plain plush of different colors, some of the cars having blue and others green. The windows are of fine French plate glass, and of the standard size. The exterior is painted a rich maroon color, corresponding with most of the other day passenger cars of the road.

The Transfer at Pittsburg.

The Pittsburg Chronicle says that the work on the transfer of the Lake Erie and Baltimore and Ohio Railroads at Glenwood, a suburb of Pittsburg, Pa., has been finished and the cars were transferred from one side of the river to the other on Saturday last, and then adds:

The experiment was very successful. The work is performed quite easily, with no danger of accidents. Running down the river bank on either side is an incline, the grade of which is 240 feet to the mile. Attached to the incline is what is called an apron or car, fixed so that it can be run up or down the track to suit the stage of water in the river; the cars are pushed down the incline by the engine and then pushed out on the barge. There are two barges, built expressly for such work. One is owned by each road. Six cars can be placed upon each, which is a weight of 180 tons. The barges are towed across the river by two tugboats. Eighty cars will be transferred every day, forty each way. The officers of the Lake Erie road prepared a contract several days ago in regard to the transfer and submitted it to Mr. Deveraux, of the Atlantic and Great Western Railroad, and to President Garrett, of the Baltimore and Ohio Railroad. It was signed by both gentlemen in behalf of their respective roads. The contract gives to the Lake Erie road a share of the coke trade on the Baltimore and Ohio Railroad.

The Largest Grain Elevator in the Country.

The Erie Railroad will soon enter the field as one of, if not the greatest grain carrying trunk lines. It has hitherto labored under the disadvantage of having no elevators at New York for the transfer of grain while the rival roads have had them for several years, here or at other ports. Hence they have had the preference in grain freights, while the Provision trade have always joined the Erie, because of the better treatment they have received at the hands of the Erie officials who we are told by both grain and provision men are much more accommodating in the transaction of business than any of the other roads and hence the popularity of the road. Its elevators will be completed June 15 and ready for business soon after. The elevator was built under an arrangement between the Erie Road and Messrs. Jesse Hoyt & Co., by whom it will be leased to Messrs. Hazletine & Co., who will operate it. It will cost about $750,000, its capacity being 1,500,000 bushels. It will receive and unload forty cars at once, which will be done by steam shovels at the rate of a car in three minutes, while loading at the same time four ordinary steamers at the rate of four hours for loading. The dock upon which the elevator is built is 1,750 feet long and about 100 wide. The elevator is 375 feet long, 80 feet wide, 165 feet high, with a stock of 180 feet. The machinery is the most modern, and will be run by two 250-horse power engines. The bins are made of wood, 11x7 and 5x6 feet, and are designed to hold 1,500,000 bushels; while the New York Central's large elevator actually holds only 1,000,000 bushels and the smaller one 800,000 bushels. The piles upon which it is built were driven 70 to 80 feet below mud bottom. At seven feet above this bottom they were joined and crossed by heavy timbers covered by thick courses of planking up to two feet below low water mark. Upon this foundation solid granite pillars, sixteen feet high and three feet square at top and eight feet at bottom, are placed, and upon them at short intervals the timbers of the immense framework rest. The walls are of brick, one story in height, after which they are built of heavy planking, laid one upon another so as to break joints, and are then spiked together, this kind of wall standing the greatest lateral pressure. The roof and sides are covered with corrugated iron, making the elevator fire proof. The cars are run into the elevator on two tracks, with a broad and narrow gauge on each side of the elevator, twenty cars on a side.

Anti Friction Journal Bearings.

A GREAT SAVING IN POWER CLAIMED.

A number of railroad men met at the Grand Central Depot, last week on the arrival of the Shore Line express train from Boston, in order to examine the practical application of the Chaplin anti-friction bearings for revolving shaft axles, with which a portion of the train was fitted. By the use of these boxes, it is claimed that neither oil or waste is required, hot boxes are unknown, and delays and accidents to trains are avoided. There is also a great saving in fuel claimed, as friction is almost entirely overcome and the hauling power of engines more than doubled. Upon the arrival of the train, the car which was fitted with the new boxes was critically examined, and the result was pronounced highly satisfactory, The axles were found to be cool, while the other cars fitted up in the old way were uncomfortably hot. The saving alone in oil is said to be very great, this one car having been in continuous use for nine months and only having required three pints of oil all that time.

The invention belongs to that class of bearings in which the journal of a revolving shaft or axle rests upon a series of anti-friction rolls surrounding the same and between it and the enclosing box or housing, and especially to the manner of mounting the anti-friction rails and the means employed to reduce the friction which would otherwise be caused by the end thrust of the shaft. It further consists in the use, in combination with the two series of anti-friction rolls, of two rings, arranged one within the other, and concentric with each other, and the axis of the shaft or axle. The outer ring is made in two semi-circular parts jointed together for the purpose of facilitating the putting together and separating of the parts. The enclosing box or housing in which the series of supporting rolls and the shaft or axle revolve is made in such a manner that its interior consists of two cylindrical sections of equal diameter, separated by an annular groove or enlargement of the chamber, within which the outer ring inclosing the two series of anti-friction rolls revolves without contact with the bottoms of the said groove. There is formed within the chamber of the enclosing box two annular ribs cast in one piece with the box, and projecting inward from the inner periphery of the box, and located one upon each side of the annular groove in which the outer ring revolves, and so adapted to engage with the ribs as to prevent endwise motion of the supporting rolls. A small steel ball is placed in the cap covering the thrust end

of the axis or shaft, and against which the journal revolves when in motion. These boxes and bearings are now in daily use on the Boston and Providence and Old Colony railroads, and have proved a great success. Among the many advantages claimed are the cleaness and perfection of the bearings; the saving in expense of oil, and requiring no waste; the total absence of hot boxes, and consequently no delays nor accidents; the large saving in fuel and percentages in draft, showing a leverage which increases motive power more than one hundred per cent; a perfect rolling uniform and easy motion; a diminution of labor and care through their freedom from oil, waste, dirt and anti-friction construction.

St. Paul, Minneapolis and Manitoba Railroad.

The report of this company for the ten months since reorganization shows that the total earnings were $2,365,287 86, the operating expenses $1,078,978 49, and the net earnings $1,286,313 87. The operating expenses, including State tax ($60,928 20), were in the ratio of 45.61 per cent of the gross earnings. The transactions of the land department from June, 1879, to April, 1880, inclusive, show total sales of 226,108.61 acres, realizing $1,008,086 44, of which $89,108 41 were cash sales, and $918,978 03 credit sales. The number of town lots sold was 168, and the sum realized $9,661. The total net cash receipts of the department were $274,552 72. From these proceeds, and from the proceeds of other real estate specially devoted to a sinking fund for the retirement of the first-mortgage bonds, the company has been able to reduce its indebtedness to the extent of $540,200 during the first ten months of its operation. The directors of the company are: George Stephen and Donald A. Smith, Montreal; O. H. Northcote, London, England; R. B. Angus, N. W. Kittson, J. J. Hill, and R. B. Galusha, of St. Paul.

Midland Railroad of New Jersey.

At 12 o'clock last Saturday night Receivers Hobart and McCulloh, of the New Jersey Midland Railway Company, delivered possession of the road and all its appurtenances to the "Midland Railroad Company of New Jersey," which was recently organized by the first mortgage bondholders for the purpose of buying the road. The new company assumes all liabilities of the Receivers, all interests being protected. The workmen have been all paid off, but there are claims amounting to $200,000 or $300,000 for which certain property of the road is liable, and which is expected to yield about 20 per cent on the claims referred to. The Receivers have been ordered by the Court of Chancery to submit these claims to Special Master Hopper, of Patterson, for proof, and the papers are now being made up to that end. In order to determine exactly the responsibility of the new company, a complete inventory has been made of all the property in the hands of the Receivers President Hobart takes charge of the affairs of the new corporation at once. A very important project for the advantage of the Midland Railroad, and of the mill-owners of Paterson is said to be strongly favored by an influential party in the new direction. This is the building of a spur from the road in the eastern section of Paterson to the vicinity of the Paterson Iron Works and the Passaic Rolling Mill, and thence under the Erie Railway to the three locomotive establishments in the western part of the city. Jacob S. Rogers, President of the Rogers Locomotive and Machine Works, and one of the Directors of the Midland Railroad, is said to be the author of this plan.

New York, Ontario and Western Railroad.

The newly-organized New York, Ontario and Western Railroad Company entered into full possession on the 15th inst., of the property and franchises of the old New York and Oswego Midland Railroad Co., the six months allowed to the original stockholders by law to redeem the road having expired on the 14th at midnight. The road was purchased at a foreclosure sale on Nov. 14, last, for $4,600,000, by the bondholders, the principal one of whom is ex-Gov. Tilden. A movement was made by the towns in the interior of the State which held a large proportion of the old stock, to redeem the road, but a compromise was effected with the bondholders. The new company has $7,000,000 in cash, derived from assessments, with which to improve its purchase. It is proposed to put the road in good order and complete it to Oswego, when connection will be made with the West via the lakes and the Welland Canal. From Middletown to this City, the New Jersey Midland Railroad, now in process of reorganization, will probably be used, with ferry connections from Weehawken to Forty-second street.

Louisville, New Albany and St. Louis Air-line Railway.

A Louisville (Ky) dispatch says it is reported that a syndicate has been formed there to purchase and complete the Louisville, New Albany and St. Louis Air-line Railway from that point to Evansville and St. Louis, and then adds:

A large portion of the work has been done, and forty-five miles are now in operation. It is said that this road will be built in the interest of the Louisville, New Albany and Chicago Railroad Company, in order to control the wheat shipments from the Wabash Valley and the adjoining territory east. The Louisville, New Albany and St. Louis is the same road that was recently reported bought by the Chesapeake and Ohio. The Louisville and Cincinnati short-line people are anxious to build this air-line, as it will give them a better connection, because it is shorter than that now afforded by way of the Ohio and Mississippi from Cincinnati and Louisville to St. Louis. If this syndicate completes the road the Chesapeake and Ohio, when it reaches Mt. Sterling, will be without further connection of its own in the direction of Louisville.

Atchison, Topeka and Santa Fe Railroad.

At the annual meeting of this company, held at Topeka, Kansas, from Tuesday till Friday afternoon of last week, the following directors were chosen: T. Jefferson Coolidge, Alden Speare, J. T. Burt, B. P. Cheney, J. C. Paine, S. L. Thorndyke, Boston; W. Rowell Mason, Walpole N. H.; S. A. Kent, Chicago, Ill.; C. K. Holliday, Topeka, Kan.; B. F. Stringfellow, Atchison, Kan.; L. Levery, Emporia, Kan. After, the Directors elected the following officers: President, T. Jefferson Coolidge; Vice President and General Manager, William B. Strong; Secretary and Treasurer, E. Wilder; Assistant Secretary and Treasurer, G. L. Goodwin; General Auditor, J. P. Whitehead; Auditor, E. Young; Comptroller, S. Lathrop Thorndyke; Land Commissioner, A. S. Johnson. The same general officers were chosen for the New Mexico and Southern Pacific Company, the Pueblo and Arkansas Valley Company and the Kansas City, Emporia and Southern Company, with the substitution of local Directors at the different points named. All these are extensions of the Santa Fe Road. Arrangements were perfected for extending the line through Arizona to the coast and to Guaymas, Mexico.

Ohio River Railway.

The directors of the Ohio River Railway Co., elected on the 11th inst., are: John G. Peebles, Portsmouth; John Means, Ashland, Kentucky; George D. Chapman, Charles R. Abbott and C. O. Hunter, Columbus; John Groce, Circleville; M. Boggs, Chillicothe; George Willard and William D. Kelly, Ironton. The officers are: George D. Chapman, President; John G. Peebles, Vice President; John Means, Treasurer; C. O. Hunter, Secretary and Solicitor.

The Board instructed the Executive Committee to proceed at once with the preliminary steps looking to the immediate construction of the road. The Chief Engineer reported that a large portion of the right of way had been secured and he would be ready to commence the construction within the next ten days.

☞ At a meeting of the Sonora Railroad management, held in Boston on the 14th inst., B. P. Cheney resigned the position of President of the company, and Thomas Nickerson was elected to succeed him. G. L. Goodwin resigned the position of Clerk and Treasurer, and S. W. Reynolds was elected in his place. At a meeting of the Mexican Central Warren Sawyer resigned the position of President, and Thomas Nickerson was elected to fill the vacancy. At a meeting of the Atlantic and Pacific Railroad Company, held on the 11th inst., James Bacon resigned his position as director of the company, and E. W. Kingsley of the Massachusetts Railroad Commissioners was elected in his stead. C. Littlefield resigned the position of Treasurer, and S. W. Reynolds was chosen to succeed him.

☞ An official statement of the business of the Elevated Railroad Companies during the first six months of the current fiscal year makes the following showing: the New York Company earned, net, $643,427 45, and after paying interest on its bonds and dividends at the rate of 10 per cent had a surplus of $20,927 45; the Metropolitan Company earned net, $415,673 19, with fixed charges of $580,000—the deficit in the operations of the Manhattan Company was consequently $143,399 33.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company have agreed to purchase all the stock of the Westchester and Philadelphia Railroad Company, and guarantee its bonds, thus becoming the practical owner of the road. The amount of capital stock is $821,300, and the funded and floating debt together $1,162,512.

☞ The Santa Fe Railroad Company has been organized with a capital of $250,000, of which $30,000 has been subscribed. The road will connect with the Rio Grande railroad at San Juan, thirty miles from Santa Fe. Preliminary work will begin immediately.

☞ It is anticipated that the new branch track of the New Jersey Railroad, from Newfield to Atlantic City, will be ready for travel on the first proximo. It is thirty-four miles in length.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May 80 4
" " pref.100	4,549,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	April '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '79 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	April.'80 3½
" " pref. 50	838,311	quarterly	April.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June'79 3
Catawissa*.....50	1,169,500	Oct.ber	Oct.'79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref.100	789,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey..100	18,563,200	quarterly	April. '75 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb. '80 3
Chemung*.....100	380,000	quarterly	April. '80 1½
Cheshire, prefered 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,085,400	M. & S.	Mar. '80 3
" " pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	May 80 21½
Chi., Clin., Dub.& Minn.....	6,156,000	A. & O.	April. '79 2½
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	April. '80 3½
" " pref.....100	12 279,483	A. & O.	April. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific..100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	April. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar.'80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '80 4
Concord.....50	1,500,000	M. & N.	May 80 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv...1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River..... 100	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk .. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb.'80 3½
" " pref 10.	2,503,300	F. & A.	Feb.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	April. '80 3½
East Pennsylvania* 50	1,209,200	J. & J.	Jan. 80 3
East Mahanoy*.....50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*.... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....ita	4,200,000	J. and J	Jan. '80 3
Han. June., Han. & Get. 50	116,350	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '80 2½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '80 2
Illinois Central.....100	29,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May '80 1½
Io. Ce. & Mo. Northern. 25	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Centra 1 0	4,500,000	J. & D.	June'78 1
" " pref.100	500 000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,460,500	F. & A.	Feb. '80 4
" " (guar.)100	533,500	F. & A.	Feb. '80 5
Lawrence*.....50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,332,556	quarterly	Apl. '80 1
" pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*.....50	1,871,466	quarterly	Mar. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,488	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	Jan. '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,406,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N.Castle & Beaver Val.* 50	1,500,000	quarterly	Apl. '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Mar. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	April. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,900	J. & J.	Jan. '80 3
Oregon Railway & Nav.100	4,455,0.0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 1½
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl. '80 1½
" Special Imp..100	5,504,300	quarterly	Apl. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,148,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	Jan. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A	Nov. '79 2
Wilmington & Weldon..100	1,465,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Milla...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	1,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 2½
Cambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.).....25	206,054	.....	July '79 2
Philadelphia City.....50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division.....50	1,633,350	M	ar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express.....100	18,000,000	J. & J.	Jan '80 2
Amoskeag Manuf. Co....100	3,000,000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80$10
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,500	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Jan. 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '80 3
Pullman Palace Car 100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common ...100	5,700.000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual	Feb. '80 $3
Quincy R. R. Bridge.....100	1,760,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Oct. '79 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	April. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,860
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124.676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,593	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	499,543	602,624	537,326	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,524,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	1,453,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,722	809,212	716,513	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	302,787	281,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	676,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,539	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,289,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,758	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1.492,797	1,713,697	1,515,835	1,398,344	16,509,421
1880	1,296,581	1,252,218	1,644,958	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810.891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,061	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,038	137,978	101,075	98,065	1,120,489
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	780,147	762,558	982,480	890,137	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, May 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$13,463,000	6	Jan. & July.	1880	105
.. ..coupon	3,244,000	6	" "	1880	105
Oregon War Bonds of March 2, 1861...coupon	753 950	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	121,822,100	6	Jan. & July	1881	107
.. ..coupon	44,566,100	6	" "	1881	107
Loan of March 3, 1863.....registered	51,671,450	6	Jan. & July.	1881	107
.. ..coupon	14,434,700	6	" "	1881	107
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	290,379,800	5	F. M. A. & N.	1881	103¼
.. ..coupon	202,500,560	5	" "	1881	103¼
.. ..registered	170,246,800	4½	M. J. S. & D.	1891	108¼
.. ..coupon	79,753,200	4½	" "	1891	109
.. ..registered	525,900,250	4	J. A. J. & O.	1907	107¼
.. ..coupon	213,422,600	4	" "	1907	107¼
Refunding certificates of Feb. 28, 1879.....	1,524,950	4	....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	8,877,625	...	.....	.....	....
Debt bearing no interest.....	391,381,013	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	126
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	67
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,983,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	94½
.. Washington Funding, gold, 1872.....	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,100,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-60.....	800,000	6	Feb. & Aug	'81-'86	104½
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Internal Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Refunding Relief bonds, 1871.....	250,000	6	" "	1881	....
.. Chicago					
Indiana—($4,614,7[illegible]):					
.. Loan (1876) bonds.....	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 186[illegible].....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	369,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):	11,777,100	7	Jan. & July.	1914	46
.. Consols (Act Jan. 24, 1874).....	.....	...	.....	.....	....
.. * Loan to N. O. & P. R. R ('78) $2,000,000	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1865 and 1870) bonds.....	112,300	8	Various.	1886	20
.. * Levee (Act, 1877) bonds.....	450,000	6	Various.	var.	20
.. * Various bonds ($182,000 not fundable)	12,000	7	Mar. & Sept.	1909	20
.. * Penitentiary (1869) bonds.....	160,000	8	Various.	var.	....
.. * Various bonds ($150,000 not fundable)	560,000	7.3	Mar. & Sept.	1899	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	2,500,000	8	April & Oct.	1911	....
.. * Loan to N. O., Mob & Tex. R. R. (n. f.)	875,000	6	.....	.....	....
.. * Endorsements for N. O., M. & T. (n. f.)					
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds 1864.....	3,330,000	6	June & Dec.	1889	115½
.. Municipal War Equalization bonds, '66	2,226,900	6	April & Oct.	1859	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, etc.....	4,612,555	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,296	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,326,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1874).....	916,491	6	[illegible]	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Pat-able.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862..	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	104
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	110½
.. Renewal (Act, March 29, 1875).....	4,350,000	6	" "	'95-'97	107½
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds.....	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871:.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7[illegible]-'98	18
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	111½
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan.....	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7[illegible]	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, '869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	29
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	29
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,363,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,892,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	5	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	7
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1888	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	110
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	116
Special Mortgage to Penn.	3,000,000	6	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	718,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	106
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	38
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	118
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1896	117
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	120
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1885	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	105
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	107
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	88
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1900	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	105
1st Mort. (W. to Minn. Lake)	34,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1890	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" " "	1901	....
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage	1,275,000	7	May & Nov.	New York.	1859	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	103½
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	115½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1908	100½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	75
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	103½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	103½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	113
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	104½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	104½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	104
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	...
Equipment Mort. (").	1,000,000	8	" "		1889	39
Bonds, guar. (Vt and Canada)	1,000,000	8	Jan. & July.	"	1891	...
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	106
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	63
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,279,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (" "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1896	100
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	une & Dec	Boston.	1903	122
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	959,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1898	....
Chicago, Danville and Vincennes						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ...	825,000	7*	" "	" "	1912	...
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500,000	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1885	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	112½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	114
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	113½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	127½
2d Mort. (" ")	1,316,000	7.3	" "	" "	1898	117½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	103
1st Mort. (La C. & Dav. Div.)..	1,786,000	6	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,423,000	7	Jan. & July.	" "	1905	110½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	109½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	121½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	118½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort., guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	91
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	117
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,250,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	114
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	116
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,547 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1885	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	756,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1891	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$300,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	108
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	100
Des Moines and Ft. Dodge:						
1st Mortgage (ccupon).....	2,400,961	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	...
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170.000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	..
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,736	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	..
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	..
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	119
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	..
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	110
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1884	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	..
Company Bonds (E.T.& Ga.,old)	635,000	6	"	" "	'80-'86	..
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	96½
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	92
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	120½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	100
3d Mortgage.....	4,852,000	7	" "	" "	1883	100½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	101½
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	1.01
1st Consol. Mort. Coup. Bonds.	3,588,000	7*	" "	" "	1920	89½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	102
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	..
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,300	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & Flint guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.		1901	..
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	80
Construction Loan.....	280,406	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. & Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104¼
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"		....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108¼
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	99
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,356,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	111
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1863	300,000	6	April & Oct.	Bpt. & Best.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	105
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000		" "	" "	1903	107½
Income and Indemnity bonds	1,359,500		May & Nov.	"	....	98½
Consolidated Mortgage	2,564,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1896	84
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	72
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (G. R., I. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	107
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,250,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250.000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (230m.) conv.	887,000	7	March & Sept.	" "	1899	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118½
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117
1st M.(3dD.244.66m.& 3,000,000n)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	103
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	97
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	690,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	121½
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	123½
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	118½
Bonds of 1892 (Reg. & Coupon)	2,706.000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	116
Reg. Mort. (Clev.,Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S .& Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,884,800	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.. .
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1900	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	29½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720.000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	. ..
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	120
1st Mortgage (")reg... }		6	" "	"	1898	118½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	127
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered.... }		6*	" "	"	1922	114
Lewisb. Centre & Spruce C.(P.& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	97
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	769,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	800,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	108½
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug.	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept.	New York.	1900	....
2d Mortgage.....	800,000	7	May & Nov.	" "	1933	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. &Clarksv.Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol.M.for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct.Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1897	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. &Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	100
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	72½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	84½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Masswippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	800,000	10	March & Sept.	" "	'73-'75	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assu'd	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	117½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113½
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	108
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1895	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	99½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	56½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,483,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	127
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	108
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	110
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	114
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	107
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	860,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,600,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	749,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $2.00(000	1,800,000	7*	May & Nov.	New York	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	303,000	6	April & Oct.	New York.	1888	104
2d "	583,000	7	June and Dec.		1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	111
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	127½
1st Mort., reg'd }		7	" "	" "	1903	127
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	124½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	112
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	109½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., E.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	118
General Mortgage	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	104½
Consol. General Mort. Coupon.	1,838,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	" "	Baltimore.	1925	80
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	115
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	115
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	108½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	76
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	82,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000	1,662,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	10[illegible]

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	590,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	.....	6	F. M. A. &N.	.....	1895	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	113
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	118
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107¼
3d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109¼
3d Mortgage	4,000,000	7	May & Nov.	" "	....	...
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	860,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	70
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	105
Peninsular (Mich.) Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....
1st Mortgage gold (S.F.)2d series	2,000,000	7*	" "	" "	1900	....
2d Mortgage	540,000	7	Feb. and Aug.	New York.	1881	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102¾
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	116
General Mortgage, registered.		6	" "	"	1910	117¾
Consolidated Mortgage	28,901,540	6*	Jan. & July.	London.	1905	113
State lien for $7,500,000, skg f'd	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	126
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	125¼
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	277,000	8	Jan. & July.	Boston.	1878	101¼
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'98	84¼
2d Mortgage	500,000	8	" "	" "	1902	66
Philadelphia and Atl. City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	Apr. and Oct.	Philadelphia.	1897	116
1st Mortgage	5,000,000	6	"	"	1881	101¼
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	112
General Mort. for $20,000,000	8,850,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,128,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1910	102¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	115
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1826 stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	118¾
Consolidated Mortgage June 1, 1871. Dollar registered	3,339,000	7	" "	"	1911	119
Consolidated Mortgage June 1, 1871. Gold or stg coup.	6,999,000	6*	" "	Phil. or Lond.	1911	102¼
Consolidated Mortgage June 1, 1871. Gold or stg reg.	663,000	6*	" "	" "	1911	108
Consolidated Mortgage June 1, 1871. Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	101
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	84
Income Mortgage of 1876	2,213,000	7	June & Dec.	Philadelphia.	1896	96
Pittsburg, Titusville & Buffalo:						
1st mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	78
Funding Income	370,000	7	" "	" "	1896	50
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	108
Loan of 1872	700,000	6	" "	" "	1892	106¾
Loan of 1875	800,000	6	" "	" "	1900	110
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	53
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	452,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Consol. Mortgage for $10,000,000.	6,541,000	7	Feb. & Aug.	Philadelphia.	1890	115¼
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	880,000	7	Jan. & July.	" "	1912	126
2d Mortgage (Series H)	880,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	880,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	880,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	880,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	880,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	110
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston.						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. &Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1896	114¼
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	..
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1001	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	149,000	6*	May & Nov.	"	1901	15
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	110¼
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.		1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. R. R	500,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	77¼
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	105¾
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. &St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	108
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	114
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga &Whitehall)	400,000	7	March & Sept.	New York.	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,768,500	7	May and Nov.	" "	1921	130
New Gen'l Mort. for $6,000,000.	1,092,000	6*	.....	" "	....	....
Richmond and Danville.						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	105
Rich., Fredericksburg & Potomac:						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	450,000	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mortgage (Coupon)	175,000	8	Apr. and Oct.	Richmond.	'80-'86	....
New mortgage of 1875	31,000	7	May & Nov.		1915	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,960	7	March & Sept.	New York	1880	93
2d Mortgage	460,000	7	Jan. & July	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec	" "	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct.	" "	1904	5 6
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston	1880	86
Equipment Mortgage	500,000	8	March & Sept.		1886	85
General Mort.	1,500,000	6	May and Nov.		1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	113
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	99
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	102
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	89
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	69
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1889	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	78
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	68,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	96
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	800,000	7	"	" "	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	33
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	59
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	107
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1893	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	104
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	99
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	99
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	99
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	95
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (o) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6o	Jan. & July.	N. Y. & Bost.	'96-'99	113
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	111½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling..	2,225,000	8o	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6o	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.&T.):						
1st Mortgage gold, skg fund.....	3,220,000	6o	Jan. & July.	New York.	1890	....
Union & Titusville (P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £360,200 (U. Co's)	1,848,000	5o	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6o	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6o	Feb. and Aug.	London.	1880	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	107
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111½
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tenhessee (A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7o	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin (P., T. & R.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9o	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79
2d Mort. (" ")	850,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	106
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort " ")	600,000	8	May and Nov.	"	1873	90
4th Mort. " ")	700,000	8	March & Sept.	"	1880	44
Funded Coupons (do.)	722,684	....	....	"	....	....
1st Mort. (Lynch'b'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	219,912	....	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Ham	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,3[illegible]	456,000	7o	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible], tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114½
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	"	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M. & W. Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,188,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7o	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	113
Sterling Bonds, Sinking Fund.,	981,234	6o	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108½
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	106
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6o	Jan. and July.	New York.	1899	110½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,008,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7o	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7o	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	18
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	56
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6o	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7o	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7o	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109½
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115½
Extension mortgage bonds.....	4,313,000	7o	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	4,618,500	7o	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1906	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5o	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. reg. (2d series, July 1, 1869 / 3d series, Jan. 1, 1871)	3,500,000 / 5,000,000	7	Jan. and July.	New York.	1884	106½
Coupon bonds of 1874..... / Registered bonds of 1874.....	3,000,000 / 2,000,000	7	Apr. and Oct.	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6o	March & Sept.	"	1894	103
1st Mortgage, registered	5,381,983	6	J. A. J. & O.	"	1884	106½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,653,500	6o	June & Dec	"	1897	106½
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	130
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1857	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	101
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	79
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1915	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1874	....
2d Mortgage.....	296,000	6			1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	996.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	11,600,000	350,000	—	996.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	289.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. (D. & H.)..New York.	7,374,745	1,693,693	845,023	.....	3,500,000	6,045,000	373,161	.....	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	109
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	—	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	22.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
June 30, 1879	80.7	—	4.5	—	21	5	5	162	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,180,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	123
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,682,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,359	.....	149.5	732,031	186,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	723,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶.....Md. & W. Va.	38,042,577	12,116,258	57,805,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	155
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.6	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,888	64,638	3,533,260	6,500,000	288,365	.....	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,300	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	—	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,680	83,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,538	2,219,536	8	100	145
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	.....	52.8	135,063	104,762	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	307,873	2	500	900
Sept. 30, 1878	133.0	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	206,359	6,921,274	5,500,000	88,359	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	126
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,164	77,615	2,945,231	600,000	509,535	64,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	600,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	137½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,061	8.8	104,086	686,838	.....	181,266	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,339,000	—	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	40,600	40,600	—	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia.. Penn.	5,498,035	1,081,819	8,000	280,809	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,285	240,100	232,100	7	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,852,472	—	.....	.....	943,800	1,908,707	.....	197,695	67.2	162,729	101,924	138,227	864,419	450,750	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern.. Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	446.0	911,305	287,634	721,754	1,614,762	560,311	—	100	62
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,877	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	168,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)....Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	....	15,150	4,246	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,760	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	137,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,839	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,900,673	393,014	131,150	390,890	12,000,000	6,850,000	1,495,890	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	23,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... .....Canada.	22,839,453	*	4,915,026	164,534	15,000,000	11,511,343	1,012,265	294,965	326.6	1,681,914	219,544	968,044	1,490,270	233,045	—	100	52
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,356,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,687,000	1 687,000	.....	.....	75.6	.....	.....	.....	.....	118,370	—	100	50½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.). Ia.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	....
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	712.6	952,966	.....	.....	2,721,624	1,523,309	2¶	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4 325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,350,276	4,203,659	.....	334.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,776	—	100	67½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*..... Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,600,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	882.8	830.4	169.4	—	227	326	51	4,262	*Central Pacific* ¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,209,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	64
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta.. N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,383	58,570	97,948	441,357	152,228	—	100	97½
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	103,692	486,035	15,950,402	28,258,320	2,127,589	.....	435.0	3,233,377	172,175	588,066	1,936,360	541,621	—	100	17
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,269	322,266	177,286	145,719	2,153,300	836,500	26,312	24.427	53.6	577,069	124,321	419,309	527,588	123,885	1pf	100	52
Dec. 31, 1878	243.5	121.9	139.0	—	160	75	23	3,251	Chicago and Alton .....Illinois.	18,274,828	*	7,230 766	269,406	12,490,872	11,392,850	2,001,053	.....	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	108
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,658	3,327,845	27,956,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,580	8	100	117½
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,666,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	318,592	87,572	235,333	538,595	260,947	—	100	71
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	80,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,656	823,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,536	229,516	—	100	99
May 31	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N.W.). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	144½
Dec. 31, 1878	631.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,181	*	2 848,298	1,480,429	27,683,744	32,088,500	791,523	2,520,074	1,585.3	5,991,707	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	71½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,589,000	3,241,088	4,342,772	1,616.5	11,185,459	3,326,427	4,265,937	13,420,606	6,816,812	7pf	100	89½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,237,454	1,125.6	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	192
Dec 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O. Ky., T., M. & La.	25 931 301	.....	.....	.....	8,662,650	17,247,851	120,695	.....	571.5	1,818,819	227,184	436,158	2,819,019	819,723	—	100	26

Sept.30,	187	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapl's	Wis.	5,000,000	*				5,000,000					177.7	276,932	72,749		739,836	787,943	—	50	50
Dec. 31,	1878	170.6	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944	—	245.6	387,756	205,294	197,637	488,784	80,908	—	100	60
Mar. 31	1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Dayton	Ohio.	3,527,078	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794	59.9	567,951	950,520	759,569	907,211	141,193	—	100	....
Mar. 31,	1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.& D.),O.&Ind.		2,436,088	229,072	60,080	.....	—	2,500,000	1,180,356	.....	98.4	388,764	152,052	210,283	341,676	78,167	—	—	....
June 30,	1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*	.....	.....	1,929,200	1,898,000	300,000	.....	75.3	328,970	.....	.....	408,188	127,559	—	100	....
Mar. 31,	1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&I.).	Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195	42.0	131,114	88,175	1 6,3,1	188,448	33,458	—	50	....
June 30,	1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189	—	190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	20
June 30,	1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)	O.	3,751,000	.....	.....	.....	1,100,000	2,651,000	1,342,782	.....	86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31,	1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,413,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	109.5	280,022	.....	.....	195,710	52,263	—	100	....
Dec. 31,	1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,225	391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	70
Jun. 30,	1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt.W.).	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335	123.4	188,619	83,007	524,082	403,400	309,459	7	100	....
Dec. 31,	1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)	O.	4,628,871	*	208,148	37,678	1,768,798	2,969,000	669,275	—	156.5	410,716	228,693	259,128	382,698	64,971	—	100	....
Dec. 31,	1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	733,214	225.8	1,885,556	584,237	1,434,207	2,474,684	1,168,580	7	50	11
Dec. 31,	1878	118.0	74.2	13.0	—	19	14	5	188	Colorado Central	Col. & Wy.	4,430,300	*	.....	.....	3,971,300	2,459,000	.....	—	192.2	.....	[11 months.		669,448	280,558	—	100	....
Dec. 31,	1878	620.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C. (Pa.Co.).	O. Ind & I.	28,851,097	*	58,000	.....	13,969,823	24,859,724	79,556	—	580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	11
Dec. 31,	1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley	Ohio.	3,501,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631	105.4	725,074	135,372	913,907	871,553	391,127	8	50	....
Jun. 30,	1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.&C.).	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	23,250	.....	.....	.....	.....	.....	230,797	65,942	—	50	....
Dec. 31,	1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo	Ohio.	2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496	117.7	416,530	145,288	348,605	517,871	222,269	—	50	....
Mar. 31	1879	35.0	7.0	78.0	—	38	44	16	946	Concord	New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	.....	178,750	158,226	141.7	617,854	509,203	673,471	733,004	318,847	10	50	166
Jun. 30,	1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774	147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	65
Sept. 30,	1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,638	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887	79.8	377,739	946,900	332,200	504,670	199,034	8	100	144
Dec. 31,	1878	53.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.	N.Y.&P.	2,400,000	*	.....	.....	1,900,000	500,000	.....	—	64.0	161,905	58,582	507,185	404,665	113,354	6	50	....
Dec. 31,	1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	—	656,558	195,111	1,777,850	352,300	47,007	561,878	135.0	321,495	325,551	316,696	512,121	199,560	10	50	....
Sept. 30,	1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973,940	164,740	15,254	25,711	600,000	500,000	—	80,645	33.8	97,380	222,212	51,81g	157 958	41,279	—	100	....
June 30,	1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,280,000	*	.....	.....	3,520,000	1,710,000	196,827	.....	160.6	187,487	81,582	67,043	222,627	17,738	—	100	....
Mar. 31,	1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.)	Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921	142.7	683,849	309,674	422,303	545,238	271,432	3½	50	....
July 31,	1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,868	*	.....	.....	457,817	413,500	152,701	.....	69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31,	1878	83.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P.W.& B.)	Delaware.	2,367,508	—	.....	73,198	1,450,323	760,000	160,400	69,988	94.8	268,998	.....	.....	365,580	109,674	6	25	....
Dec. 31,	1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,136,584	*	.....	.....	1,514,000	1,500,000	279,621	.....	30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31,	1878	115.0	92.5	223.7	—	150	52	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125	207.5	2,458,754	474,16	3,193,531	3,699,601	2,320,481	—	50	79
Dec. 31,	1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350	106.0	.....	.....	.....	147,022	38,098	—	100	....
Dec. 31,	1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,894,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383	329.5	704,938	47,552	132,828	773,322	342,676	—	100	74
June 30,	1878	87.2	—	8.7	—	7	6	2	158	Des Moines and Fort Dodge	Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	—	87.2	111,664	48,646	66,945	182,812	52,477	—	100	....
Oct. 31,	1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw	Mich.	.....	*	.....	.....	.....	.....	.....	.....	191.6	.....	.....	[9] mos.	828,657	265,393	—	100	....
Dec. 31,	1878	166.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	156,540	197.3	785,106	372,722	364,737	970,034	372,199	—	100	90
Dec. 31,	1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)	Iowa.	5,882,000	—	31,453	.....	5,000,000	882,000	.....	31,453	.....	.....	.....	.....	925,228	323,830	5½	100	68
June 30,	1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721	272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....
Sept. 30,	1878	41.4	7.6	106.2	—	75	136	35	1,281	Eastern	Massachusetts.	7,000,000	905,000	1,691,481	249,876	4,997,600	13,589,022	1,498,349	—	—	1,557,775	4,197,991	697,987	2,422,894	841,268	—	100	28
Dec. 31,	1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	73,562	93.8	197,596	64,795	206,596	206,556	67,842	2	100	50
Dec. 31,	1878	81.0	3.5	56.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	—	84.4	537,602	136,782	748,142	641,516	159,603	7	50	100
Sept. 30,	1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶	Maine.	.....	—	.....	.....	.....	3,223,800	.....	74,934	133.0	250,406	154,015	141,533	356,858	126,507	—	100	....
Aug.31,	1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,303	109.0	335,988	143,603	332,700	564,809	160,538	4½	50	80
Apr. 30,	1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind.& Ill.	1,649,600	*	17,068	5,815	458,661	1,100,000	118,822	—	69.3	.....	.....	.....	242,896	94,236	—	100	....
Sept.30,	1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	184,032	4,500,000	1,000,000	632,499	494,435	189.1	1,638,610	2,166,503	1 115,771	1,794,387	439,715	7	100	122
Dec. 31,	1878	253.3	26.7	68.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,995	1,920,826	—	280.0	1,095,422	640,556	408,053	1,056,017	438,203	—	100	15
Dec. 31,	1878	103.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich.& Ind.	2,702,247	373,551	3,920	30,879	1,196,450	2,000,000	1,564	—	100.0	247,733	96,982	136,029	245,061	95,071	—	100	....
Dec. 31,	1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.	Ind.	3,746,000	*	.....	.....	1,000,000	2,745,000	.....	—	104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31,	1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	485,000	*	315,000	.....	600,000	200,000	.....	—	26.0	.....	.....	.....	38,397	19,196	—	100	25
Dec. 31,	1878	51.1	—	3.1	17.5	—	—	—	—	From., Elk H. & Mo. V. (S C.&P.).	Neb.	1,350,000	—	.....	.....	690,000	690,000	.....	—	51.1	55,218	19,772	45,352	138,159	46,053	—	100	4
Dec. 31,	1878	215.0	—	18.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶	Tex.	9,474,077	809,723	2,239,241	451,660	6,450,000	5,586,927	494,500	378,574	215.0	488,151	60,19	157,938	1,325,846	792,014	—	100	....
Dec. 31,	1878	50.0	—	8.8	—	17	9	6	256	Galv., Houston and Henderson ¶	Tex.	3,495,335	*	15,805	81,488	1,000,000	1,500,000	275,596	817,032	50.0	122,350	55,056	174,300	495,440	184,595	—	100	....
Sept. 30,	1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)	N. Y.	1,481,297	*	.....	.....	850,000	600,000	192,249	—	75.6	388,066	95,811	501,862	264,998	df.16,138	—	100	....
Mar. 31,	1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,961	611,323	275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31,	1878	332.0	—	80.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)	Mich. &Ind	11,095,085	*	65,504	246,737	2,800,000	8,000,000	2,164,707	—	423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec. 31,	1878	856.0	158.2	213.5	—	434	274	84	8,173	Grand Trunk ¶	Canada.	152,044,870	*	2,311,630	.....	118,496,280	35,812,710	45,510	—	1,390.2	8,884,271	2,025,737	2,387,942	9,581,320	2,349,255	—	100	....
Jan. 31,	1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶	Canada.	33,424,430	7,877,010	2,851,046	.....	33,106,835	18,221,095	.....	—	1,089.3	3,616,829	1,206,332	1,864,663	4,216,335	1,297,055	—	100	....
Sept.30,	1878	218.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135	.....	8,000,000	3,979,000	1,777,941	—	213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31,	1878	143.5	21.3	10.0	—	20	11	3	170	Greenville and Columbia (S. C.)	S Car.	3,623,905	*	374,200	193,896	1,515,166	2,178,763	989,222	—	164.8	237,791	48,662	103,077	353,909	181,660	—	100	....
Mar. 31,	1879	66.8	—	4.1	—	8	3	3	69	Gulf, Western Texas and Pacific	Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....	66.8	242,592	4,340	202,584	112,358	29,706	—	100	....
Jun. 30,	1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec. 31,	1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶	Missouri.	13,492,427	—	.....	.....	14,251,724	8,700,000	.....	—	292.3	1,354,767	257,916	543,472	2,045,450	780,355	—	100	29
Dept.30,	1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.	.....	—	.....	.....	.....	.....	.....	.....	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept.30,	1878	74.0	—	3.0	—	19	21	10	436	Housatonic	Connecticut.	2,581,006	—	225,836	78,762	2,000,000	550,500	161,348	154,256	126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30,	1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central	Texas.	21,870,021	1,831,342	6,864,922	353,302	7,722,900	14,901,995	2,778,900	5,521,092	521.7	1,499,283	242,559	457,840	3,031,361	1,326,905	—	100	54
Dec. 31,	1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929	61.3	172,915	43,618	394,788	238,389	114,145	—	50	14
Dec. 31,	1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	—	2,013,892	1,256.5	4,247,628	1,726,236	2,067,832	7,111,184	3,631,559	6	100	038
Dec. 31,	1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland	Illinois.	6,175,000	*	.....	.....	2,000,000	4,175,000	1,154,299	—	175.7	278,504	79,952	128,132	236,895	20,661	—	100	....
Nov 30,	1878	202.3	131.6	68.0	—	46	27	15	1,135	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	2,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119	—	333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	26
Jan. 30,	1878	168.5	5.0	61.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.	O. & Ind.	16,854,416	*	67,274	789,260	7,024,150	8,953,300	1,728,200	—	194.5	896,503	549,587	457,135	1,309,087	494,388	—	50	3
Dec. 31,	1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.)	Ind.	4,233,911	*	50,301	346,200	600,000	3,500,000	2,245,300	—	266.6	1,585,274	243,093	538,619	1,347,246	313,903	—	100	....
Dec. 31,	1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)	Ind & Ill.	4,665,450	*	36,328	24,624	1,402,000	3,150,000	174,602	—	116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31,	1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern	Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806	—	519.3	822,430	117,065	224,113	1,686,585	571,983	—	100	50
Dec. 31,	1878	188.7	—	0.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.)	Ia	7,577,500	—	.....	.....	4,625,000	2,952,500	.....	—	183.7	.....	.....	.....	476,265	166,893	—	100	39
Mar. 31,	1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n	Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	—	.....	.....	.....	.....	.....	769,600	5	100	....
Dec. 31,	1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw.*	(M.C.).Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,133	—	236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec 31,	1878	111.0	118.8	34.3	—	44	33	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)	Ind.	6,508,713	*	182,640	86,155	2,900,000	5,000,000	82,738	—	224.8	1,046,156	667,981	1,586,380	1,150,015	422,988	7	100	....
Apl. 30,	1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,008,000	*	.....	.....	504,000	504,000	.....	—	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1878	638.6	34.0	68.8	—	94	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,359,541	*	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484	—	672.6	1,506,813	198,178	667,736	3,610,224	1,198,662	—	50	96
Dec. 31,	1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*	.....	.....	38,000	348,000	.....	—	43.0	.....	72,704	39,315	84,578	33,867	—	100	....
Dec. 31,	1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	—	155.9	777,592	142,236	466,255	833,826	115,667	—	100	46
Dec. 31,	1878	144.1	1.8	9.2	—	20	20	9	256	Kan. City, Lawrence & Southwest'n.	Kan.	10,000,000	*	.....	.....	5,000,000	5,000,000	.....	—	208.8	320,322	.....	.....	343,343	92,989	—	100	80
Dec. 31,	1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl	Mo.& Ia.	9,250,128	1,281,878	116,232	458,279	2,789,414	7,485,197	698,465	83,451	258.5	1,168,361	229,622	674,194	1,583,651	448,059	—	100	67
Dec. 31,	1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A., T.&S. Fe.)	Kas.	3,199,800	—	174,200	190,729	2,250,000	1,054,000	37,205	226,524	—	.....	.....	.....	768,515	208,387	—	100	112
Apl. 30,	1879	99 0	49.5	16.5	—	19	17	7	351	Kentucky Central	Ky.	6,046,000	*	.....	138,956	3,000,000	1,045,000	23,523	115,732	198.5	379,111	.....	.....	553,389	208,750	4	100	....
June 30,	1878	182 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines	(C.,R.I.&P.) Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	459,130	—	162.2	402,461	157,078	202,985	566,763	148,433	—	100	9
June 30,	1878	80.3	—	4.9	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,725	—	1,456	49,894	1,000,000	1,520,000	6,385	—	80 8	155,603	67,012	91,553	177,645	55,485	—	100	....
Apr. 30,	1878	118.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington	Ind.	.....	.....	.....	.....	.....	.....	.....	.....	118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec. 31	1878	100 0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville	Ohio.	1,999,997	*	4,732	7 289	1,500,000	—	202 018	—	110.0	195,599	107,743	77,588	153 161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(Figures following) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484 3	671 6	—	495	178	86	10282	L. S. & Mich. S. N.Y., P., O., Mich., Ind. & Ill.	68,366,354	14,378,700	5,510,852	3,429,037	50,000,000	37,024,000	1,925,820	3,246,182	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	101¾
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.)..Pa.	775,100	.....	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	.....	16,035,233	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,360,676	27,228,855	24,391,000	2,924,178	646,462	302.8	3,547,393	807,482	7,676,955	5,582,738	3,075,811	4	50	101¾
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	624,564	1,223,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	41¾
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	.....	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	261,580	1,631,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	.....	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10
Jan. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,063	294,160	—	100	160
Jan. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,259	Louisville & Nashville .....Ky. & Tenn.	24,008,920	*	7,506,120	802,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	124
Dec. 31, 1878	288.8	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago....Ind.	3,500,000	.....	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	90
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	.....	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36,569	—	50	....
Jun. 30, 1878	187.3	87.9	183.5	—	65	33	11	1,278	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,580,000	*	200,000	3,844	.....	3,580,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	....
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	17¾
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,535	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,938	*	6,159,161	345,173	16,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,520,737	6,872,094	2,707,353	4	100	78
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	182,068	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,350	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	.....	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)... Minn.	136,330	.....	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	....	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	163,917	825,400	1,982,000	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,625,000	*	.....	.....	21,465,210	15,632,000	6,804,721	.....	785.8	2,960,176	265,473	490,060	2,961,682	348,483	—	100	30¾
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,442	1,660,087	—	100	15
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	3,166,261	557,434	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,486	.....	196,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,999	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	238,067	186,638	2,098,500	879,351	—	100	14¾
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex.....New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	276	Nashua and Lowell.....N.H. & Mass.	948,146	201,688	.....	257,163	800,000	200,000	216,183	90,764	53.7	424,020	869,726	271,417	497,456	158,403	2	100	113¾
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,005,800	.....	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,275	5	100	60¾
Jun. 30, 1878	321.0	132.5	46.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	69
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)...Tenn. & Ala.	3,747,557	.....	.....	.....	781,832	1,642,557	2,105,000	389,024	39 308	122.3	356,841	77,756	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	298	Naugatuck .....Connecticut.	1,928,845	234,067	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,065	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	2	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3¼).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.)..Pa.	884,083	.....	55,358	52,472	605,000	.....	881	236,032	14.9	193,381	130,508	982,560	268,143	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	286	New London Northern (C.V.)..... Conn.	2,062,708	231,902	65,000	76,985	1,500,000	687,500	180,989	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	181,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	.....	.....	.....	200,000	1,772,000	99,000	.....	190.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,388	—	595	470	213	59	New York Central & Hudson River. N.Y.	82,163,689	17,730,466	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998 941	8,927,565	7,695,413	26,405,017	10,969,040	8	100	125¾
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1,775,000	.....	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C. & H.R.) N.Y. City Line.....	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		748,964	427,326	8	100	180
Sept. 30, 1878	5.5	—	5.7	—	—	351	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	55,254,400	66,818,204	.....	.....	928.1	16,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	86¾
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	....	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	183,147	—	100	....
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. York & N. England..M., R. I. & Conn.	20,622,584	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	48
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	66	13	319	N. Y., N. H. & Hartford. N.Y. C. & Mass.	12,889,584	2,154,455	1,378,773	1,537,029	15,500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	163
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., Providence & Boston..Conn. & R.I.	2,646.02	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,456	10	100	138¾
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (NYC & HR.).N.Y.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	———	—	———	———	———	———	North Carolina (R. & D.) .....N.C.	4,933,778	*	466,223	59,020	4,000,000	291,500	185,742	1,024,779	223.2	433,744	98,763	98,765	494.022	159,659	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	Northeastern ¶.....S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	3,068,400	100	396.617	484,880	8.0	452.301	141,209	401,922	426,874	107,372	5	100	98
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern Central.....Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,893,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	62
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	5,296	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	———	50,343,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	28¾
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,607	251,689	4,264,.50	6,000,000	2,041,.55	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	100
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	Norwich & Worcester..... Ct. & Mass.	3,205,436	179,761	278,037	223,630	2,604,400	400,000	51.928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	138
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,677,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	26
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ohio and Mississippi.....O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	27
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	112
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	———	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	288	Owensboro and Russellville.....Ky.	4,277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	88,266	—	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	188
Dec. 31, 1875	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	$144,042	217,369	76,385	—	100	....
78	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur..... ....Ill.																	

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128		Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	102
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,585	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl 30	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	.....	102,680	36,755	12	100	....
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31, 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	181,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	26
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	2/3
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59		Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	16,505,396	34,278,175	75,300,797	11,196,198	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	46
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	798,365	2,660,446	1,198,048	8	50	40
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,368,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	.....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	-	296	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,466	1,542,754	578,312	—	50	.....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & L	38,748,396	*	213,316	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	118
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,676,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	268	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	29
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	599,398	*	.....	.....	.....	.....	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,588	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,092	148,151	29,334	—	100	....
Sept. 30, 1878	81.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	166
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,035	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,897	41,812	—	100	....
Sept. 30, 1878	43.4	6.0	55.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,685	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	66	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,627,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	713,320	1,126,484	602,540	1,823,359	754,346	8	100	120
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,618,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,324	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	76,957	1,582,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,082	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,848	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	90,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109 359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	408.9	1,053,606	576,974	370,905	1,213,785	350,747	—	100	26
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	(rental, et c.	295,812	278,758	—	100	64
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,702	175.2	.....	.....	.....	555,362	534,932	—	100	15
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									509.4	396,390	184,988	473,648	506,459	239,621	—	100	
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	42
Dec. 31, 1878	160.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	(C. & A.) Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	533,000	598.8	.....	499,441	960,466	3,324,496	1,247,500	—	100	....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	28,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	264,389	1,201,652	603,517	—	100	33
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	669	St. Louis & S. Eastern	Ill. & Ind.	11,025,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	558,208	183,359	.....	954,383	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,526	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,069,443	158,685	—	100	....
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	26
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,556,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	38
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	781,146	657,632	234,227	—	50	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	79.9	125,679	50,345	38,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.2	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	216,052	200,000	1,097,000	128,101	.....	46.0	.....	.....	.....	.....	.....	—	50	....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line	(N. Y., N. H. and H.) Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,184	43,405	317,978	101,539	8	100	....
Jan. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,800	.....	.....	158.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	190.0	552,986	79,038	718,952	844,689	293,649	—	100	....
Dec. 31, 1878	187.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,382,815	643,926	5,819,275	4,932,479	1,413,086	.....	243.0	691,202	104,065	262,366	1,011,262	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	3,273,492	337,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,860	—	100	....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	648,036	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,520	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	789,223	352,631	8	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,480	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,658,600	236,500	.....	.....	34.0	104,230	.....	.....	210,154	.....	—	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378,111	150,916	810,886	610,582	224,624	3	100	....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,169	1,988,150	1,800,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,0 0,000	1,142,000	548,854	125,095	108.0	.....	.....	86,398	220,137	74,284	—	100	....
May 31, 1878	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,875	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	47
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	13
Sept. 30, 1878	84.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,581	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	276.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	100
Dec. 31, 1878	1.038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,585	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	5,846,580	188,315	844,019	11,121,272	7,744,686	—	100	84
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,129	62,069	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,366	88,120	147,542	def. 3,911	—	100	118
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	118
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....
Dec. 31, 1878	62.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,696,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	726,092	12	100	....
Dec. 31, 1878	452.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,372	1,864,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	31	34	14	473	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	337,300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,150	821,300	1,100,000	95,601	237,435	36.3	258,976	756,469	84,963	312,487	146,127	3	50	70
Dec. 31, 1878	59.5	—	18.4	—	20	52	11	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,545	613,330	119,632	541,678	202,985	—	50	70
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	192.0	20.7	28.6	—	39	14	13	602	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	218,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	239,094	462,241	1,067,664	304,401	—	100	....
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,236	300,000	1,248,000	1,008,944	.....	189.0	.....	53,350	.....	509,698	98,658	—	100	55
Sept. 30, 1878	162.5	17.0	18.2	—	28	19	13	360	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,100	52,132	315.434	180.5	406,277	.....	.....	212,171	176,277	3	100	....
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	534,980	75,048	1,789,300	1,000,000	117,024	229,767	94.5	342,758	325,977	313,962	473,240	168,351	—	100	69

New Cattle Car.

The Indianapolis Price Current says that a cattle car has been recently invented the peculiarities of which consist in placing the stock in four ranks lengthwise the car. The ranks in each end of the car stand facing each other, and a combination water tank, trough and hay box extends crosswise the car and under the heads of the cattle. Chains or belting fastened to the floor pass up between the stock and are attached to a shaft overhead, which, being turned, draw them tight and hold each animal in place. Water and feed is carried for a trip of four days, and stock can eat, drink, lie down and rest without the train stopping. Reversing the shafts the stays fall off and drop down. The water tank is on a roller and can be easily moved to the end of the car. The car is then ready for any kind of freight.

Statement of the Public Debt of the United States, May 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$16,713,000 00	$334,260 00
6 per cent. bonds, 1881 (Oregon,) 1861	753,950 00	15,079 00
6 per cent. 1881 bonds, 1861..	166,388,200 00	3,327,764 00
6 per cent. 1881 bonds, 1863..	66,106,150 00	1,322,123 00
5 per cent. funded loan of 1881	492,889 300 00	6,161,116 25
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	739,322,850 00	2,464,409 50
Refunding Certificates.....	1,524,950 00	5,083 17
3 per cent. navy pension fund, 1868.....	14,000,000 00	140,000 00
Aggregate of debt bearing interest.....	$1,747,698,400 00	$15,644,834 92
Interest due and unpaid		3,320,083 09

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,800 00	5,124 06
6 per cent. 5-20 bonds, called June, 1864	68,350 00	818 70
6 per cent. 5-20 bonds, called 1865	117,050 00	51,521 06
5 per cent. 10-40 bonds, called, 1864.....	3,306,450 00	271,336 71
6 per cent. Consol. bonds, called, 1865.....	641,400 00	8,236 57
6 per cent. Consol. bonds, called, 1867.....	2,684,400 00	2-3,097 53
6 per cent. Consol. bonds, called, 1868	968,500 00	96,373 06
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,665 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,965 00	2,360 35
5 per cent. 2 year notes, 1863.	36,150 00	1,577 99
6 per cent. compound interest notes, 1863-64.....	244,290 00	49,660 01
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,250 00	5,442 71
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,877,635 26	$849,404 29

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,090 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	8,760,000 00	
Fractional currency, 1862-3-4	15,604,587 00	
Coin certificates, 1863.....	8,230,000 00	
Silver certificates, 1878.....	12,043,720 00	
Unclaimed interest.....		7,777 03
Aggregate of debt bearing no interest.....	$391,381,013 00	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$249,961,300 00	
Bonds at 5 per cent.....	492,889,300 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,322,850 00	
Refunding certificates.....	1,524,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,747,698,400 00	$15,964,918 01
Debt on which interest has ceased since maturity.....	8,877,635 26	849,404 29
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,106 00	
Certificates of deposit.....	8,760,000 00	
Fractional currency.....	15,604,587 00	
Coin and Silver Certificates.	20,274,320 00	
	$391,381,013 00	
Unclaimed interest.....		7,777 03
	$2,147,957,048 26	$19,822,099 32
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,167,779,147 59

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,320,083 09
Debt on which interest has ceased.....	8,877,535 26
Interest thereon	849,404 29
Gold and silver certificates.....	20,274,320 00
U S Notes held for redemption of certificates of deposit.....	8,760,000 00
Cash balance available May 1, 1880.....	157,382,951 23
	$199,464,393 87
Debt, less amount in Treasury, May 1, 1880.	$1,968,314,753 72
Debt, less amount in Treasury, on the 1st ult.	1,980,392,824 22
Decrease of debt during the month.....	$12,078,070 50
Decrease of debt since June 30, 1879.....	$58,892,502 65

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	32,566 40
Totals.....	$64,623,512 00	$1,292,470 24

Interest paid by United States, $45,651,165 94; interest repaid by transportation of mails, &c., $13,084,619 83; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,337 24.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Grand Trunk Railway of Canada.

The revenue statement of this company for the month of March is as follows:

	1880.	1879.
Gross receip's..	£180,370	£143,150
Working expenses.....	121,138	118,537
Net profit.....	£59,232	£24,618

—showing an increase in gross receipts of £37,220 in working expenses of £2,601, and net profit of £34,619.

The aggregate for three months (January 1 to March 31) is as follows:

	1880.	1879.
Gross receipts	£496,006	£434,335
Working expenses.....	353,028	353,628
Net profit.....	£142,978	£80,707

—showing an increase in gross receipts of £61,671, with a decrease in working expenses of £600, making the increase in net profit of £62,271.

☞ All the property of the Tennessee and Alabama Railroad Co. is ordered to be sold at Selma, Ala., on the 14th of June next, in five separate parcels, the total minimum price being fixed at $1,785,000.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 18.

	W. 12	Th. 13	F. 14	Sat. 15	M. 17	Tu. 18
Allegheny Val. 7 3-10s.....	....	....	....	116½	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1885....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred..... ..	....	....	....	....	....	....
7s, new..... 114	....	....	....	....	....	....
Del. & Bound Brook... 100	....	....	....	....	....	....
7s..... 116	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 31	30	30½	30½	29½	29½	
6s, 1884.....	....	....	....	....	....	....
Gold Loan..... ..	....	....	....	106½	....	
Railroad Loan.....	....	....	....	110	....	
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	105	105	....	105½	105½	
Lehigh Valley 50½	50½	50½	50½	50½	50½	
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.... ..... 126½	....	....	....	127	....	
Consol. mort. 6s.....	112½	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	113½	113½	....	
Little Schuylkill...	54	....	....	....	54	
Minehill & Sch. Haven ...	50	....	....	....	....	....
North Pennsylvania .. 50	....	....	....	....	50	
1st mortgage 6s..... 108½	....	....	....	108½	....	
2d mortgage 7s.....	....	116½	....	....	....	
Gen'l mort. 7s, coup.....	....	....	....	....	....	
Gen'l Mort. 7s, reg...	....	....	116½	....	....	
Northern Central. .. 31½	....	31½	....	....	31	
6s..... 80	80	80	80	80	....	
Northern Pacific 23	21½	21½	22½	22½	22½	
Preferred 43½	43	45	45	42	....	
Pennsylvania R. R. ... 51½	51½	51½	51½	51½	51½	
1st mortgage.....	....	....	....	....	102½	
Gen'l mortgage..... 116	....	....	....	....	....	
Gen'l mort. reg..... 117½	....	....	....	....	....	
Consol. mort. 6s.....	....	....	....	....	....	
Consol. mort. 6s, reg.....	....	....	....	....	....	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series.	108	....	109	....	....	
do. 5s, new.....	....	....	....	....	....	
do. 4s.....	....	....	....	....	....	
Phila. and Reading..... 24½	22½	23½	23½	22½	22½	
1st Mortgage 6s.....	....	....	....	....	102½	
7s, of 1893.....	....	....	....	....	....	
7s. new convertible.....	....	....	....	....	....	
Consol. mortgage 7s.....	....	118½	....	....	....	
Consol. mortgage reg	....	....	....	....	....	
Gen'l mortgage 6s 83½	....	....	....	83½	....	
Philadelphia and Erie 13	13	13	13	13	....	
1st mortgage, 6s..... 101½	....	....	102	102	....	
2d mortgage, 7s.....	....	112	....	....	....	
Pittsb., Cin. & St L. 7s 115½	....	....	....	115½	....	
Pittsb., Titusv. & Buff.. 13½	13½	13½	14½	13½	14	
7s..... 76	....	....	78	....	....	
Schuylkill Navigation.. ...	....	....	....	....	....	
Preferred.....	12	....	....	12½	....	
6s, 1872.....	....	....	....	....	....	
6s, 1882.....	....	....	....	....	....	
United Co. of N. Jersey 160	160½	160	....	160½	....	
Hestonville, (Horse).....	....	....	17	....	....	
Chestnut & Wal. (do.). 76½	....	....	....	....	....	
Green and Coates (do.).....	....	....	....	....	....	

Baltimore Stock Exchange.

Closing Prices for the week ending May 18.

	W. 12	Th. 13	F. 14	Sat. 15	M. 17	Tu. 18
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50)..... 40½	....	....	40½	40	....	
1st mortgage	....	....	....	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s.....	....	....	....	....	....	
2d mortgage, 7s..... 72½	....	72	72½	72½	....	
3d mortgage, 8s..... 35½	34½	34½	34½	34½	34½	
Northern Central ($50)....	....	....	....	....	....	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	110	....	
6s, 1900, Gold..... 109½	....	....	....	....	....	
6s, 1904, gold..... 104	....	....	....	....	104½	
Orange and Alex. 1st.....	....	....	....	....	....	
2d mortgage, 6s.....	....	....	....	....	....	
3d mortgage, 8s.....	....	....	....	....	....	
4th mortgage, 8s.....	....	....	....	....	....	
O., Alex. & Manassas 7s....	80	80½	79	....	....	
Pittsb. & Connellsv. 7s	114½	....	....	....	....	
Virginia 6s, Consol .. 54½	54½	54½	....	....	55	
Consol. Coupons 91½	91½	91½	....	92½	....	
10-40 bonds..... 39½	39½	39½	....	....	....	
Deferred Certificates.....	....	6½	....	6½	....	
Western Maryland	....	....	....	....	....	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed.....	....	....	....	....	....	
2d M., end. Wash. Co.....	....	....	....	....	....	
2d Mort., preferred 100	....	....	....	....	....	
City Passenger R. R.....	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Adams Express	114	114½	....	114	113	111½
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	56½	56	56½	55½	56½	56½
Atlantic & Pacific Tel.	39	39	40	38½	38	38½
Burl., C.R. & Nor.	64	60	....	62	60	62
1st mortgage 5s	91½	90½	90	91½	91	....
Canada Southern	52	52½	48½	41	44½	49½
1st mortgage guar.	90½	89½	89½	89½	89	89
Central of N. Jersey	67	68½	68½	62½	63½	67½
1st mortgage 1890	....	....	....	....	116½	....
7s, consolidated, ass.	105½	103½	103½	103	102½	103½
7s, convertible, ass.	103½	103½	105½	103½	....	102½
7s, Income	78	78	....	....	....	79
Adjustment	....	105½	107	....	106	106½
Central Pacific	64	63	64	63½	65	65
6s, gold	112½	....	112½	....	112½	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	104½	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	16½	16	....	15½	15	16
Chicago and Alton	106½	....	107½	108	107	106
Preferred	....	....	....	122½	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	120	120	120	119	....	117½
7s Consol, 1903	....	123	122½	....	122½	123
Chic., Mil. and St. Paul	72½	72½	72½	67½	70½	71½
Preferred	100½	100	100½	99½	100	100½
1st mortgage, 8s	127½	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	118	....	117½	....
7s, gold	114	....	....	....	....	....
1st M. (La Crosse div.	....	113	....	....	113	....
1st M. (I. and M. liv.	....	....	....	....	....	....
1st M. (I. and D. ext)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	110½	110½	110½	111	110½	....
Chic. & Northwestern.	89½	89½	90	88½	89½	90
Preferred	108½	107	....	106½	106½	107
1st mortgage	....	....	....	....	....	....
Sinking Fund	105½	....	....	....	....	....
Consolidated 7s	....	....	122	....	....	....
Consol. Gold bonds.	118	118	118	117½	....	118
Do. reg.	118	....	....	....	....	....
Chic., Rock Isl. & Pac	184½	183	187	187½	188	191
6s, 1917.	....	....	118	118	....	117½
Clev., Col., C. and Ind.	70½	70	71½	69	69	70½
1st mortgage	117	....	....	....	....	....
Clev. & Pittsburg guar.	111	110½	....	....	110½	111½
7s, Consolidated	....	....	....	....	....	118
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	10½	10½	11½	11	11½	12
1st mortgage	....	80½	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal.	70½	72½	73	70½	71	72½
Reg. 7s, 1891	....	109½	....	....	109½	109½
Reg 7s, 1884	....	107	....	106½	....	....
7s, 1894	....	108	....	....	....	107
Del., Lack. & Western.	75½	77½	78½	76½	77½	80½
3d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	117½	....	....	....	....	....
Erie Railway	....	....	....	....	....	120½x
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	110½	111½	....	....
7s, Consol. gold	119	119	119½	....	....	119½
Great Western 1st mor	106½	....	....	107	....	....
2d mortgage	....	....	99	....	....	....
Hannibal & St. Joseph	26	26½	26	24½	24½	26½
Preferred	68	68½	68	66½	66½	69
8s, Convertible	107	107	....	107	106½	....
Houston & Tex. Cent.	52	52	54	49½	50	....
1st Mortgage	105	....	....	....	....	....
Illinois Central	103	....	103	103½	103½	103½
Lake Shore & Mich So.	102	102½	102½	101	101½	102½
Consol. 7s	122	....	....	....	....	123½
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	118	117½	....	....	....	118½
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	119	....	....	....
Louisville & Nashville	121	120½	120	120	121	121
7s, Consolidated	113	....	113	113½	....	114½
Manhattan	27½	28	27½	26	25½	26
Metropolitan Elevated	93½	93½	....	....	93½	94½
1st Mortgage	101	....	100½	....	....	101½
Michigan Central	79	80½	78½	75½	76½	76½
7s, 1902	117½	....	117½	....	117½	117½
M. S. and N. I. 1st, S.F.	....	....	....	108	....	....
Morris and Essex	107	106½	....	105½	108	107
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	114	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	110	110	....	....	110	....
N. Y. Cent. & Hud. Riv	125	126	125½	123½	124½	126
6s, Sinking fund, 1883	103½	104	....	....	....	....
6s, Sinking fund, 1887	....	109	....	....	....	....
1st mortgage	....	127	....	127½	....	....
1st mortgage reg.	....	....	....	....	....	....
N. Y. Elevated	115	....	115	112	....	113
1st Mortgage	111	111	111	111	111½	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage, reg.	....	....	....	124½	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
N.Y., Lake Erie & W.	24½	36½	36	35	35½	36½
Preferred	57½	58	59	57	57½	59
2d Consolidated	88½	89½	89½	88½	89½	89½
New 2d 5s fund	....	82½	83½	....	82½	....
N.Y., N. Haven & Hart	....	....	....	162	163	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	21	22	22½	21½	22½	23½
Preferred	42½	44½	44½	41	43	44½
Ohio and Mississippi	26	26½	26½	25	25½	27½
Preferred	72½	73½	72½	66	68	75
2d mortgage	....	....	....	....	108	107½
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	115	....	....
Pacific Mail S. S. Co.	35½	34½	32½	28	30½	32½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	107	....	108	108	....	107½
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	45½	47½	47½	45	45½	48½
Pitts., Ft. W. & Chi. gtd	118½	....	....	118	....	118½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	119	120	....	....	....	119
Pullman Palace Car	....	....	....	112	111	....
Quicksilver Mining Co	....	....	10½	....	10	9½
Preferred	....	....	58	....	55	54
St. Louis & San Fran.	31	30	....	27½	31	33
Preferred	40½	42	42½	41	42	43
1st Preferred	64	65	....	....	....	63½
St. L., Alton and T. H.	....	15	15	....	....	....
Preferred	....	....	....	....	....	57½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	104	104
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	40½	42½	41½	40½	40½	42½
1st mortgage	....	....	114	114	113½	113½
2d mortgage	....	....	....	99½	99	99
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	82½	83	83½	81	82	84½
1st mortgage	112½	112½	112½	112½	112½	112½
Land Grant 7s	110½	110½	....	....	....	....
Sinking Fund 8s	115½	116	....	116	....	116
United States Express	....	....	45½	44	45	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	110	....	....
2d mortgage	....	99½	98	....	....	99
7s, Consolidated	95	96	95	95	94	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	29	30½	30½	29½	30	31½
Preferred	57	58½	58½	55½	56	57½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	105	105½	....	....	106½	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	98½	100½	100	97½	....	99½
7s, S.F. conv., 1900	....	....	....	114	113	....

Boston Stock Exchange.

Closing Prices for the week ending May 19.

	Th.13	F 14.	Sat.15	M.17.	Tu.18.	W.19.
Atch., Top. and San. Fe	125	124½	124½	124½x	122½	123
1st mortgage	....	....	115½	....	116	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	144½	144½	....	144½	144½	145
7s, reg.	....	....	....	....	....	....
Boston and Lowell	90	....	90½	....	....	....
Boston and Maine	122	....	....	....	....	....
Boston and Providence	138½	138	....	137½	124½	126
Boston, Hart. & Erie 7s	38½	39½	39½	38½	37	38½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	145	141½	141
6s, exempt	....	....	108	....	108	....
4s	....	....	70½	....	....	....
Chi., Burl. and Quincy	120	120	119½	119½	119	117½
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	11	10½	10½	10	9½	10½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	144	....	....
Eastern	27½	....	27	28	....	28½
New 4½ Bonds	91½	91½	92	93	92	....
Fitchburg	....	122½	....	....	122½	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	81½	80	80	78½	....	76½
N. Y. & New England	36½	36½	36½	36½	36½	36½
7s	108½	109	109	109	108½	109½
Northern, N. H.	....	....	....	....	98	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	27	....	....	26½	....	26
Preferred	....	73	....	....	....	....
Old Colony	112½	112	112	111½	112	....
Ph., Wil. & Balt. ($50)	70	....	....	70	70	70
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	110	....	....	110	110	....
Union Pacific	85	83½	....	83	82	83½
4s	....	110½	110½	....	....	110½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	114	....	....	114	114	....
Vermont and Canada	16	....	....	....	....	....
Vermont and Mass.	118½	118½	....	....	....	....
Worcester and Nashua	89	....	89½	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	66	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	229½	227½	226	226½	....	228
Quincy	24½	24	24	24½	23½	23

New York Stock Exchange.

Closing Prices for the week ending May 19.

	Th.13.	F.14.	Sat.15	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	107½	....	....	107½	107½	107½
U. S. 4s, 1907, coup.	....	....	....	107½	....	....
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	103	103½	....
U. S. 6s, 1881, reg.	....	....	....	....	106½	106½
U. S. 6s, 1881, coup.	....	....	....	....	106½	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	94½	94½
Dt. of Col. 3-65s, coup.	94½	....	94½	....	....	95
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 7.	Apr. 30.
Atlantic & Gt. W. 1st mort., Certs.	70 — 72	73 — 75
Do. 2d mort., Certs.	32 — 34	35 — 37
Do. 3d mort., Certs.	16 — 17	17 — 18
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	75 — 79	75 — 79
Do. Cons. Mort. Oct. '79 coupon	108 108	107 —109
Do. Adjustment bonds	105 —107	105 —107
Do. Income bonds	78 — 83	78 — 83
Det., Gd. Haven & Mil. Equip. bds.	109 —111	109 —111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	101 —103	100 —102
Erie shares $100 Recon. Ass. $6 pd.	39 — 39½	43½ — 43¾
Do Pref. Shares, R. T. Ass. $8 pd	65 — 70	68 — 72
Do. 1st Con. M. ex-Certs. 6 Cou.	119 —121	120 —122
Illinois Central $100 shares	105 — 107	107½ —108½
Illinois & St. Louis Bdge 1 mort. stg.	— — —	— — —
do do. 2 mort. stg	— — —	— — —
Lehigh Valley Consol. mortgage	111 —115	111 —115
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	128 —130
Do. $100 shares	129 —131	133 —135
Do. Mort. bonds (stg.)	117 —119	117 —119
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	117 —119	118 —120
Do. do. 2d do.	85 — 87	86 — 88
Do. 2d Consol. Mort. bonds	91 — 93	93 — 95
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	54 — 55	56 — 57
Do. Con. Sink. Fund Mort.	114 —116	115 —117
Philadelphia and Reading $50 shs.	28½ — 29½	30 — 31
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
Union Pacific Land Grant 1st mort.	116 —117	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 20, 1880.

The markets have been very unsettled both in and out of Wall Street the past week, with less activity and less demoralization, yet with more hesitation and uncertainty than heretofore, for the reason that the bottom is regarded as nearly reached, and all are looking for a reaction and an upward tendency to prices soon, and are trying to shape themselves so as to take advantage of it when it comes, although few are as yet ready to take the initiative in the upward movement by going in and taking a line of stocks or merchandize. This is most truly said of Wall Street and applies in general to all markets, yet the downward movement in stocks has been far greater and more sudden than in merchandize of late, and hence the more speedy reaction is looked for there.

Wheat and Iron it is true have fallen in as great proportion, but there are other considerations of supply effecting them that do not apply to stocks, whose volume will be no greater three or four months hence than now, while the new crops are very promising and will be upon the holders of breadstuffs before they can work off the old crop, unless something unforeseen and accidental should happen to delay the harvests or injure the crops. In the iron trade the question of crops proper does not come, yet the conditions of supply and demand are in just about the same position as are breadstuffs. The old crop of iron has accumulated to an unprecedented extent in the hands of speculators, while the demand has temporarily fallen off at least in the face of this increased supply on hand, as to the future supply

or, as we have said, the new crop of iron there are the same conditions also as in breadstuffs. The producing capacity of this country is vastly in excess of a year ago, notwithstanding the works that have lately closed on account of overproduction and higher cost of some than the market would warrant. Added to this is the impending avalanche of foreign iron, the production of which, as lately shown by us, has been largely increased since January 1880, waiting to be marketed here just so soon as demand revives enough to advance prices here to a point at which our manufacturers can commence work at a profit at current cost of production. From these facts it will be seen that the prospects of reaction in Breadstuffs and Iron —our two greatest industries—on which the prosperity of railroads and the country, are more dependent than on any other two interests, are by no means flattering. The same is nearly as true of our other great staple productions, cotton, provisions, &c., which are yet more liable to go lower than higher before new crops; and then to go no higher, if not lower, unless some unforeseen accident happens to these crops.

It will thus be seen that chances are against higher than present prices in all the general merchandize markets, and that accidents only can be relied upon to put them higher, unless speculators choose to do so. As they have been seriously punished in this attempt the past twelve months, they will not be likely to repeat their operations this year, unless they have a better basis than last, This brings us back to the chances of a great reaction in the Stock Market, for Wall Street is but a barometer of the general trade of the country. With this month the railroad earnings will show a reduced percentage of increase since the opening of inland navigation is taking away from them the bulk of the grain carrying trade, beside much other. This will reduce the net earnings of the dividend paying roads, and unless they can make up this loss next autumn and winter, as they did last, they will not all be able to pay the dividends they have done the past year. As to these prospects, it may be said that our crops now promise to give them as much traffic as last year, provided the crops of Europe are again as deficient as last year. Happily this is not in prospect as the crops there are in as promising condition, as a rule, as ours, and hence the European deficit will not be likely to occur this year, and hence not to be made good by us to the extent of some 100,000,000 bushels as for the past two years. This will make a vast difference with our railroads and hence in the value of their stocks as investments. The general condition of trade here will be less active this year than last by reason of the absence such an active speculation. This will still further curtail earnings, while the Presidential year is always a drawback to the general business of the country.

Thus much for the prospects of dividend paying stocks which are regarded as nearer bottom than the speculative fancies, and hence liable to a quicker and greater reaction. For then it may be said as a rule that the present prices are reasonably safe, barring accident to our growing crops, but they cannot earn as much as last year unless universal damage to European crops should again occur.

As to the fancy stocks there is much less to be said as they were "boomed" up farther than dividend stocks and on a much less substantial basis except in cases where consolidation and combination of hitherto opposing or separate roads and detached interests have made properties more valuable. This comprises the Gould or Wabash and Union Pacific systems and the Louisville and Nashville, in which the greatest speculation has been carried on, yet upon a basis of enhanced values by reason of these consolidations. Hence these stocks cannot be expected to find their old level under the most adverse circumstances. Yet they are selling upon their prospective values still, and not upon a safe investment basis, and hence they may go lower while they are liable at the same time to go higher under the manipulations of the great operators who control them. There is still another list of light weight fancies which are selling, even at the decline, neither upon present nor any reasonable prospective value —which are very unsafe to touch as there are only detached speculative interests behind or under them, and there are two chances for them to go lower to one for an advance, on a legitimate basis. On the other hand these might be the most unsafe stocks in the Street to sell short, for the reason that their volume is generally small and controlled by a few men who would be able to squeeze a short interest most unmercifully, on a bull market, should it come, and but little money would be required to run such a deal for which opportunity no doubt many little cliques are waiting on Wall street to unload their holding with which they were caught on the decline, when nobody would buy them. This appears to be the true situation in Wall street. As to the speculative position of the market it is a matter of conjecture, with the street about equally divided on the bull and bear side, the great operators being also both sides of the fence, it is said, long of some while short of other stocks.

The fluctuations have been wide the past week on a "raiding" or legitimate "selling" of the market one day and then on a "covering" of the "shorts" and buying for the long account the next, with a general decline on the whole week. These changes will be seen from our tables of daily quotations on the preceding pages. There have been European sellers of stocks here, especially the Vanderbilts.

Money has been easy, the bank reserve still further increased over $4,000,000, making the total above legal requirements $10,238,325. Since then the Treasury bought and paid for its weekly $3,000,000 of bonds which added to the ease.

Foreign Exchange has been quiet on a moderate demand, with a fair supply of commercial bills. There have been a good many railroad securities bought as well as sold the past week for European account and these are affecting Exchange to some extent.

Government bonds and choice investments have not been offered freely and hence firm with less doing, and a good business in speculative railroad bonds whenever the stock market has recovered.

Mining stocks have been more steady and active this week, here and at San Francisco and there are appearances of a better market hereafter for all good stocks.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 88½@89; Canada Southern, 52@52⅛; Central of New Jersey, 67@67¼; Central Pacific, 65@67½; Chicago and Northwestern, 89⅝@89⅞; do. pref., 107½@108; Chesapeake and Ohio, 17@17¼; Chicago, St. Paul and Minneapolis, 50@53⅜; Chicago, Milwaukee and St. Paul, 71⅝@71¾; do. pref., 100¼@101; Chicago, Rock Island and Pacific, 191@192; Chicago and Alton, 106@107; do. pref., 120@124; Chicago, Burlington and Quincy, 116¾@117; Cleveland, Columbus, Cincinnati and Indianapolis, 69½@70½; Col., Chicago and Indiana Central, 11½@12; Delaware and Hudson Canal, 72¼@72½; Delaware, Lackawanna and Western, 79¼@79⅜; Hannibal and St. Joseph, 25¾@26; do. pref., 68¼@68¾; Houston and Texas Central, 53@55½; Lake Shore and Michigan Southern, 101½@101⅝; Louisville and Nashville, 125@—; Michigan Central, 78@78¼; Morris and Essex, 107½@—; Manhattan Railway, 26½@27½; Metropolitan Elevated, 94½@96; Nashville, Chattanooga and St. Louis, 67½@69⅝; New York Elevated, 114@115; New York Central and Hudson River 125⅜@125¾; New York, Lake Erie and Western, 36½@36⅝; do. pref., 58@59; New York, Ontario and Western, 27½@27⅝; Northern Pacific, 23@23¼; do. pref., 44½@45; Ohio and Miss. 26⅝@26¾; Pacific Mail, 31¼@31½; Philadelphia and Reading, 46@46¼; St. Louis and San Francisco, 33¼@34; do. pref., 43@43½; do. 1st pref., 64@65; St. Louis and Iron Mountain, 41½@42; St. Paul and Sioux City, 38@38¾; do. pref., 73½@74; St. Louis, Alton and Terre Haute, 15@18; do. pref., —@62; Union Pacific, 84@84½; Western Union Telegraph, 98⅝@98⅞; Wabash, St. Louis and Pacific, 30¾@31⅛; do. pref., 57⅝@57⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Boston and New York Air Line, 40; Chicago, St. Louis and New Orleans, 26; do. 1st consol., 108⅛; Chesapeake and Ohio 1st pref., 24½; do. 1st, Series B, 63; do. cur. int., 35¼; Chicago, St. Paul and Minn., 49¾; do. L. G. inc., 99⅞; Ind., Bloom. and Western, 26; do. 1st, 72; do. 1st pref., 116½; Keokuk and Des Moines, 9; do. pref., 26; do. 1st, 97; Lake Erie and Western, 24⅛; do. 1st, 99; Marietta and Cincinnati 1st pref., 7; do. 2d pref., 5½; Mobile and Ohio, 14½; do. 1st deben., 70; do. 2d deben., 36; do. 1st, 103; Missouri, Kansas and Texas, 31; do. consol. ass., 102; do. 2d, 55¾; Nashville, Chattanooga and St. Louis, 70; New York, Ontario and Western, 28; Ohio Central, 18; do. inc., 45¼; do. 1st, 90; Oregon Railway and Nav., 107; do. 1st, 93; Peoria, Decatur and Evansville, 20½; do. inc., 50; Rensselaer and Saratoga, 120; St. Paul and Sioux City, 38¾; do. pref., 73½; do. 1st, 101½; Chicago and Northwestern Int. bonds, 104; Boston, Hartford and Erie 1st, 39; Chicago, Milwaukee and St. Paul 8s, S. Minn. Div., 100¼; Col., Chi. and Ind. Cent. inc., 31; do. 1st Trust Co. certif. ass, sup., 80⅛; Cairo and Fulton 1st, 104⅜; Chesapeake and Ohio Cur int., 36; Chicago, Burlington and Quincy 8s, 110; Central Iowa 1st, 96; Denver and Rio Grande 1st, 100⅛; Albany and Susq. 1st consol., 110; Cincinnati and Springfield 1st, guar. by C., C., C.

and Ind., 108⅛; Clev., Col., Cin. and Ind. consol., 114; Delaware and Hudson 1st, Penn. div., 112½; Galena and Chicago 1st, 104½; Houston and Gt. Northern 2d, pur. com. rec., 31; Kansas Pacific 1st consol., 90; do. 1st J. & D., with coupon certif., 117; do. 6s, Denver Div., ass., do, 103; Lehigh and Wilkesbarre consol. ass., 96¾; do. inc., 65; Long Island 1st, 108½; Laf., Bloom. and Muncie 1st, 98; Nashville and Decatur 1st, 112; Minneapolis and St. Louis 1st, 102½; Rome, Watertown and Ogdensburg 1st consol., 56⅛; St. Louis and San Francisco 2d, class C, 67; do. A, 89½; do. B, 70; Syracuse, Binghamton and New York 1st, 114; St. Louis and Iron Mt. 1st pref. inc., 78¼; do. 2d do., 70¼; do. Cairo, Arkansas and Texas 1st, 101¾; Texas and Pacific Inc. L. G., 59¼; Southern Pacific of California 1st, 96¼; Cleveland and Toledo S. F., 110; St. Louis, Kansas City and Northern R. E. 7s, 1895, 106; do. St. Charles Bridge 1st, 105½; International and Gt. Northern 1st, 97⅛; do. 2d, inc., 68; Cleveland, Painesville and Ashtabula 7s, 115; Michigan Central 6s, 1909, 108¾; Indianapolis, Decatur and Springfield 1st, 99; Union Pacific reg. 8s, 115¼; Lake Shore dividend bonds, 116; St. Louis, Vandalia and Terre Haute 2d guar., 102; Winona and St. Peter 1st, 109½; Am. Dock and Imp. bonds, 107½; New York Central R. E. 6s, 102½; Louisiana 7s, consol., 46; Missouri 6s, 1887, 107½; do. 6s, 1882 or 1883, 104; South Carolina 6s, non-fund., 8; Tennessee 6s, old, 36; do. new, 29; Alabama, Class A, 67; Ohio 6s, 1881, 103; do. 1886, 111¾; North Carolina Fund Act 1866, 10½; do. 1868, 11; do. 6s, special tax, 3d class, 8½; Virginia 6s, def., 7; Am. Dist. Tel., 78½; Sutro Tunnel, 1¾; Maryland Coal, 19; Consol. Coal, 30; New Central Coal, 25½; Central Mining Co., 7¼; Climax, 2⅛; Deadwood, 15; Excelsior, 16; Homestake, 82½; Little Pittsburg, 7; La Plata, 4½; Ontario, 32; Standard, 29.

Boston.—Atchison and Nebraska, 80; Atchison, Topeka and Santa Fe 7s, guar., 109; Burlington and Missouri River in Nebraska 6s, non-exempt, 101; Cheshire R. R., 62; Chicago, Dubuque and Minnesota, 71; Cedar Rapids and Missouri 7s, 114½; Chicago and West Michigan, 56¾; Cincinnati, Sandusky and Cleveland 7s, 91; Concord, 83¼; Chicago, Iowa and Nebraska R. R., 144⅜; Central Iowa 7s, new, 1899, 97; Detroit, Lansing and Northern pref., 105; Eastern (N. H.) R. R., 81½; Flint and Pere Marquette, 15½; Granite Railway, 35; Iowa Falls and Sioux City 7s, 106¾; Kansas City Fort Scott and Gulf, 46; Kansas City, Lawrence and Southern 4s, 87; Kansas City, St. Joseph and Council Bluffs, 67; do. inc., 85; do. 1st, 111; Kansas City, Topeka and Western 1st, 114; Little Rock and Ft. Smith, 81⅜; do. 7s, 97; Marquette, Houghton and Ontonagon pref., 30; New Mexico and Southern Pacific 7s, 107½; Old Colony 6s, 109; Portsmouth, Gt. Falls and Conway, 22½; Republican Valley 6s, E. D., 102; do. W. D., 101½; Rutland R. R., 5; do. pref., 24; Summit Branch, 8½; Vt. Central and Vermont and Canada 8s, 1889 equip., 89; Wisconsin Central pref., 10; Wichita and Southwestern, 105; Allouez Mining Co., new stock, 2½; Atlantic, 14½; Brunswick Antimony, 21; Blue Hill, 4⅞; Catalpa, 2; Copper Falls, 6; Duncan, 2; Franklin, 11½; Huron, 4; Harshaw, 16¼; International, ⅜; Mesnard, 1; National, 1¾; Osceola, 31; Pewabic, 14¾; Ridge, 3⅞; Silver Islet, 18; Waukeag, 4.

Philadelphia.—Sunbury and Erie 7s, 116; Pennsylvania and New York Canal 7s, 1906, 125½; Pennsylvania Co. 6s, 105½; Philadelphia and Reading R. R. scrip, 85½; do. consol. mort. 6s, reg. gold, 108; do. inc. 7s, 86; Steubenville and Indiana 6s, A. & O., 104; Am. S. S. Co., 6s, 102; West Chester and Philadelphia 7s, 114¼; Huntingdon and Broad Top Mt. consol., 7s, 64; Warren and Franklin 7s, 102; Susq. Canal, 10; St. Paul and Duluth pref., 58; Philadelphia, Germantown and Norristown R. R., 101¼; Central Transp., 49¾; People's Pass. R. R., 14½; Union Pass. R. R., 111½. The latest quotations are: City 6s, 106@108; do. free of tax, 124@125½; do. 4s, new, 105@106½; Pennsylvania State 6s 2d series, 101½@101¾; do. 3d series, 108½@109; do. 5s, new loan, 115@115¼, do. 4s, new, 104@105; Philadelphia and Reading, 24@24½; do. consol. mort. 7s, coup., 118½@118¾; do. reg. 118¼@119; do. mort., 6s, 101@102½; do. 7s, 1893, 115@—; United New Jersey R. R. and Canal, 160¼@160½; Pittsburg, Titusville and Buffalo R. R., 14¾@14⅞; do. 7s, 79@79; Camden and Amboy mort. 6s, 1889, 111¼@111¼; Pennsylvania R. R., 51¾@51⅞; do. 1st mort., 102½@102¾; do. gen'l mort., coupon, 116@—; do. reg., 117@118; do. consol. mort. 6s, reg., 112@115½; Little Schuylkill R. R. 54@55; Morris Canal, pref., 149@150¼; Susq. Canal 6s, 75@82; Schuylkill Nav., 7@8; do. pref., 12@13; do. 6s, 1882, 78½@79; do. 1872, 101@101¼; Elmira and Williamsport pref., 50@51; do. 6s, 109@—; do. 5s, 82@85; Lehigh Coal and Navigation, 30¾@31; do. 6s, 1884, 106¾@107½; do. R. E. loan, 110@111½; do. Gold Loan, 106½@107½; do. consol. 7s, 105@106½; Northern Pacific, 23@23¼; do. pref., 44⅞@45; North Pennsylvania 49⅞@50⅛; do. 6s, 108@108½; do. 7s, 116@—; do. Gen'l mort. 7s, reg., 116½@118; Philadelphia and Erie 12⅛@13; do. 6s, 101⅛@102⅛; do. 7s, 111@112; Minehill, 58½@59; Catawissa, 15@16; do. pref., 51@52½; do. new pref., 48@49; do. 7s, 1900, 113¾@114¼; Lehigh Valley 51@—; do. 6s, coupon, 119@121; do. reg., 118⅛@—; do. 2d mort. 7s, 126¼@—; do. consol. mort., 112½@113½; Fifth and Sixth streets (horse), 115@117; Second and Third, 90@102; Thirteenth and Fifteenth, 70@80; Spruce and Pine, 51@55; Green and Coates, 98@100; Chestnut and Walnut, 76½@78; Hestonville, 18@18; Germantown, 68@70; Union, 111@112; Lombard and South, 12@20; West Philadelphia 66@78; People's, 14@15¼; Ridge Av., 70@80; Continental, 96@100.

Baltimore.—Parkersburg Branch, 6½; Canton 6s, 110½; Maryland 6s, 1885, 107; Virginia 10 40 coupons, 96; Virginia Black Scrip, 6; Virginia Peelers, 23; City 5s, 1916, 112; do. 5s, 1894, 111; do. 1900, 111; do. 6s, 1890, 114; do. 6s, 1902, new, 120; do. 1900, new, 118½; Cincinnati 7.30s, J. & J., 121¼; Norfolk Water 8s, 118. The latest quotations are: Chesapeake and Ohio Canal 6s, —@85; Wilmington, Columbia and Augusta 7s, 55⅞@56; Baltimore and Ohio, 146@152; do. 6s, 1880, 101¾@102¼; do. 6s, 1885, 106@106½; Northern Central, 81@83; do. 6s, 1900, 110@—; do. 6s, 1900, gold, 109½@—; do. 6s, 1904, gold, 104¾@104⅞; do. 5s, 80@—; Marietta and Cincinnati 1st mort., 1892, —@109; do. 2d mort. 7s, 72@73½; do. 3d mort. 8s, 34@35; Pittsburg and Connellsville 7s, 114¼@114½; Orange, Alex. and Manassas 7s, 75½@80; Virginia consol. 6s, 54⅞@55⅛; do. 2d series, 23@—; Virginia Consol. coupons, 92⅛@—; Virginia 10-40 bonds, 39@—; Virginia 10-40, coupons, 96@96⅛; City 6s, 1902, 120½@—; do. 1884, 106⅛@—; do. 1890, 113¾@114; do. 6s, 1902, new, 120@—; do. 5s, 1885, 104@—; do. 1894, 110⅛@110¾; do. 1900, 111@111¼; do. 1916, 112@112⅛; North Carolina 4s, 70½@72½.

Why the Baltimore Sun has been Successful.

The Baltimore *Sun*, one of our most valuable exchanges, completed its forty-third year on May 17th, and, in commenting on its past history and present position, it gives the public the secret of its success, in these words:

"The popular want was not a party paper nor a class organ, and THE SUN was and has been from the first number independent in all things, while at the same time never neutral, never colorless, never reluctant to speak out, when need be, in regard to what concerned the public interest and the public welfare. From the first it drew the line rigidly between what was news and what was simply "sensation," and has respected the delicacies of private life and the sanctities of the domestic circle to that proper degree which it is a pity all journals do not imitate."

There is no prouder position for a journal to hold than that to which the *Sun* thus points with the confidence and satisfaction of success over a period of nearly half a century. And it is truly a pity that the Press generally cannot see what the *Sun* saw forty-three years ago, that the people do not want organs, but independent, enterprising, conservative and vigorous newspapers.

☞ The new iron steamboat Albany, built by the Harlan & Hollingsworth Company, of Wilmington, Del., to run between Albany and New York city, was given a trial recently, when she made 16 miles in 37½ minutes, a speed of over 25 miles per hour. She is expected to boom along the Hudson at the rate of 24 miles an hour—a speed nearly up to the average of passenger railroad trains.

☞ The directors of the New York and Harlem Railroad Company recently elected, are: William H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Augustus Schell, Abraham B. Baylis, James H. Banker, John B. Dutcher, Robert J. Niven, Joseph Harker, Chauncey M. Depew, William H. Leonard, Samuel F. Barger, and John E. Burrill.

☞ The London Times says that Vice Chancellor Bacon has ordered the trustees of the Bolivian bondholders to proceed with the distribution of the fund, and that they can only be stopped now by the Messrs. Collins actually obtaining an injunction, of which there is not much probability.

☞ The Chicago, Milwaukee and St. Paul Railway company has purchased the Wisconsin Valley Railroad, 69 miles from Tomaba, to Wausau, Wisconsin, and secured a lease for 99 years of the Chicago, Clinton, Dubuque and Minnesota Railroad, adding 400 miles of new road to the Chicago, Milwaukee and St. Paul Railway.

American Union Telegraph.

The American Union Telegraph Company has issued for circulation a map of its system of lines, accompanied by the following greeting to the public:

The American Union Telegraph Company was organized under the general laws of the State of New York, on May 15, 1879. Within one year from the date of its organization, notwithstanding the most determined opposition, which has in every instance failed, the American Union Telegraph Company has erected over 25,000 miles of new wire, leased the lines of the Dominion Telegraph Company of Canada, made an exclusive contract with the new French Atlantic Cable Company, and established connections with the lines of many important railroad companies, as shown on the within map, giving it in all a system of lines in the United States and Canada of 50 000 miles of wire and 1,550 offices, and also cable communication with Europe. The American Union Telegraph Company is the strongest opposition telegraph company ever established in America. As its lines have reached the larger cities they have been opened for business at the prevailing rates, and even under these circumstances the result has been most liberal and emphatic. The management of the company therefore feels assured of its success, and with the promise of reduction of rates as the extension of the system will from time to time warrant, relying upon such patronage as will be profitable to the company and emancipate the public from the exactions of a monopoly.

Local and Through Fares.

The action for assault and false imprisonment which was brought by Ward McAllister, a Harvard law student, against the Old Colony Railroad Company, and decided for the defendant at the trial, was heard, on appeal, before Judge Bacon, in the Superior Civil Court, yesterday and judgment was given for the plaintiff in $75 and costs, or about $200. The material point of the case was to determine whether a corporation, having agreed to carry a passenger over a through route at a reduced rate, less than that asked for transport to some intermediate station, has a right to prevent the passenger from stopping at that station until he has paid additional fare. The decision by Judge Bacon holds that the company has no such right. McAllister bought an ordinary limited ticket over the Old Colony Line, from Boston to New York, for $1. Arriving at Newport, to which place the regular fare is $1 60, he started to go ashore, when he was stopped by an officer of the company and not allowed to leave the boat until he had paid the 60 cents difference in the fare. He acceded to the demand, and then brought the above action. According to the decision, it seems that a railroad, or steamboat company cannot lawfully prevent a passenger from leaving the cars or boat at any station when a regular stop is made for the exchange of passengers. The company may demand the difference in fare between the local and the through rate, and, if payment is refused, recover the same in a civil action, but have no other remedy.—[Boston Adv., May 13.

☞ The new bridge over the Monongahela river at Pittsburg is to have three piers, which will give two channel spans of 350 feet each, and 170 feet between each of the outside piers and the shore. At the last meeting of the Monongahela Bridge Co. Charles Davis, C. E., of Allegheney, submitted a diagram of a plan for either a steel wire or steel link suspension bridge, and C. J. Schultz presented a similar diagram. At the next meeting the President of the Keystone Bridge Company will offer a plan for a steel truss bridge. These plans for superstructure, accompanied with specifications covering cost, will be submitted to a meeting of the Board on the 7th of June.

Michigan Central Railroad.

The earnings of the Michigan Central Railroad for the years ending December 31, 1878 and 1879 were as follows:

	1878.	1879.
From passengers	$1,918,608 96	$2,032,264 51
" freight	4,646,247 91	4,986,987 84
" mail	94,220 04	96,444 50
" express	123,780 75	129,183 23
" miscellaneous	89,286 37	71,964 26
	$6,872,094 03	$7,346,794 84
Expenses:		
Road repairs	$671,354 41	$733 220 12
Bridge repairs	96,772 66	75,116 85
Fence repairs	6 632 20	12 562 25
Building repairs	44,261 06	48,447 97
Water works repairs	31,860 96	29,179 93
Dock repairs	3,772 66	6,085 73
Locomotive repairs	308,741 91	263,166 84
Car repairs	339,976 06	360,562 78
Locomotive service	379 720 10	425,703 41
Train service	405,408 40	421,867 80
Station service	515,205 39	585,116 83
Water service	9,940 19	9,209 05
General expenses	173,595 54	176,082 01
Legal expenses	17,641 18	14,053 00
Miscellaneous expenses	23 939 97	17,104 02
Foreign agencies	126,442 65	102,695 66
Telegraphing	67,568 36	73,877 48
Fuel consumed	507,464 38	557,125 16
Rental	28 566 26	29,424 29
Track rental	84,895 10	55,097 84
Oil and waste	65,826 82	61,005 52
Stationery	28,357 47	29,778 19
Printing & advertising	16,859 40	18,350 14
Loss and damage, fght	11,151 53	11,188 73
Loss and damage, miscellaneous	9,153 14	6,423 99
Stock killed and injured	2,339 23	1,166 36
Injuries to persons	11,703 06	63,618 64
Car mileage	171,828 20	259,297 41
Commissions	47,323 99	48,503 83
Interest	4,639 14	8,528 79
Taxes	204,497 39	201,681 76
	$4,367,238 81	$4,699,592 43
Net earnings	$2,504,855 22	$2,647,201 91
Interest and dividends from investments		68,634 52
Total		$2,715,836 43
From which deduct—		
Interest, main line		$767,160 00
Interest, leased lines		636,312 00
Rental, leased lines		184,310 00
Dividend 1½ per cent, paid Aug. 1, 1879		281,073 06
Dividend 4 per cent, paid Feb. 2, 1880		749,528 16
Balance		97,453 21
Total, as above		$2,715,836 46

Compared with the year 1878 the gross earnings for 1879 show an increase of $474,700 31, with an increase in expenses of $332,353 62, making the increase in net earnings $142,346 69. The ratio of expenses to earnings, including taxes, was in 1878, 63.55 per cent; and in 1879, 63.97 per cent—an increase of 0.42 per cent. The President in his report says:

The capital stock remains unchanged from the preceding year, as will be observed by reference to the balance sheet, and now is $18,738,204.

The following changes in the funded debt have occurred during the year:

The trustees of the sinking fund have purchased $16,000 in first sinking fund, and $4,000 in second sinking fund bonds, making a total of $20,000, upon which interest payments have ceased; as the sinking fund was created for the protection and redemption of these bonds, they are therefore, as are others held with them by the trustees, practically retired.

The mortgage trustees of the Northern Extension bonds of the Jackson, Lansing and Saginaw Railroad Company, have called in and paid (according to the provisions of the mortgage, and the modified agreement with that company), $99,000 of the bonds, thus reducing the liability of this company by that amount, and its annual interest payments $7,920.

The second mortgage bonds of the Grand River Valley Railroad Company, amounting to $500,000 (the payment of which was guaranteed by this company in its lease of that road), bearing interest at eight per cent per annum, became due September 1, 1879, and were paid. They were, however, replaced by a thirty year bond of this company, bearing interest at six per cent per annum, secured by a mortgage on the property of the Grand River Valley Company; the reduction of interest from eight to six per cent on these bonds secures to this company an additional decrease of its annual interest payment of $10,000.

The aggregate results of the foregoing changes are as follows: decrease of the company's liability, $99,000; decrease of annual interest payments, $29,520, an equivalent of over one-tenth of one per cent on the capital stock.

The company's property has been not only fully maintained, but in many respects improved, and its present condition is in every particular first class. Its roadway and track are in excellent condition; many of its bridges are iron structures of the most substantial character: its station grounds and buildings are complete and extensive; its terminal facilities are improving and increasing; its locomotive and car shops are commodious, and fully equipped with the most improved machinery and appliances, and are sufficient to meet all possible demands for construction and repairs; and its rolling stock is in better condition than at any previous time. Much of this improvement has been accomplished within the past two years, during which period, by close economy in management, the stock has also yielded a fair return to its holders; and it is believed that by a continuance of the present policy, even improved results can be produced.

By reference to the balance sheet, it will be observed that income account is rendered in two items, viz: "to December 31, 1878, $3,019,347 81," and "from January 1st, 1879, $97,453 21." This division was made in order to enable the present administration to report definitely the disposition of the balance or surplus, which cannot be done with the old account, as it extends many years into the past, and does not contain sufficient information to prepare such a report. The account, "to December 31, 1878," shows a decrease from the amount as stated in the last annual report, which is occasioned by charging off a large amount of valueless stocks and bonds, the depreciation in value of others, and the settlement of a long pending suit with the Jackson Car and Manufacturing Company.

The account "from January 1st, 1879" shows a balance of $97,453 21, which amount is composed as follows:

Paid Detroit and Bay City guaranteed interest	$33 920 00
Construction expenditures	10,000 00
Cash surplus	53,533 21
Total	$97,453 21

Construction account now stands at $28,447,937 67, having been increased $10,000 since the last report, by the final payment in purchase of fourteen and one-half acres of land at West Bay City. The cost of all actual improvements made during the year, such as replacing iron with steel rails, old wooden bridges with iron, the erection of new buildings, and the addition of new cars to

the equipment, was charged to operating expenses.

The report of the sinking fund trustees presents its usually healthful increase. It is also very gratifying to note, by special reports from the trustees, that the securities held by them have steadily improved in value during the year, until at its close, they possess a market value of quite $2,000,000.

The report of the Land Commissioner of the Jackson, Lansing and Saginaw Railroad Company is now, for the first time, included in this company's report.

When it is remembered that the modified agreement of this company with the Jackson, Lansing and Saginaw, under date of September 1st, 1876, provides for the purchase and cancellation of all outstanding bonds, with the proceeds of land sales, and that the opinion has heretofore to some extent prevailed, that the lease of the Jackson, Lansing and Saginaw Road by this company, was an onerous one, the information thus furnished by the commissioner becomes of importance. It will be observed, by reference to the report, that the estimated value of the assets belonging to the land grant is about $3 715,000, while the amount of outstanding bonds for which the same is pledged is about $3,740,000, a slight difference which it is reasonable to anticipate will readily be met by the now constantly increasing valuation of the lands.

With the issue of our last annual report, it was supposed we had nearly, or quite, reached the minimum of traffic rates, but we have again to report a further decline, viz: freight—per ton per mile, from cent 0.848 to 0.692, or 18.39 per cent; passengers—per passenger per mile from cents 2.41 to cents 2.21, or 8.30 per cent; notwithstanding this, the increase in volume of traffic (twenty-six per cent of total freight tonnage, and five per cent of total passengers carried) has resulted, with the close economy that has been used, in an increase of net earnings sufficient to yield dividends amounting to five and one-half per cent, an improvement of one and one-half per cent over the previous year. In order to fully appreciate the success of the year, and the value of the property it is just to state that the above results have been reached after charging to operating expenses an unusually large amount for improvements and renewals, (a very considerable portion of which might with propriety have been charged to construction account), with an increase in the per cent of expenses to earnings of only forty-two hundredths of one per cent.

It is estimated that the accident in October last, at Jackson Junction, will cost the company in settlement of claims, and repairs of property, say $125,000; of which $60,000 has been paid and is included in this report.

The result of the business for the year, and also its comparison with that of the previous year, are fully shown in the following table:

		1878.
Gross revenue		$6,991,758 93
Operating expenses	$4,367,238 81	
Construction account	134,162 92	
Interest and rental	1,615,950 00	
Guaranteed interest	83,920 00	
		6,151,271 73
Net revenue		$840,487 20
Dividends, 4 per cent		749,528 16
Cash surplus		$90,959 04

		1879.
Gross revenue		$7,415,428 86
Operating expenses	$4,799,592 43	
Construction account	10,000 00	
Interest and rental	1,587,782 00	
Guaranteed interest	83,920 00	
		6,331,294 43
Net revenue		$1,084,134 43
Dividends, 5½ per cent		1,030,601 22
Cash surplus		$53,533 21

The length of road operated is as follows: Main Line, Detroit to Kensington, 270 miles; Kensington to Chicago, used jointly with Illinois Central Railroad, 14 miles; leased lines, including Air Line, 519.72 miles—total, 803.72 miles.

About 5,700 tons of steel rail for repairs have been laid during the year. The number of miles now laid with steel is: Main line, 270; do. second track, 77.83; Air Line, 103.60; Jackson, Lansing and Saginaw division, 11.50; Grand River Valley division, 40.57; Joliet and Northern Indiana, 36.01—total, 539.51 miles. The Main Line and Air Line are entirely steel. During the same period side tracks have been extended 15 miles.

The number of locomotives is 219, of which 184 are coal burners. The car equipment is as follows: 77 first-class and 26 second-class passenger, 10 passenger and baggage, 31 baggage and mail, 3 postal, 133 way, 2 inspection, 1 paymaster, 2 dining, 256 single deck and 176 double deck stock, 3,284 merchandise, 1,340 platform, 1 pile driver, and 3 derrick cars. Total passenger cars, 152; total freight cars, 5,193.

Miles run by locomotives: passenger, 1,693,098; freight, 3,687,305; miscellaneous, 226,651; switching, 2,090,007—total, 7,697,061, an increase compared with the previous year of 884,531. The expense of maintenance, $1,228,699, an increase of $42,095 70. Cost per mile, 15.96 cents, a decrease of 1.33 cents.

Tons of freight hauled: local, 1,475,695; through, 2,038,124—total, 3,513,819, an increase of 727,173. Tons moved one mile, 721,019,413, an increase of 172,965,706. Earnings per ton per mile, 0.692 cent; in 1878, 0.848 cent.

Number of passengers: local, 1,279,698; through, 166,057—total, 1,445,655, an increase of 72,125. Total passengers moved one mile, 93,282,430, an increase of 13,548,358. Earnings per passenger per mile, 2.21 cents; in 1878, 2.41 cents; in 1877, 2.36 cents. The report of the General Manager, from which the above is obtained, says:

The freight traffic of the road shows a gratifying increase, the local tonnage having increased 17.50 per cent, and the through tonnage 33.15 per cent. The local passenger traffic has increased but slightly, but the through passenger traffic, including emigrants, shows an increase of 24.72 per cent. While the freight and passenger traffic of the road have increased, the increase of the former being 727,173 tons, or 26.09 per cent, the percentage of operating expenses (including taxes) to earnings shows an increase of forty two hundredths of one per cent, although the rate received per ton per mile was much lower than during the preceding year, and lower than ever before experienced by this company. Had the same rate per ton per mile which obtained during 1878 been maintained during 1879, the net earnings would have been increased over one million dollars.

In view of the large increase from year to year of freight traffic, the local tonnage moved in 1879 being about 32 per cent, and the through tonnage 63 per cent greater than that moved in 1877, or a total increase of 49 per cent, the early completion of the second track between Jackson and Ypsilanti, 46 miles, and between Porter and Kensington, 31 miles, is earnestly recommended; especially has this become necessary between Jackson and Ypsilanti, as the concentration east of Jackson of the traffic from the branches, in addition to that of the Main Line, frequently overtaxes the capacity of a single track.

Condensed Balance Sheet.

Construction account		$28,447,937 67
Construction account—leased lines		5,181,963 33
Equipment bond trustees		545,245 82
Investments		664,765 25
Detroit and Bay City Railroad		823,191 78
Fuel and supplies		287,579 67
Bills receivable		58,940 44
Cash		186,381 06
		$35,546,005 02
Capital stock		$18,738,204 00
Bond accounts:		
Mortgage loan	$556,000	
Of these bonds the Sinking Fund Trustees have purchased and now hold	$115,000	
First Sinking Fund	1,508,000	
Of these bonds the Sinking Fund Trustees have purchased and now hold	$449,500	
Second Sinking Fund	671,000	
Of these bonds the Sinking Fund Trustees have purchased and now hold	$148,000	
Equipment	556,000	
Air Line	1,900,000	
Consolidated	8,000,000	
Grand River Valley	500,000	
		13,691,000 00
Income account:		
To December 31st, 1878		3,019,347 81
From January 1st, 1879		97,453 21
		$35,546,005 02

President.—Wm. H. Vanderbilt.

Vice Pres't & Treas.—Cornelius Vanderbilt.

Directors.—Wm. H. Vanderbilt, Augustus Schell, Cornelius Vanderbilt, Samuel F. Barger, Wm. K. Vanderbilt, Edwin D. Worcester, New York City; Anson Stager, Chicago, Ill.; William L. Scott, Erie, Penn.; Ashley Pond, Detroit, Mich.

Secretary.—Edwin Worcester.

General Manager.—Henry B. Ledyard.

☞ A special express train of four cars, pulled by the new locomotive, which has but one 6½ feet driving wheel at each side, was run on a trial trip by the Central Railroad of New Jersey between Philadelphia and Jersey City on the 14th inst. The trip from Philadelphia to Bound Brook, 59.2 miles, was made in 63 minutes, and from Bound Brook to Jersey City, 30.2 miles, in 34 minutes, or the total run of 89½ miles in 97 minutes. Returning to Philadelphia with five cars, the train left Jersey City at 2 11.25 P. M., arriving at Bound Brook at 2.45, and Philadelphia at 3.42, making the distance of 89½ miles in 1 hour and 30 minutes 35 seconds.

☞ The Little Chief Mining Company has declared its fourth monthly dividend of One per cent on the $10,000,000 capital stock of the company, amounting to $100,000, or Fifty cents per share, out of the fourth month's net earnings, payable at the Mining Trust Company, on the 25th inst.

☞ The superintendent of the Ontario Silver Mining Co. reports that the work of placing the flume in the 100-foot level was making rapid progress. The 200 and 400 foot levels were being driven west in good ore. Indications of a new ore body were appearing in the 500-foot level. The 600-foot level was also in fine ore.

Railways of the World.

In a recently published technical work a table is quoted from Prof. Sturmer, of Bromberg, which shows the length of railway in several of the chief countries in the world, and its proportion to the population. The original table gives the length of line in kilometres, and it may be as well to preserve this, as the proportion is the most interesting point in the table. In Europe it appears that, on the average, there are 4.9 kilometres of railway to every 10,000 inhabitants. Greece has the least proportion to the population, having only 0.08 kilometres to every 10,000 of the population. Next comes Turkey, with 1.6; Portugal, 2.3; Roumania, 2.4; Russia, 2.8; Italy, 2.9, and so upward in the scale, France having 6.3; Germany, 7.1; Great Britain, 8.1, and Sweden heading the list with 10.8, though its total mileage is not a fifth of that of Great Britain. In Asia it appears that only 0.16 kilometres is averaged to every 10,000 inhabitants; and in Africa the proportion is only 0.17. In the United States the proportion is heavy—32.9 to every 10,000 of the people; while the whole of America has the average of 17.2 and in Australia the proportion is already 10.6. The thinly peopled countries necessarily come to the front in this instance; but the table is of some interest as showing the effect of a large or small length of line in effecting comparisons of this nature, and also of indicating the comparative density of population to that of the facilities for its conveyance by rail.—[Pall Mall Gazette.

Commerce of New York.

The foreign imports at New York for the month of April, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$12,821,340	$22,064,758
Do. for warehousing....	7,518,217	14,388,718
Free goods..	8,497,782	10,890,473
Specie and bullion....	597,871	410,319
Total entered at port..	$28,935,160	$47,704,263
Withdrawn fr.wareh'use	5,640,078	6,112,693

The foreign imports at New York for four months from January 1, were:

	1879.	1880.
Entered for consump'n	$51,021,720	$88,189,358
Do. for warehousing..	24,207,641	39,360,366
Free goods.....	31,000,365	43,763,273
Specie and bullion	3,569,974	3,052,533
Total entered at port..	$109,799,700	$174,355,530
Withdrawn fr. wareh'se	20,914,378	27,554,144

The foreign imports at New York for ten months of the fiscal year, were:

	1879.	1880.
Six months ending January 1.....	$148,784,274	$266,228,601
January	25,657,546	40,897,154
February	26,968,987	40,165,884
March...	28,238,007	45,598,729
April.....	29,935,160	47,704,263
Total 10 months..... ..	$258,583,974	$140,594,131
Deduct specie.....	9,675,242	81,795,704
Total.....	$248,908,732	$358,798,427

The duties received at New York for ten months ending with April, were:

	1879.	1880.
July	$8,103,513 74	$9,329,895 17
August	10,149,191 69	10,562,138 82
September	9,080,936 88	11,790,902 26
October	8,849,904 94	10,952 554 48
November	6,713,339 94	8,460,050 08
December.....	6,175,359 43	8,175,540 13
January	7 655,552 67	11,960,677 78
February	8,229,362 06	12,254,602 24
March.....	9 320,695 68	14,469,557 65
April.....	8,184,797 88	11,901,071 43
Total	$81,972,654 91	$109,856,990 04

The exports from New York to foreign ports in the month of April, were:

	1879.	1880.
Domestic produce.	$26,257,346	$34,167,697
Foreign free goods.	227,997	131,523
Do. dutiable.....	430,457	370,328
Specie and bullion.....	1,574,112	194,633
Total exports	$28,489,912	$34,864,181
Do. exclusive of specie..	26,915,800	34,669,548

The exports from New York to foreign ports for four months from January 1, were:

	1879.	1880.
Domestic produce....	$102,745,117	$115,272,508
Foreign free goods...	1,077,614	853,825
Do. dutiable.	1,567,817	1,377,488
Specie and bullion....	6,964,127	3,232,287
Total exports....	$112,354,675	$120,836,008
Do. exclusive of specie	105,390,548	117,603,721

The exports (exclusive of specie) from New York to foreign ports for nine months ending with April, were:

	1879.	1880.
Six months ending January 1.	$177,556,058	$197,760,586
January	22,559,556	25,416,566
February	27,132,343	23,891,148
March...	28,782,849	33,626,459
April....	26,915,800	34,669,548
Total produce....	$282,946,606	$315,864,307
Add specie..	10,774,722	6,565,353
Total exports.....	$293,721,328	$321,929,660

A New Diving Apparatus.

A London paper says that a young German of the name of Fleuss has invented an apparatus realizing almost the wildest of the conceptions put before us by Jules Verne in the "Cruise of the Nautilus" Hitherto the diver has either had to work within the narrow compass of a diving-bell, or else to move about as best he could hampered by a length of hose through which fresh air is pumped down to him from the surface. M. Fleuss has devised a means by which he takes down with him supplies of condensed air, and so can dispense with any other connection between himself and the surface than such as is absolutely necessary to insure his being hauled up again to the light of day. The air which he expires is passed through a filter of caustic alkali, which robs it of its carbonic acid, and is then fitted again for the ordinary purposes of breathing by the admixture of oxygen, which is carried down in a condensed form. The diver, in short, moves through the water much as a fireman with an *extincteur* strapped to his shoulders moves through a conflagration, and with an equal sense of safety. The mechanism, if not already perfect, can easily be made so, and its results upon the future of marine engineering will be almost incalculable. The difficulty experienced by the divers employed upon the Tay bridge would have been almost entirely removed had they been able to use the apparatus of M. Fleuss.

☞ The Pittsburgh, New Castle and Lake Erie Narrow Gauge Railroad was completed to West Wurtemburg, within half a mile of Allegheny county, on the 12th inst., and regular passenger and mail trains are now running. The road is to be pushed on to New Castle by way of the valleys of the Connequenessing and Big Run.

☞ At the annual meeting of the Georgia Railroad Co. at Augusta, Ga., on the 12th inst., President E. P. Alexander declined re-election, to accept the Vice Presidency of the Louisville and Nashville Railroad Co. C. H. Phinezy was then unanimously elected President of the Georgia Railroad Co. and Gen. Alexander was elected Vice President.

Concord Railroad.

The earnings of this road for the year ending March 31, 1880, were $870,088 65, and the expenditures $523,356 14—leaving a sum of $346,732 51. From this has been paid taxes on capital stock, $35,939 62; Manchester and Lawrence Railroad, $67,581 49; rent of Concord and Portsmouth Railroad, $25,000; rent of Suncook Valley Railroad, $8,094; rent of Nashua, Acton and Boston Railroad, $11,000; reserved and appropriated for new engine house, coal and woodsheds and yard improvements at Concord, $15,000; new passenger depot at Nashua, $20,000; new freight cars, $10,000; unsettled claims, $3,000—leaving a balance of $151,117 40; from which has been paid two dividends of 5 per cent each, $159,000; balance carried to the contingent fund, $1,117 40.

☞ A map of the Coney Island, Sheepshead Bay and Ocean Railroad Company, was filed in the Register's office on the 15th inst., by Judge John McMahon, of Sheepshead Bay, the President of the company. It is to be a horse car road, and the route is to be from Voorhees-lane and Ocean avenue, Sheepshead Bay, to Manhattan Beach, with a western branch connecting with the iron pier.

☞ Rails for the Brattleboro' and Whitehall Narrow Gauge Railroad have been bought for $49 per ton, instead of $64, as was estimated when the cost of the road was figured, and it is thought the saving will prevent the contraction of a floating debt. The iron is to be delivered at New London within the next three weeks, and it will take about 40 days thereafter to finish the road.

☞ The construction of the Marquette and Mackinac Railroad is being pushed rapidly forward. The grading and ties of the first 20 miles is nearly completed; a contract for 70 miles more has been let and the balance of the line, 60 miles, will be let in a few days. Nine thousand tons of steel rail have been purchased, at an average price of $65 per ton.

☞ Ralph P. Buckland, Ohio; Chas. C. Honsel, Nebraska; Geo. B. Smyth, Iowa, and Daniel Chadwick, Connecticut, have been appointed Government Directors of the Union Pacific Railway Company to serve until the next regular election of directors of said company.

☞ Messrs. Hoblitzell, Shepherd & Platt, of Cumberland, Md., have been awarded the contract for constructing 29 miles of the Chicago, Milwaukee and St. Paul Railway extension, from Byron to Lanark, Illinois.

☞ The Baltimore and Cumberland Valley Railroad, a branch of the Western Maryland railroad, has reached Waynesboro', and will be continued to Chambersburg in a short time.

☞ The extension of the June Bug Branch Railroad from Scottdale to Mount Pleasant, Penn., is to be pushed rapidly forward. The bids have been opened and contracts awarded.

☞ The track on the Leadville extension of the Denver and Rio Grande Railway was completed on the 5th inst. to Badger Creek, twelve miles from Cleora.

Indebtedness of Ohio.

The local debts of Ohio have been increasing for the past seven years at a rate which few other States, Eastern or Western, can equal. In 1872 the total local indebtedness of the State was $17,000,000, of which two-thirds had been incurred by cities, and the rest by counties and townships. In 1879 the total had risen to $41,490,000, three-fourths credited to the cities in the State, whose debts had increased from $11,490,000 in 1872 to $36,036,000 in 1879. Exactly one-half of this increase was due to $17,000,000 spent in bonds, by Cincinnati on the Southern Railroad. The example of Cincinnati led to an unusually large number of applications last winter from towns and counties to bond themselves in aid of railroads. The Legislature granted nearly all these applications, with the provision that the bonds should be issued only after a two-thirds' vote in their favor at the polls.

☞ In June, 1870, the town of Bushnell, in McDonough county, Illinois, issued bonds to the amount of $50,000 for the benefit of the Rockford Rock Island and St. Louis Railroad Company. These bonds were payable not less than five nor more than twenty years from June 1, 1870, at the option of the town. By a recent vote of the town they have been declared due and payable, and Mr. J. C. Cadwallader, Supervisor of the Town, has given notice that they will be paid, with the accrued interest thereon remaining unpaid, at the office of the Treasurer of the State of Illinois in Springfield on the first day of June next.

☞ Fifty miles of the second hundred miles of the Pacific Railway, west of Winnipeg, are to be in running order by June 1st, 1881, and the whole distance ready for the passing of trains by 31st Dec., 1881. The ballasting and other works are to be completed by 1st October, 1882. The contractors are Messrs. Bowie & McNaughton, and the price for the hundred miles $438,914. The opening of the two hundred miles of road west of Winnipeg at such an early date will be of great advantage in promoting the rapid settlement of the country.

☞ The New York, Ontario and Western Railroad Company, being now left free to carry out their plans for the extension of their road to New York city can, upon the issue of the stock for that purpose, procure a further sum of $3,000,000 in addition to $7,655,000 already paid in; as by provisions of the plan of organization of the company the old stockholders and holders of convertible bonds can, by paying an assessment of 30 per cent upon the par value of their holdings, obtain a like amount of stock. This privilege, however, expires on 22d of July next.

☞ President Dillon, of the Union Pacific Railway Co. has issued a call for a special meeting of the stockholders, to be held at Omaha August 18, 1880, for the purpose of ratifying the consolidation with the Kansas Pacific and the Denver Pacific Railroad Companies. The meeting will be a formal one, as nearly all of the stockholders have given their assent to the measure.

☞ The stockholders of the three elevated railroad companies have formally ratified the proposed issue of $4,000,000 second mortgage bonds of the Metropolitan Company. The bonds are to bear 6 per cent interest, and are to run 20 years. They are guaranteed, principal and interest, by the Manhattan Company, which has authority to provide a sinking fund to retire them, or may renew them, should it see fit.

Progress of the Tehuantepec Railroad in Mexico.

It is stated that there are 400 men at work on the Tehuantepec railroad, and the first ten kilometres of the road are well advanced. Preliminary surveys by the advanced engineering corps have been carried out over thirty miles, and the line is located for about eight miles from Coatzacoalcos to the Chacalapa river (the first stream crossed) which is 150 feet wide. The pier at Coatzacoalcos for unloading supplies is almost finished; a branch track is laid its entire length. As soon as the Chacalapa is crossed, the road leaves the sand hills and the swampy lowlands, and strikes a line of gravelly hills, which will supply an abundance of the best possible material for a road bed; from this point the route will be through a healthy, fertile and heavily wooded country, in which for a long distance, no engineering difficulties of any account will be encountered.

☞ Articles of organization have been filed in the office of the Secretary of State of Illinois by the Peoria and Northwestern Railroad Company, which proposes to construct a line from Peoria to Savanna, Carroll Co., or to some point on the Western Union Railroad. The principal office of the corporation is to be at Kewanee, and the capital stock is fixed at $1,500,000. The corporators and first Board of directors are: James L. Platt, Hosmer L. Kellog, Charles H. Bogue and Charles K. Ladd, of Kewanee, and Edwin K. Wadsworth and Francis T. Wheeler, of Chicago.

☞ The Northwestern (Minn.) Narrow Gauge Railroad Co. has concluded arrangements with the St. Paul, Minneapolis and Manitoba Railroad Co. by which the latter is to build a hundred miles of broad gauge road between its two main lines from Minneapolis to St. Cloud. The largest depot in the State will be constructed at Minneapolis and two double track bridges across the Mississippi, work to commence immediately.

☞ The Pittsburg Chronicle says that the ballast is being put on the grade of the Pittsburg, Virginia and Charleston Railroad from California, Pa., to Brownsville, and all along the route men are pushing the work along vigorously.

LITTLE CHIEF MINING COMPANY.

ROOM NO. 54 BOREEL BUILDING, 115 BROADWAY,
NEW YORK, May 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 4) of ONE PER CENT. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the fourth month's net earnings, payable at the Mining Trust Company, on the 25th inst.

Transfer-books will close May 21, and re-open May 26.

D. F. VERDENAL,
Secretary.

OFFICE OF THE ONTARIO SILVER MINING CO.,
No. 18 WALL ST., NEW YORK, May 6, 1880.

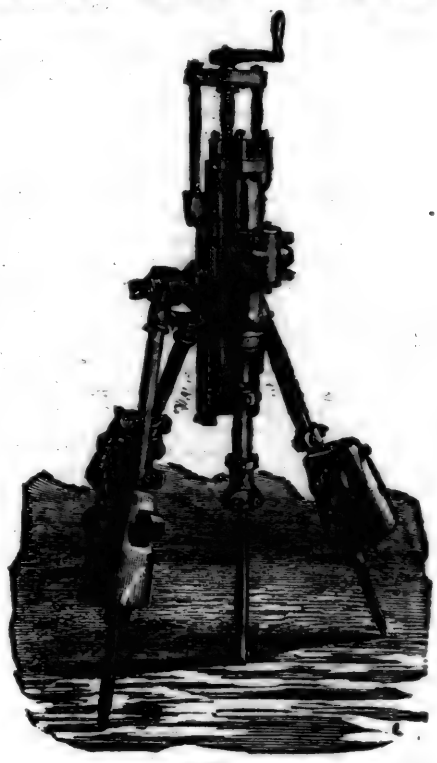
DIVIDEND NO. 55.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer-books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

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OFFICE OF THE HOMESTAKE MINING COMPANY,
NEW YORK, May 12, 1880.

DIVIDEND NO. 17.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for April, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

PENNSYLVANIA RAILROAD COMPANY,
TREASURER'S DEPARTMENT,
PHILADELPHIA, May 1, 1880.

THE BOARD OF DIRECTORS HAS THIS DAY declared a semi-annual dividend of THREE PER CENT., on the Capital Stock of the Company, clear of all taxes, payable on and after May 28, to stockholders as registered on the books of the Company at 3 o'clock P. M., April 30, 1880.

In order to give the shareholders the benefit to be derived from a distribution of the shares of the Capital Stock recently purchased from the City of Philadelphia, the option is given to the shareholders to receive the dividend hereby declared, either in cash or in scrip convertible into the Capital Stock of the Company at par, when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before the First day of October next, otherwise the dividend will be paid in cash.

JOHN D. TAYLOR,
Treasurer.

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T. E. LONERGAN - - - - Correspondent.
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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending May 8, as reported by the several carrying companies, amounted to 397,885 tons, against 563,306 tons in the corresponding week last year, a decrease of 165 421 tons. The total amount of anthracite mined for the year is 7,242,154 tons, against 7,782,775 tons for the same period last year, a decrease of 540,621 tons. The quantity of bituminous coal sent to market for the week amounted to 94,698 tons, against 71,592 tons in corresponding week last year, an increase of 23,076 tons. The total amount of bituminous mined for the year is 1,227,305 tons against 1,079,148 tons for the corresponding period last year, an increase of 148,157 tons. The total tonnage all kinds of coal for the week is 492,553 tons, against 634,898 tons in corresponding week last year, a decrease of 142,345 tons, and the total tonnage for the coal year is 8,469,459 tons, against 8,861,923 tons to same date last year, a decrease of 392,464 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of May was 125,534 tons, of which 98,462 tons were coal and 27,072 tons coke. The total tonnage for the year thus far has been 2,417,938 tons of which 1,771,706 tons were coal and 636,232 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended May 8 were 46,563 tons, and for the year to that date 643,316 tons—189,771 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 23,533 tons, and for the year 486,395 tons, an increase of 183,296 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 14,006 tons, and for the year 76,940 tons, a decrease of 26,650 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 9,023 tons, and for the year 79,971 tons, an increase of 23,124 tons as compared with 1879.—[Phil. Ledger, May 17.

Business on the Canals.

The total shipments over the State canals from the opening of navigation, April 20 to April 30 this year, both days included, amount to 249,336 tons, and the tolls received for the same period $46,271 82. Of the shipments in tons there were of wheat 59,809, flour 212, rye 1,409, corn 24,075, corn-meal 131, barley 733, barley-malt 1,595, oats 2,756, pig-iron 7,320, bloom and bar iron 600, domestic salt 2 686, foreign salt 909, sugar 2,797, railroad iron 4,948, stone, lime and clay 9,147, anthracite coal 43,154, bituminous coal 796, iron ore 5,009, boards and scantling 46,735, timber 4,783, wood 1,238, pork 1,273. Last year the canals did not open until May 8.

☞ The managers of the Susquehanna Canal Company, elected on the 10th inst., are: George W. Dobbin, B. Andrews Knight, Enoch Pratt, R. K. Hawley, John N. Hutchinson, J. B. Lippincott, Franklin B. Gowan, William P. Jenks, Henry Lewis, Wm. L. Canfield, Isaac Brooks, Jr., W. W Taylor. President, G. A. Nicolls; treasurer, Robert D. Brown.

☞ The total bullion product of the Homestake (Dakota) Mining Co. for the first half of May was 2,951 ounces, representing in value about $50,167. It is expected that the total product for the month will be about $150,000.

☞ The Homestake Mining Company has declared its regular monthly dividend of Thirty cents per share for April, payable May 25, at the office of Wells, Fargo & Co., No. 65 Broadway.

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☞ Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, May 28, 1880.

The Suspension of the Reading Railroad.

WHAT CAUSED IT AND HOW IT MAY RESUME.

The suspension of the Philadelphia and Reading Coal and Iron Company and later in the day that of the Philadelphia and Reading Railroad, came like a clap of thunder from a clear sky on Friday last. It was wholly unexpected except in one or two quarters here and in Philadelphia, which had refused to loan them money on Thursday to save their paper from protest. There has perhaps been no greater surprise in financial and railroad circles nor more serious disaster to the coal roads and to the coal and iron interests since the failure of Jay Cooke & Co., than the suspension of the Philadelphia and Reading Railroad and the Philadelphia and Reading Coal and Iron Company, which was announced on the day after our last issue went to press. It was a surprise not so much because it happened, but because it happened now, after nine months of unexampled activity and "improvement in the iron and coal interests," upon which these companies were dependent for prosperity, and to the depression in which their troubles have been popularly attributed. It is a serious disaster, because it is as wide spreading as the coal and iron interests, and is a severe shock to public confidence to the money and stock markets and affiliated coal railroad that will not be recovered from in a day; while the immediate losses to the holders of their securities and to the other creditors of the companies will be felt directly and indirectly by every interest in the country. The suspensions of stock brokers in Philadelphia and of coal and iron operators and manufacturers throughout Pennsylvania, are but the beginning of the circles of disaster that will extend from this disturbance of the smooth waters of prosperous times. Their fall will be like a mill stone about the necks of the great coal and iron interests of which they were the central figures, with controlling influence to drag them down, as they have held them back while all the other great industries of the country have thoroughly recovered from the hard times and gotton upon sound financial bottom once more. Indeed had not this been true their suspension would have caused another panic like that precipitated by the failure of Jay Cooke & Co.

We said it was not so much a surprise that it happened, as that it happened now, for those familiar with the condition of these companies since the breaking of the coal combination in 1876 knew that they were getting financially weaker instead of stronger, with the activity of the past year in the coal trade, for the reason that they have been mining coal all this time at a loss, and the more they did the worse off they became. Added to this was the fact that for the past three years they have been paying almost one-half their interest on bonded debt, in scrip, thus compounding half their annual interest.

The time was approaching when this must be provided for, and there was no way of doing so, as everything which the companies could bond, had been bonded. Everything upon which they could borrow money had been pledged as collateral, until the floating debts of the two companies, which are virtually one, had risen to $9,152,909, as per their last annual report. Their credit was gone, and even their wages, supplies, materials and current expenses were paid in three months' due bills. In the face of all these known facts, which seem to have been forgotten, however, the stock of the Philadelphia and Reading Railroad that is now selling at 9, as it did in 1876-'77, was run up to 40 last fall on the craze in Wall Street, on the "improvement in the coal trade." Hence the surprise that the collapse should come now, when it had been staved off so long that people actually believed that the company would pull through and that the late prices for its stock indicated this in the actual enhancement of its value.

The causes of this collapse are two—speculative mis-management and coal mining. Both were brought in with the present Board of Directors most of whom were originally large holders of the company's stock, and continued so to 1875, when they sold out because they could not borrow money on bonds to pay unearned dividends longer, after having done so for four years to the amount of some $13,000,000 from two Sterling loans, in accordance with a policy laid down in these words by one of these directors: "we will pay dividends just so long as we can borrow money to do it." Since then, however, they have continued to administer upon the estate of other people, when they would not trust their own money in their own hands, while some of them have been heavy speculators in the company's securities, for which their official position gave them great advantages. President Gowen, be

it said to his credit, was never that we know accused of being a party to these speculations, except in his unsuccessful effort to hold the stock at 44, for which he borrowed some $2,500,000 in cash and stock of the company in 1876 from the McCalmonts of London. Yet it has been believed that he held his position by allowing his directors to make money out of their official positions, not only in the stock market, but in the purchase of coal lands for the company as individuals from whom they repurchased them as directors at fabulous advances. That President Gowen ever turned a dishonest penny in this way, no one has ever charged, but the scheme of coal mining that has swamped what was one of the best railroad properties in the country when he took its presidency, was his child, whom he was permitted by his directors to raise at the present fearful cost to his stockholders, for the spoils they were enabled to gather. Added to these special causes are the general ones of mismanagement and dramatic financiering, as Mr. Gowen had neither talents nor training for a railroad man or a financier. He was an excellent criminal lawyer, with genius which won him success in that line, as, thanks to his indomitable efforts, the destruction of the Mollie Maguires attests, and will stand in the history of his State as a monument to him that will offset in a measure the financial ruin he has brought on thousands of its people who trusted in a personally honest President, whose inexperience in business affairs, over sanguine temperament, over weaning ambition to become a great railroad magnate and the king of the coal trade, with his personal management of the company and his dogmatic assumption of the responsibility therefor, were used by a Board of Directors of high respectability (on which they appear to have traded) to speculate in the properties of their confiding and victimized stockholders.

There were honorable exceptions among these directors, however, of men who did not thus trade and speculate but who were negligent, and, without knowing how the company stood, allowed the directors who did, to bankrupt it. This is the result; and with some $25,000,000 indebtedness falling due between now and January, 1881, we warn the stockholders that all shifts and schemes to stave off bankruptcy measures are delusive, for they will continue this old management, under whom there can be no good for the stockholders nor a large class of the bondholders. The policy of the management also needs changing, as well as its *personel*. In bankruptcy the railroad can get rid of the Coal and Iron Co., which was the chief cause of its troubles, and with it, all its onerous leases and guarantees, undertaken for account of the latter company. Then the railroad would right itself, by becoming a coal carrier, instead of a miner, and be one of the best paying roads in the country, again. The sooner this is done the better. The longer it is delayed, the greater the loss and hence the less value of the road itself which, alone, has a future, but with the Coal and Iron Co. it is chained to the skeleton, whose shadow it has become.

Let a practical railroad man be appointed receiver for the present, and let the coal lands be worked on a royalty by private operators, who will thus furnish coal traffic for the road. Let the iron works be leased, all onerous leases of railroads and canals canceled, and the earnings of those which pay, be applied in payment of their condition in order to retain them. In this way can the leaks be stopped and the losses limited. To go on may relieve some of the present creditors of the company, by shifting the burden to others, but the loss in the end will be greater both to creditors and to the two great interests involved with these companies. Later news appears in another column and in the money article.

Prices of Iron Products.

The following Statement of the Highest and Lowest Prices of Various Iron Products from 1878 to May 12, 1880, is from the Bulletin of the American Iron and Steel Association. The remarks in brackets at the end of each paragraph are our own:

No. 1 Anthracite foundry pig iron sold at Philadelphia at an average of $18½ a ton in January, 1878, and gradually fell from month to month until it sold at $16½ in November of that year, which was the lowest point touched during the depression. It gradually advanced to $17½ in January, 1879, and from that to $30½ in December, 1879. In February, 1880, it reached the maximum, $43, and fell to $26 by May 1st, and to $25 by May 12th. [Since then sales have been made at $24 to $25.]

Hanging Rock cold-blast charcoal pig iron sold at Cincinnati at an average of $33½ a ton in January, 1878, maintaining that price until June, when it fell to $31, which in turn was maintained until December when $30 was reached. From February, 1879, to July the price was only $28, but in August it advanced to $30, and continued steadily upwards until it touched $47 in December. In January, 1880, it reached $55, in February and March it sold at $60, but by May 1st it fell to $50.

Best refined bar iron sold at Philadelphia at $44 80 a ton in January, 1878, falling to $42 56 in October. In January, 1879, it sold at $40 32, from which it steadily advanced until it sold at $72 24 in December. In January, 1880, it reached $80 64, in February it touched $85 12, but by May 1st it fell to $67 20, and by May 12th to $56.

Cut nails sold at Pittsburgh and Wheeling at $2 50 a keg, in large lots, in January, 1878, falling to $1 90 in October, but advancing to $2 05 in December. In April and May, 1879, $1 90 again became the price, but on May 23d an advance to $2 was made. Several attempts were made by Western manufacturers to advance prices in June and July, but they were kept down by Wheeling manufacturers until July 18th, when prices were advanced to $2 25. In December they reached $4 15. In February, 1880, they touched $5 15, or $5 25 to buyers of small lots, but by May 12th the price fell to $3 25. [And in New York to $3 a $3 10.]

The lowest point which iron rails touched at Philadelphia during the depression was $32½ a ton in October, 1877. In January, 1878, they sold at $33½ and in December at $34, advancing steadily in 1879 from $34 in January to $54 in December. In February, 1880, they touched $68, but by May 1st they fell to $53, and by May 12th to $50. [And since to $48.]

Steel rails sold at $40½ a ton at the works in Pennsylvania in November and December, 1877, advancing to $43½ in May and July, 1878, falling to $41 in December, and advancing in 1879 from $41 in January to $67 in December. In February, 1880, they touched $85 but by May 1st they were sold at $70, and by May 12th at $65. [The market has since touched $60.]

Old iron rails sold at Philadelphia at $20 a ton in January, 1878, falling to $18½ in June, July and August, but rallying to $19¾ by December. In January, 1879, they sold at $20½, advancing by December to $34. In February, 1880, they sold at $43, but by May 1st they fell to $30, and by May 12th to $26. [Since May 12th, $24 50 has been touched and the market is now $26.]

No. 1 wrought scrap was sold at Philadelphia at $22 a ton in January, 1878, but from July to December it was sold at $20. In January, 1879, it was still sold at $20, but the price steadily improved throughout the year until it reached $33 in December. In February, 1880, it was sold at $41, but by May 1st the price fell to $30, and by May 12th to $28. [The market is now $24.]

Appointment of Receivers of the Philadelphia and Reading Railroad Co.

Late on Saturday last, Moses Taylor, a citizen of New York, through his counsel, Messrs. Deckson and Bullett, filed in the United States Circuit Court, Philadelphia, a bill in equity, asking relief as a bondholder of the Philadelphia and Reading Coal and Iron Company. In his bill Mr. Taylor avers that the bond he holds is of the value of $100,000, executed and delivered by the Philadelphia and Reading Railroad Company, commonly known as "income mortgage bonds," secured by mortgage of December 1st, 1876; that to guarantee these bonds the Railroad Company became surety in the sum of $20,000,000, on December 1st, 1871, conditioned for the payment of $10,000,000 in 20 years, and in default of the payment of six per cent interest the bonds were to become due and payable immediately upon such default; that the bond is secured by certain mortgages executed by the said Coal and Iron Company to George De B. Keim, (now absent in Europe), by which mortgage the Coal and Iron Company has conveyed certain property, real and personal, to George De B. Keim, his heirs and assigns forever, in trust for the use, benefit and security of the Philadelphia and Reading Railroad Company; and it is expressly declared that all the property, real and personal or mixed, covered by the mortgages in the assignment, shall be exclusive of all others, and no part of said mortgaged premises shall be levied upon or taken into execution before such mortgage bonds are satisfied.

The bill further avers that both companies are insolvent and compelled to suspend payment of their debts; that the unpaid coupons or interest on the bonds exceeds a million of

dollars. In view of these facts the Court is asked to order Mr. Edwin M. Lewis to exercise the powers of entry, and, if necessary, of sale, which is conferred on him by the Income Mortgage bond, and that he be required to enter upon and take possession of the property of the Philadelphia and Reading Coal and Iron Company, he declining to do so without such order. The bill goes on to say that the business of the corporation has been carried on under adverse circumstances, owing to the depressed condition of the anthracite coal trade, and to an unexpected reaction in the iron trade, both of which were in an improved condition at the beginning of the year. The interference of the Court is asked for the common interests of all the creditors, pending the adjustment and arrangement of the several claims, and that this may be secured, a receiver is asked to be appointed who shall take charge of, preserve and keep the property of such corporation, and to continue the business of each until the final decree of the Court.

The bill was filed on Saturday as stated above, and the counsel left for Pittsburg, where Judge McKennan, of the Circuit Court, is sitting. They returned Monday with the order of the Court, appointing Franklin B. Gowen, Edwin M. Lewis and Stephen A. Caldwell, receivers; Joseph A. Clay and George M. Dallas, masters. Mr. Lewis, the President of the Farmers' and Mechanics' National Bank, is Trustee of the Philadelphia and Reading Railroad Income Mortgage. Mr. Caldwell is President of the Fidelity Trust Company, which is Trustee of the Coal and Iron Company's $25,000,000 mortgage.

The receivers are required to give $500,000 security in Pennsylvania, and also $500,000 additional for New Jersey, for action under the lease of the Bound Brook Railroad. They are to pass their accounts monthly before Joseph A. Clay and George M. Dallas, who are appointed special masters in the case. They are directed to run and operate the railroad of the Philadelphia and Reading Company and leased lines, and to continue the mining operations and other business of the Coal and Iron Company.

High Railway Speeds.

At a recent meeting of the Franklin Institute, Philadelphia, Mr. W. Barnet LeVan read a very interesting paper on "High Railway Speeds," in which he referred particularly to the locomotive built at the Baldwin Works to run over the Philadelphia and Reading Railroad to New York in ninety minutes. The dimensions of the engine, he said, were: diameter of cylinder, 18 inches; length of stroke, 24 inches; diameter of driving wheel, 78 inches; wheel base 21 feet 1 inch; distance from centre of driving wheel to centre of trailing wheel, 8 feet. The boiler is made of 7-16 inch steel and is 52 inches in diameter. It contains 198 tubes 2 inches in diameter and 12 feet 2¾ inches long. The fire box is 96⅛×44 inches. The weight of the engine is 85,000 pounds, and is so disposed that by an alteration of fulcrum points additional weight can be thrown on the drivers at the time of starting. In its trial trips the engine consumed 36 gallons of water per minute. It was prophesied by Mr. LeVan that within five years passengers would be set down in New York in one hour's time. The average time on English railways is 46 miles per hour; on French, 37½; German, 40; American 37. The 6½ feet driving wheels are as common on English railways as 5½ feet wheels, and 8, 9, and even 10-feet wheels are used.

The Pennsylvania Stock Dividend.

We see from the London papers that the offer of the Pennsylvania R. R. Co. to its stockholders to take the 59,149 shares of its stock in lieu of cash as dividends is not fully understood. These shares as our readers know were bought by the company last fall to keep them out of the hands of a hostile syndicate which had made the City of Philadelphia an offer for them. As the company does not want this stock, cannot cancel it nor deal in it, the above plan was adopted to distribute it among boni fide stockholders.

This is not new stock and hence no watering of the capital, but a perfectly legitimate operation as was that of buying it, in order to keep the stock in the hands of the friends of the road. It is said that Philadelphia and Reading parties were the syndicate who wished to buy this stock last fall; but we doubt this, both because we can see no object in doing so, no possibility of getting control of the Pennsylvania road, and no way in which the money could have been raised, in the light of the suspension of the Reading Company so soon after that proposal.

Northern Pacific Railroad.

General Sherman in his report to the House Committee on Pacific Railroads, in regard to the Northern Pacific route, says:

In a military sense the extension of this railroad from Bismarck to the Yellowstone, and up the valley of that river as far as the mouth of the Big Horn, will be beyond any estimate of advantage the Quartermaster-General may make, because this railroad will transport men and supplies for ten if not twelve months in the year, while the Missouri river and Yellowstone are barely navigable for light-draft steamers for two, at most three months in the year. The extension of the road will stimulate emigrants to occupy the line of the Yellowstone east and west to such an extent as to form a barrier to the nomadic Indians who have heretofore gone back and forth from the Sioux reservation south, to British territory north, and will enable us in a few years to give up Forts Keog and Custer, each requiring for garrison a full regiment of infantry and four companies of cavalry. These could be moved north to the British line. By this process we could divide the hostile Sioux, and can subdue either moiety with more certainty and much less cost than now.

Oregonian Navigation Co.

The Oregonian Navigation Company, limited, has been organized to construct, equip and place in operation a line of steamers on the Willamette, Columbia and Snake rivers, from Portland to the head of navigation. Capital stock $100,000; duration of corporation perpetual: principal office at Portland. The company have purchased the steamers City of Salem, City of Quincy and the Ohio. These will be used by the company in the transportation of railroad material to be used in the construction of narrow-gauge railways from various points in the Willamette valley, on both sides of the river. The officers of the company are: President, William Reid; Vice-President, Kenneth Macleay; Attorney, E. G. Hughes; Secretary and Treasurer, Robert Bell.

Ohio and West Virginia Railroad.

At the annual meeting of the Stockholders of the Ohio and West Virginia Railroad Company, held in Columbus, Ohio, on the 20th inst., M. M. Greene, P. W. Huntington, C. P. L. Butler, Isaac Eberly, F. L. Hinman and C. H. Rippey, of Columbus; John S. Brasee, of Lancaster; J. A. Hamilton, of Gallipolis; George McQuigg, of Pomeroy were elected directors. It was disclosed at the meeting that the construction of the road was rapidly progressing, about forty-five miles of the track being now laid, and that the road would be open to Gallipolis probably during July. After the stockholders adjourned, the board of directors organized by electing M. M. Greene, President, and Wm. M. Greene, Secretary and Treasurer.

☞ Work on the extension of the Atchison, Topeka and Santa Fe Railroad is said to be progressing favorably. The Atlantic and Pacific extension is under full headway. The Guaymas Railroad is also beginning to take shape, and two construction corps are at work, one at the western terminus in Sonora County, Mexico, working eastward, and the other at the eastern terminus, near the Rio Grande, working westward. Both these roads are expected to be completed in less than two years. The main line is rapidly being pushed to El Paso, and that point will be reached this year.

☞ The Kansas extension of the St Louis and San Francisco Railroad was completed on the 22d inst., to Wichita, 509 miles from St Louis, where it connects with the Wichita branch of the Atchison, Topeka and Santa Fe Road. This opens a new line to Southern Kansas, Colorado, and New Mexico. This extension of the St. Louis and San Francisco Road will be pushed on to Dodge City, Kan., as speedily as possible, and perhaps to Colorado. The line to Wichita will be open for business on the 27th inst.

☞ Supplemental articles of incorporation have been filed in the cities of London and Edinburgh, changing the name of the Oregon Railway Company, limited, to the Oregonian Railway Company, limited. S. G. Reed has tendered his resignation as Vice-President of the Oregon Railway and Navigation Company, limited, which has been accepted, and T. F. Oakes, formerly of the Kansas Pacific Railway, is appointed to succeed him.

☞ Mr. C. E. Perkins, Vice President of the Burlington and Missouri River Railroad Co. in Nebraska, says that his company does not contemplate the extension of the road to Denver for the present, as reported; but that it will be extended as far as Indianola, Neb., at once, and that will be its terminus for some time to come.

☞ The engineers of the Union Pacific Railway are locating a branch line from Echo to Park City. The Utah Eastern Railroad has begun construction over the same ground, intending to extend the line to Salt Lake.

☞ John C. Moulton of Laconia has been chosen President, Henry Parkinson of Nashua Vice President, F. D. Cook of Nashua Treasurer and John B. Goodrich of Boston Clerk of the Nashua, Acton and Boston Railroad Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	10,409,300	quarterly	May '80 1½
Atlanta and West Point.	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio	14,218,800	M. & N	May '80 4
" " pref.	4,519,578	J. & J.	Jan. '80 3
Washington Br.	1,650,000	A. & O.	Apl. '80 5
Berkshire*	600,000	quarterly	Apl. '80 1½
Boston and Albany	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Be	1,247,600	— & —	
" " pref.	1,750,100		Apl. '80 2½
Agricultural Br. guar.	60,000	J. & D	June'76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '80 1
Boston and Lowell	3,250,000	J. & J.	Jan. '80 2
Boston and Maine	6,921,274	M. & N.	May '80 3½
Boston and Providence	4,000,000	M. & N	May '80 4
Attleborough Branch	131,700	J. & J.	Jan. '80 2½
Bost. Revere B. & Lynn.	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*	950,000	J. & D	Dec. '79 3
Burl. & Mo. Riv in Neb.	9,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl. '80 3
" " pref.	838,311	quarterly	Apl. '80 3
Camden & Burl. Co.	381,925	J. & J	Jan. '80 3
Cape May and Millville*	447,000	J. & D.	June '79 3
Catawissa*	1,159,600	Oct. '79	Oct. '79 1½
" pref.	2,200,000	M. & N.	May '80 3½
" 2d pref.	1,000,000	M. & N.	May '80 3
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*	6,850,400	F. M. A. N	May '80 1
" " pref	769,600	F. & A	Feb. '80 3½
Central of Georgia	7,500,000	J. & D	June '79 2½
Central of New Jersey	18,563,200	quarterly	Apl. '79 2½
Central Ohio*	2,425,000	J. & J.	Jan. '80 3
" pref.	400,000	J. & J	Jan. '80 3
Central Pacific	54,275,600		Feb '80 3
Chemung*	880,000	quarterly	pl. '80 1½
Cheshire, preferred	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton	10,065,400	M. & S.	Mar. '80 3
" pref.	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.	31,004,456	M. & S	June 80 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 2½
Chicago, Iowa & Nebras*	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Apl. '80 3
" " pref.	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.	14,988,807	J. & D	Dec. '79 3
" " pref.	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton	3,500,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*	2,057,589	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	11,236,150	quarterly	June'80 1½
Columbus and Xenia*	1,786,200	M. J. S. D	Mar. '80 2
Colum. & Hocking Val.	2,500,000	F. & A	Feb '80 4
Concord	1,500,000	M. & N.	May 80 5
Concord and Ports.*	350,000	J. & D	Dec. '79 3½
Conn. & Passump Riv.	2,175,700	F. & A	Feb '80 1½
Connecticut River	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley	1,292,950	J. A. J. O.	Apl. 80 2½
" 1st pref.	241,900	A. & O.	Apl. '80 4
" 2d pref.	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,528	A. & O.	Oct. '79 1½
" " pref.	1,211,250	quarterly	Apl. 80 2
Delaware*	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*	1,500,000	quarterly	Feb. '80 1
Del., Lackaw. & Westn.	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor.	1,874,000	annually	Feb. '80 3½
" pref	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*	1,309,200	J. & J.	Jan. 80 3
East Mahanoy*	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga.	1,968,274		May '80 3
Eastern (Mass.)	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	492,500	J. & D.	Dec. '79 2½
Eel River	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*	600,000	Sept.	Sept. '79 5
Elmira & Williamsport*	500,000	M. & N.	May '80 2½
" " pref.	500,000	J. & J.	Jan. '80 2½
Erie and Pittsburg*	1,090,250	quarterly	Mar. '80 1½
Fitchburg	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.	600,000		Oct. '79 1½
Georgia	4,200,000	J. and J	Jan. '80 3
Han. June., Han. & Get.	110,850	M. & N.	Nov. '77 3½
Harrisburg & Lancaster*	3,182,500	J. & J	Jan. '80 3½
Housatonic, pref.	1,180,000	quarterly	Apl. '80 2
Illinois Central	20,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*	4,625,000	quarterly	Dec. '79 1
Iowa Railroad Land Co.	7,620,000	quarterly	May 80 1½
Ia. Min. & Mo. Northern.	2,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.	600,000	quarterly	Feb. '80 1½
Joliet and Chicago*	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.	2,250,000	quarterly	May '80 1½
Kentucky Centra	4,500,000	J. & D.	June '78 1
" pref.	500,000	J. & D.	June '78 3
Lake Shore & Mich. So.	19,466,801	F. & A	Feb. '80 4
" (guar.)	833,500	F. & A.	Feb. '80 5
Lawrence*	450,000	quarterly	Apl. '80 2
Lehigh Valley	37,332,568	quarterly	Apl. '80 1
" pref.	106,300	quarterly	Apl. '80 2½
Little Miami*	3,871,484	quarterly	Mar. 80 2
Little Schuylkill*	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex.	$1,623,488	J. & J.	July '69 3
Louisville & Nashville.	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	an. '8 3½
Lowell and Lawrence	200,000	A. & O	Apl. '78 2½
Lykens Valley	600,000	F. M. A. N	Feb. '80 2½
Manchester and Law.	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati	1,408,912	— & —	
" " 1st pref.	8,130,719	M. & S	Sep. '66 3a
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3a
Massawippi*	400,000	F. & A	Feb. '80 1
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Apl. '80 2½
Michigan Central	18,738 204	F. & A.	Feb. '80 4
Middlesex Central	2,136 shs	F & A.	Feb. '80 3
Mill Creek & Minehl l*	323.375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J	Jan. 80 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	Jan. 80 6
Nashua and Lowell	800.000	M. & N	May '80 3½
Nashua and Rochester	1,305,800	A. & O.	Apl. '80 1
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	6,575,266	A. & O	Apl. '80 1½
Naugatuck	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	A. L. '80 2½
N Haven & Northamp.	6,500,000	quarterly	Oct. '74 3
New London Northern*	1,418,800	quarterly	Mar. '80 1½
N. Y. Con. & Hudson R.	89,428,330	quarterly	Apl. '80 2
New York and Harlem.	8,500 000	J. & J.	Jan. 80 4
" " pref.	1,500,000	J. & J.	Jan. '8 4
" City Line		annually	Apl. '80 3
New York & Long Br.*	2,000,000		Oct. '79 3
New York Elevated	6,500,000	quarterly	Apl. '80 2½
N. Y., Lake Erie & West.	77,101,70		
" " pref.	8,146 700		
N. Y., N. H. & Hartf.	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.	3,000,000	quarterly	May '80 2
Nag. Bridge & Canand*	1,000,000	J. & J.	Jan. '80 3
North Carolina*	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S. C.) pref.	98,000	M. & N	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	May '80 1½
Northern Central	5 542,000	A. & O.	Apl. '76 3
Northern N. Hampsh.	3,068,400	J. & D.	June '80 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2 604,400	J. & J	Jan. '80 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20.000.000	quarterly	
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	6.733,800	J. & J	Jan. '80 3
Oregon Railway & Nav.	4.455 0 0	quarterly	May '80 2
Oswego and Syracuse*	482,400	F. & A.	Feb. '80 1½
Panama	7 000,000	quarterly	May '80 4
Paterson and Hudson*	632,000	J. & J.	Jan. '80 4
Paterson and Newark*	250,000	J. & J.	
Paterson and Ramapo*	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*	342,150	J. & J.	July '78 3
Pennsylvania	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626.250	M. J. S. D	Mar. '80 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '78 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt.	11,572,760	J. & J	Jan. '80 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	Apl '80 1½
" Special Imp.	5,504 300	quarterly	Apl. '80 1½
Pittsfield & N. Adams.	450,000	J. & J.	Jan. 80 4
Portl., Saco & Portsm.	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia			Oct. '79 4
Providence & Worces.	2,000,000	J & J.	Jan. '80 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass.	175,575	— & —	Nov. '79 3
Richmond & Petersb.	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*	655,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " " pref.	2,464,400	F. & A.	Feb. '75 2
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.	4,600,000		
" " pref.	4,600,000		Feb. '80 1½
Salem and Lowell	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke.	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.*	869,450	F. & A.	Feb. '80 3
Shore Line*	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	Jun '79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 3½
Stony Brook*	267,300	M. & N.	Nov. '77 3
Summit Branch*	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N. Y.*	2,004,000	J. & D.	ug. '79 2
Terre Haute & Indiana	1,988,150	F. & A.	Feb. '80 4
Troy and Boston	1,609,000	F. & A.	Feb. '78 4
Union Pacific	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J.*	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '79 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.)	1,800,000	A. & O	Apl. '79 3½
Warwick Valley	225,000	J. & J	Jan. '80 3½
Westchest. & Phil. pref.	821,300	J. & J.	Jan. '80 2
West Jersey	1,559,750	F. & A	Nov. '79 2
Wilmington & Weldon.	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	
Baltimore City	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills.		J. & J.	Jan. '80 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn)	200,000	J. A. J. O.	Apl. '78 4
Broadw. & 7th Av. (N Y)	2,100,000	J. A. J. O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F. M. A. N	Aug. '79 4
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	875,000	J. A. J. O.	Apl. '80 4½
Cen. Park, N & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	— & —	Apl. '78 3
Continental (Phila.)	180 000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat.	1,200,000	F. M. A. N	May '79 2
Eighth Avenue (N. Y.)	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	3
42nd St. & G St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	800 000	A. & O.	Apl '80 4
Germantown (Ph.)	1,000,000	J. & J.	Jan. '80 2
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	500,000	J. & J	Jan. 80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 2.4
Lynn and Boston	200 000	— & —	
Malden and Melrose	200.000	— & —	
Metropolitan (Boston)	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston)	400,000	M. & N.	May '80 3½
N Y., Bay Ridge & Jam.	102 840		Oct. '75 7
Ninth Avenue (N. Y.)	797,320	— & —	
Orange and Newark	282,555	— & —	
People's (Phila.)	206,054		July '79 2
Philadelphia City	500	475,000	J. & J.	Jan '80 4
Philadelphia and Darby	20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry	50	284,775	J. & J.	Jan. '78 2
Pbg. Alleg. & Manchester	50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	50	750,000	A. & O	Apl. '80 1½
Second Avenue (N. Y.)	100	1,193,500	J. A. J. O.	Apl. '78 2
Second & Third St. (Ph.)	50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	100	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	100	115,000	M. & N.	May '80 3
South Boston	50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)	100	2,000,000	F. M. A. N	May '79 4
13th & 15th street (Ph.)	50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)	100	600,000	J. & J.	Jan. '79 4
Union (Boston)	100	374,300	J. & J.	Jan. '80 5
Union (Phila.)	50	400,000	J. & J.	Jan. '80 3
West Philadelphia	50	403,000	J. & J.	July '77 10
CANALS.				
Chesapeake & Delaware	50	1,983,563	J. & D.	June'75 2
Delaware Division	50	1,633,350	M	ar. '80 $7
Delaware and Hudson	100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*	100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat.	50	10,848,550	J. S. D. M.	Sept. '76 1½
Monongahela Navigat.	50	1,003,500	J. & J.	July '79 6
Morris (consolidated)	100	1,025,000	F. & A.	Feb. '78 2
" (preferred)	100	1 175,000	F. & A.	Feb '78 5
Pennsylvania	50	4,337,950	— & —	
Schuyl. Nav. (common)*	50	1,908,207	annually	A. '79 70c.s
" " (pref.)	50	2.888,977	annually	A. '9 140c.s
MISCELLANEOUS.				
Adams Express	100	12.000,000	quarterly	June'80 2
American Express	100	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co.	100	8 000 000	J. & D.	Dec. '79 5
Calumet and Hecla Mining.	100,000 S.		F. M. A. N	May'80 $10
Central Mining Co.	100		Annual.	Feb '80 $5
Consolidation (Md.) Coal.	100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I.	100		J. & J.	Jan. '78 3
Gold and Stock Tel.	100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.	100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	100	2,836,800		
" pref.	100	5,693,400		
Missouri Val. Land Co.	100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.	100	308,200	quarterly	Mar. '80 2½
National Tube Works.	100	1 000 000	quarterly	Jan. 80 3
Pacific Mail Steamsh p.	100	20,000,000	M. J. S. D.	Sept. '69 3
Pennsylvania Coal	50	4,000,000	F. M. A. N	Feb. '80 3
Pullman Palace Car	100	5,938,200	F. M. A. N	May '80 2
Quicksilver, common	100	5,700 000		
preferred	100	4,300,000		
Quincy Mining Co.	25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge	100	1,760,000	J. & J.	Jan. '80 5
Sioux C. & I. F. L. & L. Co.	100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal	50	1,250,000	J. & D.	ec. '79 3½
Topeka Equipment Co.	100	255,000	A. & O.	Oct. '79 5
United States Express	100	7,000,000	F. M. A. N	May '80 2
Wells-Fargo & Co. Exp	100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.	100	41,056,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219 370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255.572	281,414	342,822	335,678	246,778	2,679 106
1878	174,598	184,885	295.367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546.182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129.554	1,249,860
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,304	1,184,683	1 427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,433.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,655,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1.590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,293	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357.297	335,999	349,883	359,457	433.473	563,379	443,525	496,921	399,378	340,947	4,671,519
1879	343,737	307,361	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	469,543	602,624	537,326	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,530	12.793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566 858	1,407,240	1,114,555	14 52 ,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,339,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,969	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	1,453,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798 165	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,893	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,945	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,917	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,969
1880	392,632	375,619	302,787	281,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,569	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,604	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	492,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,386	654,840	625,201	589,313	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207.514	219,926	294,835	330,235	349,896	288,459	242,563	2,981,679
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	380,759	387,701	386,086	330,028	3,345,373
1880	367,327	326,306	355,508	348,275	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,301,018	1,121.412	1,147.208	1,127.079	1.172.961	1,258.990	1,157,691	1,445.929	1,338.272	1,473,532	1 381.391	1,205,755	15.134.216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,953	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900 482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,319	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879	334,023	339,161	353,147	318,196	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,541	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	90,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77 624	91,253	113,375	108,879	89,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	780,147	762,568	982,480	890,137	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, May 1, 1880.					
Loan of June 14, 1858 ..... registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 ..... registered	$13,465,000	6	Jan. & July.	1880	105
.. .. coupon	3,244,000	6	" "	1880	105
Oregon War Bonds of March 2, 1861... coupon	753,950	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	121,822,100	6	Jan. & July	1881	106½
.. .. coupon	44,566,'00	6	" "	1881	106½
Loan of March 3, 1863..... registered	51,371,450	6	Jan. & July.	1881	106½
.. .. coupon	14,434,700	6	" "	1881	106½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s) ..... coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s)..... registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s)..... coupon	.....	6	" "	1887	....
.. .. registered	.....	6	Jan. & July.	1888	....
.. .. coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870..... registered	290,379,800	5	F. M. A. & N.	1881	103¾
.. .. coupon	202,509,500	5	" "	1881	103¾
.. .. registered	170,246,800	4½	M. J. S. & D.	1891	109½
.. .. coupon	79,763,200	4½	" "	1891	109½
.. .. registered	525,900,250	4	J. A. J. & O.	1907	108¼
.. .. coupon	213,422,600	4	" "	1907	108¼
Refunding certificates of Feb. 28, 1879.....	1,524,950	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	8,877,625	...	.....	.....	....
Debt bearing no interest.....	391,341,013	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	120½
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	67
.. Substitution B) bonds; R. R. do.....	59,000	5	" "	1906	93
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,98[illegible],773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act 4 Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,394,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1872, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), con. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'01	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,748,250	3.65	Feb. & Aug.	1924	94½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,180,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,200):					
.. Atl. & Gulf R. R. bonds; 1858-66.	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,'00	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 15, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,600	7	Jan. & July.	1896	111
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1886	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds.....	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	738,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	239,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	44½
.. * Loan to N. O. & P. R. R. ('78)	$2,000,000	....	.....	.....	....
.. * Levee (Act 1865 and 1870) bonds.....	106,000	8	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($100,000 not fundable)	160,000	8	Various.	var.	....
.. * Mss. & Mex. Gulf Canal bonds (not F)	260,'00	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * R dorsements for N. O., M. & T. (n.f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. County Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. County Loan bonds 1864.....	2,330,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325,675):					
.. Loans to Railroads & Canals, etc.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80 '90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.	1,149,395	6	Various	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,320,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1874).....	916,[illegible]	6	"	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Pay-able.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, etc..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'96	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1[illegible] and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'91-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,675,000):					
.. State Buildings Loan bonds, 1869 & 1873.	370,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	104
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110½
.. R newal (Act, March 29, 1875)..... ..	4,350,000	6	" "	'9[illegible]-'97	107½
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	106½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds.....	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7 -'98	18
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	5
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	111½
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Resistered (15-25 year) bonds, tax free .	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4[illegible], gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ..	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7[illegible]	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	'1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, tg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, '869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1876)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	29
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	29
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,909,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,368,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,664,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'96	27
.. Old bonds (3rds fundable), coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered...	1,641,015	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1905	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,[illegible]33	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,289,370	...	Contingent.	.....	7
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,600	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,900,000	7.3	Jan. & July.	New York.	1896	116½
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	117
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	98½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5.000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,600	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R. assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley.						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	106
Loan of 1856-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	340,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	100
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	36½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	2,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	117½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	120
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	101½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	107
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	89½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage-Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1892	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	202,850	5	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1899	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	105½
1st Mort. (W. to Man. Jct.)	1,344,000	7	Jan & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	99
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	105
Inc. bonds,reg., not cumulative	2,460,000	7	" "	" "	1908	79
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	100
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'96	113
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	104½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	103½
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	104
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	111
2d Mort., Consol. (").	1,600,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	251
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000 000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	39
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	..
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	28½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	600,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	63
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds..	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.)assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,364,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	119½
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,830,500	7	June & Dec	Boston.	1903	122½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000	2 200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,000	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500.000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	117½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	114
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	113½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	118½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)....	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4 000,000	6	" "	" "	1907	102½
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	110½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.)..	3,440,400	7	" "	" "	1885	109½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River)..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge.....	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	119½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S. F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C.S&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	120,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	117½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I., C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,I.,&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort.(San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1901	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	403,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d(now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	600,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1908	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	114
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	118
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80¼
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,547 000	7	" "	" "	1890	43¼
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,268,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	108
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1861	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	102¾
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	100
Des Moines and Ft. Dodge:						
1st Mortgage (guaran'd).....	3,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1878	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	119
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	110
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'86	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	106
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1892	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3.149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	91½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	35½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118½
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	107
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1s mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold....	16,686,000	7*	March & Sept.	N.Y.& London.	1920	118½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	88
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1852	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	102
Equipment Mortgage	760,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (61 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.m.)	425,000	10	May & Nov.	"	1889	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.		1902	99
Construction Loan.....	230,405	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1890	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	600,000	7	April & Oct.		1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104½
Galv., Harrisburg & San Antonio						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"		....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold..	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold,.	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,000,000	8	Jan. & July.	New York.	1886	.09
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	98½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1895	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	111
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	106½
1st Mort. (Q. & Palm. R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R.R 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R..	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1867	300 000	6	April & Oct.	Brot. & Bost	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, guar.	6,227,000	7*	Jan. & July.	New York	1891	105
1st Mortgage (Western Div.)	2,205 000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000		" "	" "	1903	107½
Income and Indemnity bonds	1,359,500		May & Nov.	"	...	98½
Consolidated Mortgage	2,864,000		April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	84
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund..	4,328,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	72
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (O., L. & L. M.):						
1st Mortgage guaranteed	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,250,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC)						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	600,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (" ")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1918	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept.	" "	1899	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G.)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117
1st M.(3dD 244.66m.& 3,0'0,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	103
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	96
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	...
Consol. Mort., S.F., Regist'd..	9,411,000	7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25.000 000.	10,460,000	7	June & Dec.	" "	1903	118
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	116
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S . & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,831,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	113
1st Mortgage (")reg...		6	" "	"	1898	116
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	127
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	112
General Mort., registered ...		6*	" "	"	1922	114
Lewisb. Centre & Spruce C.(P & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	...
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	97
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	108
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	2,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R. W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	...
1st Mort. (Leb. Br. Ext. 78.2m.).	88,000	7	" "	"	'80-'85	...
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2'0,770	6*	Feb. & Aug.	" "	1902	...
1st Mort. (cellan Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,07',000	7	April & Oct.	" "	1898	113
Louisville Loan.....	850,000	6	" "	" "	'86-'87	...
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	160,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	86
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Far'gton).	633,000	6	Jan. & July	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	107
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	89
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	30
4th Mortgage.....	4,000,000	6	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'0	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	550,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'7	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	...	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July	New York.	1908	101
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	117
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1882	110
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	103
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1898	....
Midland of Canada:						
1st Mortgage sterling £335,000,.	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (B.,C.R.& N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage..	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.		1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.		1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	101½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	86½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent.R.R.ofGa.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 5*	May & Nov.	Mob. & Lond.	1938	....
Interest bonds	1,524,300	8	" "	Mobile.	'78-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	..	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds..	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free..	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	127
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'8	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	81-'9	....
New Mortgage	4,700,000	7	" "	"	1913	114
Nashville and Decatur(L.&Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	107
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	300,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton.						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	740,000	7	" "		1891	....
New Jersey Wes tern						
1st Mort. gold for $2.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d "	200,000	7	June and Dec.		1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.& Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104
Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	692,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F..	1,794,000	7	"	" "	1885	111
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	127½
1st Mort., reg'd }		7	" "	" "	1903	124½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	124½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	112
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.. ....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	109½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50.900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000	1,000,000	7	Jan. & July.	"	1899	118
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops,NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	118
General Mortgage	2 085,000	7	Jan. & July.		1903	116
North Shore (Flush.,N.S. &Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490.000	6	Jan. & July.	Baltimore.	1885	109
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Loud. & Balt.	1904	104½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	"	Baltimore.	1929	50½
Second General Mort. coupon..	1,000,000	6	" "	" "	1929	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	103
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	114½
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	115
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	109
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1888	....
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	76
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1893	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6?	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000	1,662,000	7	March & Sept.	"	1894	116½
Cape Cod Railroad Bonds	265,000	7	Feb. and Aug.	"	1891	100

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	98¼
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101¼
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	102
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	89¼
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	71¼
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	78
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,627,000	6	.....	U. S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	65,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,688,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103¼
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99¼
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1852	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	96¼
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1836	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114¼
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	33¼
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	56
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50¼
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	109
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106¼
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1893	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	1 3
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1876	99¼
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	99¼
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	99¼
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42¼
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	94¼
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	"	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	350,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M. (W.D) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	98½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	102
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1895	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	89½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	71½
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	6	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	280,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	...	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,621,000	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1883	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,638,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	96½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	..... New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114½
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	103½
Consolidated Mortgage	7.548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	56
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	109
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	130
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	1 3
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	99½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	94½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	96½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	94½
Consol. 2d mort. gold	3,134,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.)						
1st Mortgage	300,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,600	6g	Jan. & July.	N. Y. & Bost.	'96-'99	113
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	111¼
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	115¼
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1895	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compn's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.	1,310,000	6g	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	107
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111¼
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,1v1	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	76
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	106
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " ")	600,000	8	May and Nov.	"	1873	76
4th Mort. " ")	700,000	8	March & Sept.	"	1880	44
Funded Coupons (do.)	722,664	....	.....	"	.....	....
1st Mort. (Lynchb'g & Danville)	531,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	219,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Ma	41,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,00.,000)	456,600	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia	1891	114¼
Western North Carolina:						
1st Mortgage.....	853,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	8,920,000	7	"	"	1900	113
Sterling Bonds, Sinking Fund..	961 284	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	106¾
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	5 14
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108¾
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	116
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200.000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	58
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109¾
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113¾
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	90¾
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869	2,500,000	7	Jan. and July.	New York.	1884	107
reg. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	109¾
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103¼
1st Mortgage, registered	5,881,963	6	J. A. J. & O.	"	1884	106¾
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,668,500	6g	June & Dec	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	105¾
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81¾
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	101
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	77¾
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. Bds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1898	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	
2d Mortgage.....	295,000	6			1888	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
c. 31, 1878	306.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	—	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,693,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	106
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,529	271,658	102,850	—	50	....
Dec. 31, 1878	146.6	32.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	19	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,096	3,950,868	2,035,676	—	100	118½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia.	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,891	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West..N.Y. Penn.& O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,652,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,529	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,082,955	2,061,625	7,121,900	14,665,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	3,484,000	.....	.....	.....	2,000,000	3,484,000	288,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,306,232	3,031,498	18,277,309	37,670,350	5,819,729	37,111,919	557.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	145
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,858	.....	262.6	1,349,681	40,757	453,963	1,067,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	.....	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,005	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,120,788	.....	.....	994,050	3,444,500	157,524	.....	98.8	.....	.....	.....	639,034	152,755	—	50	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	.....	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,278,670	2,425,060	321.7	5,024,183	5,200,641	2,842,555	6,633,533	2,219,536	8	100	144
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	862,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	...
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	573	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,837	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	12½
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	86,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,878	2	500	91
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,044	203,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,857	2,100,741	741,373	7	100	125
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,161	77,615	2,945,231	500,000	500,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	....
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	477,343	363,127	67.7	800,010	3,218,189	569,751	1,206,417	358,490	6	100	138
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	16	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	163,717	20,508	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,010	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,553,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,908	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,414,762	560,311	—	100	65
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	.....	60,449	2,000,377	9,390,800	10,958,300	1,776,111	502,467	416.2	469,122	158,683	379,879	1,921,350	1,302,678	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,760	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,436,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,849	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California.	18,800,673	391,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,37*,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,458	*	4,915,026	164,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,974	219,544	958,044	1,490,270	233,045	—	100	54
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	*	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	229,000	7pf	50	32
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	—	75.6	.....	.....	.....	.....	113,370	—	100	50½
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,284,000	*	.....	.....	7,020,000	3,614,000	.....	—	.....	.....	.....	.....	.....	664,999	7pf	100	115½
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,541,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,956	.....	.....	2,721,624	1,523,309	2†	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,546	—	190.6	685,952	175,517	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	81,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	57
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,037,963	420,587	349,182	104,796	2,858,550	2,500,000	42,592	456,586	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80½
Dec. 31, 1878	892.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah	134,650,528	7,356,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,042	17,530,858	8,744,740	—	100	68
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132 651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,948	441,357	152,223	—	100	97½
Sept. 30, 1878	427.3	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,602	486,035	15,950,402	28,258,320	2,127,589	—	425.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	165
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,259	322,266	177,285	145,719	2,153,300	826,500	26,312	24,427	53.6	557,059	124,321	419,309	527,588	123,885	1pf	100	52
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,251	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,405	781,991	1,967,306	4,691,519	2,156,385	7	100	106½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,685	3,327,845	27,958,916	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,686,580	8	100	116½
June 30, 187	764.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,636,109	*	.....	.....	6,156,600	.....	280,324	.....	221.6	313,592	87,572	235,833	538,596	260,947	—	100	71
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,078,985	*	.....	.....	978,985	1,096,000	.....	.....	59.3	429,435	158,401	674,068	388,422	80,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	*	352,107	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,696,900	*	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,587	10	100	144
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul.Wis. I.&M.	58,755,184	*	2,843,298	1,480,429	27,683,744	32,038,500	791,593	2,820,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,768	3,859,454	7pf	100	71½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,598,000	3,241,088	4,342,772	1,616.5	11,125,633	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	91½
Mar. 31, 1879	500.2	222.0	161.7	39.0	289	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa	34,558,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,126.0	7,546,000	1,500,960	2,286,270	9,499,333	4,829,961	10	100	189½
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	.....	.....	.....	5,963,650	17,247,851	120,695	.....	471.6	1,818,819	227,184	456,158	2,819,019	818,723	—	100	22

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	p.c
Dec 31, 1878	40.4	484	3,671	6	495	178	86	10,882	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,420,037	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501		100	100
Dec. 31, 1878	25.0	—	2.0	—					Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	.....	12,400	37,882	27,828	3,912	—	50	.....
Dec. 31, 1878	105.0	49.7	96.8	—					Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	.....	16,035,238	1,178,758	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	4	50	98
Dec. 31, 1878	120.4	—	55.2	—	45	39	12	679	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,350,670	27,528,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	.....
Dec. 31 1878	165.7	—	4.1	—	10	6	2	224	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,584	1,228,691	384,621	8	50	98
Sept. 30, 1878	24.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ ..... Ark.	3,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857		100	31
Dec. 31, 1878	101.5	—	9.4	—					Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,760	1,157,861	.....	322.9	1,609,250	1,157,715	251,680	1,537,314	497,895		50	.....
Jan. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	.....	.....	1,624,000	1,674,000	.....	.....	101.5	.....	.....	.....	231,290	138,370		100	103
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,289	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160		100	..
Dec. 31, 1878	288.7	—	26.0	—	28	12	8	459	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	7,500,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	120
Dec. 31, 1878	38.0	5.0	9.2	—					Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141		100	90
Jun. 30, 1878	187.3	87.9	153 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,845,733	266,980		50	..
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200.000	3 844	.....	3,530,000	20,113	.....	99 7	171,215	74,140	45,114	110,777	9,467		—	—
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	428,792	1,271,052	5,312,725	4,220,000	1,309,535	.....	213.5	613,520	327,384	314,282	978,053	294,160		100	..
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,396,106	1,245,848	.....	408,169	1,500,000	2,850,000	462,217	75,536	88.5	195,998	59,411	668,276	566,453	299,181		100	17
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	since re	organiza	tion.)	.....	.....	.....	292.0	645,928	.....	158,458	682,412	307,445		100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	.....	*	.....	.....	.....	.....	.....	.....	132.0	.....	.....	.....	443,764	116,418		100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,938	*	(N o report		18,738,204	13,191,000	20,960	3,192,107	115.0	156,483	.....	.....	203,671	63,062		100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	6,913,439	*	6,159,161	345,173	6,000,000	750,000	166,439	.....	803.7	6,812,530	1,483,937	1,530,737	6,872,094	2,707,353	4	100	79
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	162.4	351,905	76,913	182,088	245,025	49,745		100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	123.5	280,174	64,235	263,356	359,850	117,911		100	....
May 31, 1879	24.4	—	1.7	—					Minnesota Valley (C. & N. W.) .. Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....		100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,800	324,445	.....	100.0	157,457	.....	.....	378,780	176,935		100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2		Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,140	*	.....	308,672	1,457,223	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125		100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	5,081,682	348,483		100	29
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	500,000	15,923,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087		100	15
May 31, 1879	84.0	—	4.0	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,138,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,345		100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	3,164,261	557,454	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,182	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7 9	.....	528.6	1,166,773	233,067	186,638	2,098,500	879,831		100	14
Oct. 31, 1878	80.0	—	4.0	—	7	6	2	78	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,364	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614		100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,466	Morris and Essex ..... New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	107
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	113
Mar. 31, 1879	49.8	—	4.0	—					Nashua & Rochester (W. & N.)....N. H.	2,006,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	96,932	48,278	5	100	60
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St.L..T.Ala. &Ky.	14,097,296	*	679,152	329,726	6 575,296	7,622,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	68
Jun. 30, 1878	122.3	—	13.3	—					Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 308	122.8	356.841	77,756	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20.696	309,002	61.2	286,538	274,412	178.203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	581,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,680	19,955	98,085	51,718		100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,604	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749		100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3 ft).....New Br.	2,021,000	*	.....	.....	200,000	1,772,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111		100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416		100	....
Dec. 31, 1878	14.9	—	5.8	—					Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,093	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	982,560	268,143	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	149.3	364,773	268,243	273,437	548,200	225,320		100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile..La., Miss. &Ala.	6,000,000	*	.....	.....	3,525,000	3,625,000	.....	.....	141.0	.....	181,439	161,046	672,986	367,836		100	....
Dec. 31, 1878	112.0	37.0	16.0	—					New York and Canada (D. & H.). N. Y.	8,153,683	—	.....	126,058	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....		100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	59	New York Central & Hudson River.N.Y.	82,168,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	125
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....		—	—
Sept. 30, 1878	126.9	—	60.7	—					N. Y. and Harlem (N.Y.C.&H.R.)N.Y.									Incl	uded in	Lessees r	eturns.			8		
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	5.5							100	180
Sept. 30, 1878	460.0	96.5	1.179	—	475	311	96	—	N. Y., Lake Erie & Western..N. Y. &Pa.	118,019,931	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		—	—
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft)...N. Y.	568,111	169,107	44,861,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,739,231	4,896,327	6,150,468	15,644,978	5,009 114		100	34
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,066,871	16 740	298,147	138,147		100	....
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	1,373,773	1,537,029	15,500,000	400,000	934,078	201,721	139.0	915,352	1,731,635	435,867	1,006,287	107,890		100	35
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2,645.027	559,487	1,089,987	.....	3,000,000	1,050,000	475,465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	162
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	218,800	.....	62.6	442,622	657,742	279,354	710,038	273,455	10	100	133
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	142	Northeastern ¶.....S. C.	2,148,131	*	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	.....	.....	743,964	427,326	3	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	387,960	47,317	899,350	1,142,000	89,181	35,896	102.0	272,509	98,763	98,763	494 022	159,659	6	100	....
Dec. 31, 1878	137.0	13.0	192.9	—	152	64	42	5,296	Northern Central .....Md. & Pa.	12,184.505	4 196,107	5,156,440	47,417	5,842,000	100	396.617	484,880	8.	452,301	141,209	401,822	426,874	107,372	5	100	98
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific...Minn.,Dak.,Wash.&c.	19,588,650	1,115,373	130.694 587	560.455	100,000,000	15,393,000	1,828,533	.....	322.7	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960		50	50
Oct. 31, 1878	55.6	82.6	79.5	—	58	63	32	1,148	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,607	120,347	4.264, 50	6,000,000	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700		100	25
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.& Mass.	3,205.435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,899	335,000	408.094	666,833	269,778	10	100	138
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325		100	26
Dec. 31, 1878	340.5	274.6	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	—	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547		100	26
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,882,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	738,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	—	58	Omaha and Republican Val..... ...Neb.	1,113,000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	.....	.....		100	....
Sept. 30, 1878	35 0	—	15.6	—	14	13	6	286	Oswego and Syracuse.....N.Y.	1,752,540	*	.....	.....	1,320.400	461,500	8,801	.....	35.0	206,070	136,118	29,874	279,562	74,852	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... .....Ky.	4.277,634	*	56,606	22,674	2,853.000	1,428,194	66,644	10,079	185.6	352,451	53,277	22 1.882	319,542	88,266		100	....
Dec. 31, 1878	47.6	—	12.2	—	18	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000.000	3,577,308	.....	.....	47.6	.....	24,921	15 2478	2,114,859	1,569,515	12	100	170
78	67.4	—	7	—	—	—	—	126	—	Pekin Linc. and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	176,899	$141,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.0	623.6	—	648	335	128	1,554	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,500	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	101				
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—		Pennsylvania and N. York. (D.&H.)	Pe n	4,658,535	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....				
Apl 0 1878	44.0	6.0	3.0	—	6	3	1		Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,75	12	100	....				
Jan. 30, 1878	88.0	—	15.7	—	13	7	4	174	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	88.0	293,285	94,911	148,964	227,501	32,818	—	100	....				
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....				
Dec. 31, 1878	51.7	—	5.2	—	8	40	3	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,000	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....				
Oct. 31, 1878	40.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....				
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	28				
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	102	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	.....	.....	.....	.....	.....				
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	84		Philadelphia & Reading	Penn	30,513,089	9,355,442	68,969,752	10,585,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,876,413	8,766,979	11,539,563	6,307,821	—	50	22				
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,9 6	2,243,781	793,365	2,680,446	1,198,048	8	50	39				
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,156	1,814,337	8,43 ,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....				
Sept. 30, 1878	349.6	1.9	37.3	—	16	15	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 018,671	470,698	42,697	8,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,466	1,542,754	578,312	—	50	....				
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	68 743,396	*	213,315	12,000	25,38 ,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,260	7,8 ,110	3,689,197	7	100	118				
Dec. 31, 1878	6 .0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	.....	50	...				
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	27				
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitts., Wheeling & Kentucky	W. Va.	599,393	.....	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,683	49,816	10,304	—	100	...				
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,538	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....				
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966.211	*	.....	.....	686,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0 .2	148,151	29,334	—	100	....				
Sept. 30, 1878	51.0	—	16.1	—	19	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	106				
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,365,000	*	.....	.....	850,000	535,000	41,0 5	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....				
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,486	86,497	41,812	—	100	....				
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	156,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....				
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,17 ,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44,615	.....	242,478	107,185	—	100	....				
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,808	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,343	8	100	118				
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....				
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,163	74,957	1,532,629	878,241	63,955	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....				
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102.684	67,861	41,791	84,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,3 5	80,760	62,553	4,479	—	100	....				
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,2 4	52,293	92,803	1,956	—	100	...				
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,346	223,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....				
Dec. 31, 1878	91 0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....				
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	6,749,900	608,688	.....	409.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	20				
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,043,238	457,800	1,066,402	.....	6,480,100	2,546,400	559,741	.....	136.0	.....	.....	[rental, et	c.	295,812	278,758	—	100	61				
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847.208	*	2,309	39,188	264,004	446,000	.....	177,601	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....				
Sept. 30, 1878	22.0	—	3.3	—	4	4	5	100	St. Croix and Penobscot	Me.	311.935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	38,566	15,425	—	100	....				
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,639	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	...				
Dec. 31, 1878	389.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,855	103,792	75.2	395,390	184,988	478,648	506,459	239,621	—	100	15				
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.																					
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,499,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	40				
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.		240,000	240,000	—	100	....				
Dec. 31, 1878	265.6	113.3	67.2	—	100	42	20	2 600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 00	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....				
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	818	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,696	63,132	254,38	1,201,852	608,517	—	100	31				
Oct. 31, 1878	169.3	17.4	26.9	—	28	12	4	669	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,208	183,359	.....	954,833	168,210	—	100	....				
Oct. 31, 1878	158.3	—	25.9	—	35	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	168,686	—	100	26				
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	26				
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	48,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	692,754	239,505	—	100	37				
Sept. 30, 1878	116 3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,568	1,059,972	2,300,000	327,077	40,800	119.3	841,442	191,069	781,146	657,632	234,227	—	50	....				
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....				
Dec 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94 170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....				
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....				
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	88,376	99,155	20,012	—	100	....				
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,583	349,229	254,039	135,281	—	50	....				
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....				
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	158.5	165,745	59,815	136 055	414,477	100,090	—	100	....				
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,0 0	575,875	.....	190.0	552,986	79,038	713,952	844,689	248 649	—	100	....				
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,662	409,305	—	100	....				
Sept. 30, 1878	114.0	—	17.8	—	16	9	5	406	Southern Central	N.Y.	8,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462 906	142,850	—	100	....				
Dec. 31 1878	167.0	—	11.2	—	14	6	8	298	Southern Minnesota ¶	Minnesota	6,424.100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....				
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,166,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....				
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	411,390	.....	.....	739,223	352,631	8	100	....				
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,450	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....				
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,870,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....				
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,020	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378,111	150,916	810,886	610,532	224,624	3	100	....				
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100				
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0.00	1,142,000	548,854	125,095	108.0	.....	.....	86,398	220,137	74,284	—	100	....				
May 31, 1879	179.7	264.1	39.4	89.0	40	21	11	977	Texas and Pacific ¶	Texas.	28,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	47				
Dec. 31, 1878	227.4	19.6	86.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	5,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,868,290	472 211	—	100	18				
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,455,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....				
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,882	.....	74.0	104,753	82,965	85,467	188,158	31,658	—	100	....				
Dec. 31, 1878	275.5	—	369.8	—	255	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	1,583,229	10	100	160				
Dec. 31, 1878	1 038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	18,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	86				
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,12	62,069	—	100	....				
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....				
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,365	88,120	147,542	def. 3,911	—	100	118				
Sept. 30, 1878	66.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,96 ,000	900,000	6,284	38,902	58.8	.....	.....	.....	[rental.	183,197	160,197	5	100	....				
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288.468	*	.....	33,163	1,397.603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....				
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada	3,696,881	712,279	427,548	104,857	6,000,000	1,101,000	.....	.....	52.2	458,810	.....	507,922	1,604,443	725,092	12	100	....				
Dec. 31, 1878	462.1	148.1	43.8	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	864,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,872	654,123	—	100	49				
Sept. 30, 1878	268.5	121.5	18.0	—	31	34	14	474	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	206.2	795,119	149,248	192,197	926,044	225,554	—	100	....				
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	98,745	29,169	27,126	102,363	22,237	—	100	....				
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,953	312,487	146,127	8	50	70				
Dec. 31, 1878	59.6	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,882	459,297	1,533,634	91,188	1,359,750	2,400,000	71,589	39,592	128.6	440,644	616,380	119,032	54 ,678	202,985	—	50	70				
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....				
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western of Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71				
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	318,114	808,864	16,294	4,000,000	3,500,000	387,629	256,638	212.7	870,604	289,094	462,341	1,067,654	304,401	—	100	....				
Sept. 30, 1878	189.0	—	13.0	—	31	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,285	300,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	609,698	98,658	—	100	55				
Sept. 30, 1878	163.6	17.0	13.2	—	23	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,100	52,132	315,434	140.5	406,277	.....	.....	312,171	176,277	3	100	....				
Sept. 30, 1878	45 1	—	25.1	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	584,980	75,045	1,789,800	1,000,000	117,024	229,767	94.5	342,753	325,977	313,962	473,240	168,351	—	100	56				

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for April, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of.... .... $858,344
An increase in expenses of..... 393,790

An increase in net earnings of.. .... $164,554

The four months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of.... .... $2,480,126
An increase in expenses of..... 1,085,585

An increase in net earnings of.... .... $1,894,541

All lines west of Pittsburg and Erie for the four months of 1880 show a surplus over liabilities of $1,291,454, being a gain over the same period in 1879 of $1,238,671.

Statement of the Public Debt of the United States, May 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1881..	$16,718,000 00	$334,260 00
6 per cent. bonds, 1881 (Oregon,) 1881.....	753,950 00	15,079 00
6 per cent. 1881 bonds, 1881..	166,388,200 00	3,327,764 00
6 per cent. 1881 bonds, 1863..	66,106,150 00	1,322,123 00
5 per cent. funded loan of 1881	492,889 300 00	6,161,116 25
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	739,322,850 00	2,464,409 50
Refunding Certificates.....	1,524,950 00	5,083 17
3 per cent. navy pension fund, 1868.....	14,000,000 00	140,000 00
Aggregate of debt bearing interest.....	$1,747,698,400 00	$15,644,934 92
Interest due and unpaid		3,320,083 09

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,800 00	5,124 66
6 per cent. 5-20 bonds, called June, 1864	68,350 00	818 79
6 per cent. 5-20 bonds, called 1865	117,050 00	51,521 06
5 per cent. 10-40 bonds, called, 1864.....	3,306,450 00	271,336 71
6 per cent. Consol. bonds, called, 1865.....	641,400 00	8,236 57
6 per cent. Consol. bonds, called, 1867.....	2,684,400 30	233,087 58
6 per cent. Consol. bonds, called, 1868	968,500 00	96,373 06
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,965 00	2,350 35
5 per cent. 2 year notes, 1863.	36,150 00	1,377 99
6 per cent. compound interest notes, 1863-64.....	244,290 00	49,660 61
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,250 00	5,442 71
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,877,635 26	$849,404 29

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,093 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit	8,760,000 00	
Fractional currency, 1862-3-4	15,604,587 00	
Coin certificates, 1863.....	8,230,000 00	
Silver certificates, 1878.....	12,043,720 00	
Unclaimed interest.....		7,777 03
Aggregate of debt bearing no interest.....	$391,381,013 00	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$249,961,300 00	
Bonds at 5 per cent.....	492,889,300 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,322,850 00	
Refunding certificates.....	4,524,950 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,747,698,400 00	$15,964,918 01
Debt on which interest has ceased since maturity.....	8,877,635 26	849,404 29
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,106 00	
Certificates of deposit.....	8,760,000 00	
Fractional currency.....	15,604,587 00	
Coin and Silver Certificates.	20,274,320 00	
	$391,381,013 00	
Unclaimed interest.....		7,777 03
	$2,147,957,048 26	$16,822,099 32
Total debt, principal and interest, to date, including interest due and unpaid.....$2,167,779,147 59		

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,320,083 09
Debt on which interest has ceased.....	8,877,635 26
Interest thereon	849,404 29
Gold and silver certificates.....	20,274,320 00
U S Notes held for redemption of certificates of deposit.	8,760,000 00
Cash balance available May 1, 1880.....	157,382,951 23
	$199,444,393 87
Debt, less amount in Treasury, May 1, 1880.	$1,968,314,753 72
Debt, less amount in Treasury, on the 1st ult.	1,980,392,824 22
Decrease of debt during the month.....	$12,078,070 50
Decrease of debt since June 30, 1879.....	$58,892,502 65

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	32,566 40
Totals.....	$64,623,512 00	$1,292,470 24

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,084,619 83; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,337 24.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Northern Central Railway.

The gross earnings, operating expenses and net earnings of the Northern Central Railway for the month of April, were:

	1880.	1879.
Gross earnings	$386,130 40	$328,869 48
Operating expenses ..	272,561 98	288,934 10
Net earnings	$113,568 42	$39,935 38

For the four months ended April 30, the earnings, expenses, etc., were:

	1880.	1879.
Gross earnings.	$1,466,809 87	$1,201,645 49
Operating expenses.	974,987 87	802,509 76
Net earnings...	$491,822 50	$399 135 73

☞ The Ironton Railway Company, of which B. F. Ellaberry is President, has entered into a contract with Geo. D. Chapman, as President of the Ohio River Railway Co., which insures the completion within eight months of a line from opposite Ashland, Kentucky, to Portsmouth, Ohio. Mr. Chapman expects to have the road finished and trains running in connection with the Scioto Valley railroad between Ironton and Portsmouth within ninety days.

Philadelphia Stock Exchange.

Closing Prices for the week ending May 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.
Alleghany Val. 7 3-10s.	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1885	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	50	....	43	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	30	30¼	27	22¾	22¾	23¼
6s, 1884.....	106¼	....	....	....	....	....
Gold Loan.....	....	....	....	....	....	106
Railroad Loan.....	....	....	110	....	110	
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	105¼	....	....	....	....
Lehigh Valley	51	51	50	49¾	46¾	49¾
1st mort. 4s, coupon.....	....	118	....	....	....	....
1st mort. 3s, reg.....	118¾	....	....	....	....	115
2d mort. 7s...	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg..	114	....	....	....	....	....
Little Schuylkill.....	54	54	....	....	....	....
Minehill & Sch. Haven	59	59	....	....	....	....
North Pennsylvania ..	50	50	....	....	....	....
1st mortgage 6s.....	108¾	....	....	....	....	....
2d mortgage 7s.....	118	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central. ..	31¾	32	....	31	....	....
6s.....	80	....	....	....	....	....
Northern Pacific	23¾	22	21¾	20¾	20	22
Preferred	45	44¾	....	42¾	40	43¾
Pennsylvania R. R. ..	51¾	51¾	50¾	49¾	48¾	49¾
1st mortgage.....	....	103¾	....	....	1-3	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	117
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new....	115¾	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	24	23¾	15¾	10	9¾	10¾
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	100
Gen'l mortgage 6s.....	84	....	....	....	....	....
Philadelphia and Erie	13	....	12	11¾	10¾	
1st mortgage, 6s.....	101¾	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	111
Pittsb., Cin. & St L. 7s	....	115¾	....	115	115¾	
Pittsb., Titusv. & Bud..	14¾	14¾	12¾	10¾	10¾	11¾
7s.....	78	....	....	....	....	....
Schuylkill Navigation....	....	....	....	....	....	....
Preferred.....	12¾	....	....	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	77¾	....	....	....
United Co. of N. Jersey	160¾	160¾	160¾	160	160	160
Hestonville, (Horse)	18	19	....	15	....	16
Chestnut & Wal (do)....	....	....	....	....	....	....
Green and Coates (do.)....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending May 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.
Baltimore and Ohio	....	....	....	....	....	145
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	106¾	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	108	....	....	....	....	107
2d mortgage, 7s.....	73	....	73	69	67	66¾
3d mortgage, 8s.....	34¾	....	30¾	28¾	29	
Northern Central ($50).....	....	22	....	....	....	....
2d mortgage, 6s 1885. 109	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	109¾	....	....	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	76	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	114¾	....	....	....	....	....
Virginia 6s, Consol ..	55¾	55¾	56¾	56	56	55¾
Consol. Coupons	....	93¾	....	....	....	....
10-40 bonds.....	39¾	40	39¾	....	....	....
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	100	....	....	....	....	....
City Passenger R. R.....	....	....	37	....		

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
Adams Express	113	113	113	....	....	112
Albany and Susq.	....	....	....	....	107	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	56¼	57	....	....	....	56
Atlantic & Pacific Tel	37¼	37¼	37	36	....	36¼
Burl., C. R. & Nor.	....	58	....	50	....	55
1st mortgage 5s	91¼	....	91¼	91¼	91	91¼
Canada Southern	52	49¼	51¼	49¼	52¼	51¼
1st mortgage guar.	89	89¼	89	88¼	....	88
Central of N. Jersey	67¼	64¼	62¼	61	32¼	63¼
1st mortgage 1890	116	....	....	....	115	....
7s, consolidated, a-a	....	103	101¼	95	96¼	99¼
7s, convertible, ass.	103¼	103¼	105	103¼	96¼	97
7s, Income	79	....	79	....	....	....
Adjustment	....	106	105¼	104	98	....
Central Pacific	....	....	65	....	63	65
6s, gold	113	....	113	....	....	113
1st M. (San Joaquin)	104¼	....	....	104	____	103¼
1st M. (Cal. and Or.)	....	....	....	....	104¼	104¼
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	17	16	15¼	15	15¼	16
Chicago and Alton	....	....	106	106	104	105¼
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	117	121	114¼	114	113¼	115
7s Consol, 1903	....	123	....	....	....	122¼
Chic., Mil. and St. Paul	71¼	71¼	70¼	68¼	70¼	70¼
Preferred	100¼	100¼	100¼	99	100¼	....
1st mortgage, 8s	....	127¼	....	....	....	127¼
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	114	113¼	....	....	114
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	116	....	116	....	....
Consolidated S. F.	110¼	110¼	110¼	110¼	110¼	....
Chic. & Northwestern.	89¼	89¼	91	88¼	90¼	90¼
Preferred	107¼	106¼	106	106¼	106	106¼
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	122	....	....	122	122	....
Consol. Gold bonds.	118¼	....	....	....	120	119¼
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	192	....	....	....	187¼	190
6s, 1917	....	117¼	117	....	....	117¼
Clev., Col., C. and Ind.	69¼	70	69¼	68¼	64	66
1st mortgage	....	....	....	....	118	....
Clev. & Pittsburg guar.	112¼	....	112¼	112	112	....
7s, Consolidated	....	119	....	119¼	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	11¼	11	11	10¼	10¼	11
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal.	72¼	70¼	70¼	65	66	67¼
Reg. 7s, 1891	....	109	109	....	....	....
Reg 7s, 1884	107	....	....	....	....	....
7s, 1894	....	....	108¼	....	....	....
Del., Lack. & Western.	79¼	76¼	74¼	69¼	73¼	73¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	117¼	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	120¼	....	....	....	....	118¼
2d mortgage	....	....	....	....	....	105¼
3d mortgage	107	....	....	....	....	107
4th mortgage	....	....	102¼	102	102¼	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	119¼	119¼	119¼	119	118¼	118¼
Great Western 1st mort.	108¼	109	....	....	....	....
2d mortgage	99	....	....	97	....	....
Hannibal & St. Joseph	26	25	25	23¼	24¼	24¼
Preferred	68¼	68¼	68¼	66¼	66¼	66¼
8s, Convertible	107	107	106¼	....	106	....
Houston & Tex. Cent.	53¼	53¼	54	....	....	56
1st Mortgage	....	....	....	....	....	....
Illinois Central	104	104	102¼	100¼	101¼	101¼
Lake Shore & Mich So.	101¼	101¼	101¼	99¼	100¼	100¼
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	124	125	123	120	120	120
7s, Consolidated	....	....	....	....	118¼	113¼
Manhattan	27¼	27¼	26¼	26¼	25¼	27
Metropolitan Elevated	94¼	97	96	94	93	93¼
1st Mortgage	....	101¼	101	101¼	101	101
Michigan Central	78	77¼	78¼	76¼	78	77¼
7s, 1902	....	118	117¼	....	....	117¼
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	108	108¼	105	102¼	104¼	105
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	111	110¼	110	....	....
N. Y. Cent. & Hud. Riv	125¼	124¼	124¼	123	124¼	125
6s, Sinking fund, 1883	....	104	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	124¼	....	....	....	....
N. Y. Elevated	114	115¼	114¼	....	113¼	....
1st mortgage	112	....	....	....	110¼	111
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending May 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
N. Y., Lake Erie & W.	26¼	25¼	25¼	22¼	23¼	24
Preferred	58¼	57¼	56¼	52	52	52¼
2d Consolidated	89¼	88¼	88¼	84¼	85¼	86¼
New 2d 5s fund	83¼	83	82¼	82¼	78¼	80¼
N. Y., N. Haven & Hart	....	....	....	....	162	....
North Missouri 1st M.	....	116¼	116¼	....	....	....
Northern Pacific	23¼	22	21¼	20	20¼	22¼
Preferred	45	43	42¼	41¼	43	44
Ohio and Mississippi	26¼	26	25¼	22¼	25	25¼
Preferred	71	....	70	69	69¼	70¼
2d mortgage	109	....	....	....	....	....
Consolidated 7s	....	....	....	....	114¼	....
Consol. Sinking fund	....	115	....	....	....	....
Pacific Mail S. S. Co.	31¼	31¼	31¼	30¼	32¼	36
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	108	....	107¼	....	107¼
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	170	....
Philadelphia & Reading	46¼	31¼	29¼	19¼	21¼	22
Pitts., Ft. W. & Chi. gtd	118¼	....	119	....	118	....
1st mortgage	....	....	....	....	....	130¼
2d mortgage	....	....	....	....	....	....
3d mortgage	....	119¼	120	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co.	16	....	....	10	....	....
Preferred	55	54	55	53	49	50¼
St. Louis & San Fran.	33¼	33¼	32	30¼	29	....
Preferred	43	43¼	42¼	41	39¼	42
1st Preferred	65	65	63¼	62	62¼	....
St. L., Alton and T. H.	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	42	40¼	40¼	37¼	38	38¼
1st mortgage	113¼	....	....	113¼	....	114
2d mortgage	99	99	99	98	97	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	84¼	84	84	83	83¼	85
1st mortgage	112¼	113	113	113	....	113
Land Grant 7s	111¼	....	....	....	111¼	111¼
Sinking Fund 8s	....	....	....	115¼	....	114¼
United States Express.	46	48	46¼	....	47	46¼
Wabash	....	....	....	....	....	....
1st mortgage	....	....	111	....	....	....
2d mortgage	99¼	....	99	....	....	....
7s, Consolidated	95	....	....	94¼	94¼	94¼
St. Louis Division	104	....	....	102	103	....
Wabash, St. L. & Pac.	31	30¼	29¼	28¼	29	29¼
Preferred	57¼	57¼	57¼	55¼	55¼	56¼
New Mort. 7s	....	....	....	94¼	....	....
Wells-Fargo Express	....	....	106	105	....	105
Western Pacific bonds	....	....	....	107¼	....	109
Western Union Tel	98¼	96¼	95¼	94¼	93¼	94¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending May 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
Atch., Top. and San. Fe	121	....	118	117¼	118¼	
1st mortgage	....	....	116¼	....	117	
2d mortgage	....	....	....	....	....	
Land Grant 7s	114¼	....	....	113¼	....	
Boston and Albany	144¼	144¼	....	144	144	144
7s, reg.	....	....	....	....	....	....
Boston and Lowell	91	....	90	91	....	....
Boston and Maine	128	128	125¼	125¼	125	....
Boston and Providence	138	....	....	....	....	....
Boston, Hart. & Erie 7s	38¼	37¼	36¼	35¼	36¼	36¼
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	107¼	108	....	....	....	....
4s	79	....	....	....	....	....
Chi., Burl. and Quincy	117	116	115	114¼	115¼	115¼
7s	....	....	....	....	119¼	....
Cin., Sand. and Clev.	10¼	10¼	9¼	9¼	9¼	9¼
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	28¼	27	26	27¼	26¼
New 4½ Bonds	92¼	92	92	....	91¼	91¼
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	78	....	77	....
N. Y. & New England	37	35¼	....	35¼	35¼	
7s	109¼	....	....	109¼	109¼	
Northern, N. H.	98	98	98	98	....	99
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	26¼	26	....	....	....	25
Preferred	....	72	....	....	....	....
Old Colony	112	112	112	....	112¼	112
Ph., Wil. & Balt. ($50)	....	69¼	....	69¼	....	....
Portl'd, Saco & Ports.	....	....	....	....	108	106
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	109¼	....
Pullman Palace Car	111¼	....	....	....	....	....
Union Pacific	85	84¼	....	84	....	84
8s	....	....	....	110¼	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	114¼	....	....	....	....	114¼
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	56	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	66¼	66¼	66¼	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	220	210	200	206	210	221
Quincy	....	....	....	23¼	....	....

New York Stock Exchange.

Closing Prices for the week ending May 26.

	Th.20	F.21	Sat.22	M.24	Tu.25	W.26
Federal Stocks:—						
U. S. 4s, 1907, reg.	107¼	107¼	....	107¼	107¼	107¼
U. S. 4s, 1907, coup.	107¼	....	107¼	107¼	....	....
U. S. 4½s, 1891, reg.	....	....	....	....	....	108¼
U. S. 4½s, 1891, coup.	108¾	....	....	....	....	....
U. S. 5s, 1881, reg.	103¼	....	....	....	....	103¾
U. S. 5s, 1881, coup.	103¼	....	103¼	103¾	....	....
U. S. 6s, 1881, reg.	106¼	....	....	....	....	107¼
U. S. 6s, 1881, coup.	....	....	....	106¼	....	107¼
U. S. 6s, 1880, reg.	104¼	....	....	....	....	....
U. S. 6s, 1880, coup.	104¾	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	94¼
Dt. of Col. 3-65s, coup.	....	95	....	95	....	95
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices— May 7.	May 14
Atlantic & Gt. W. 1st mort., Certs.	70 — 72	68 — 70
Do. 2d mort., Certs.	32 — 34	31 — 33
Do. 3d mort., Certs.	16 — 17	14¼ — 16¼
Baltimore and Ohio (sterling)	113 — 115	113 — 115
Central of New Jersey $100 shares	75 — 79	68 — 72
Do. Cons. Mort. Oct. '79 coupon	106 — 108	106 — 108
Do. Adjustment bonds	106 — 107	105 — 107
Do. Income bonds	78 — 83	79 — 83
Det., Gd. Haven & Mil. Equip. bds.	109 — 111	109 — 111
Do. Con. M. 5 p.c. till '84 after 6 p.c	101 — 103	100 — 102
Erie shares $100 Recon. Ass. $6 pd.	39 — 39¼	35¼ — 36¼
Do Pref. Shares, R. T. Ass. $3 pd	65 — 70	63 — 68
Do. 1st Con. M. ex-Certs. 6 Cou.	119 — 121	119 — 121
Illinois Central $100 shares	105 — 107	105 — 107
Illinois & St. Louis Bdge 1 mort. stg.	— — —	— — —
do do. 2 mort. stg	— — —	— — —
Lehigh Valley Consol. mortgage	111 — 115	105 — 112
N. Y. Cent. & Hud. Riv. Mt. bonds	128 — 130	128 — 130
Do. $100 shares	129 — 131	128 — 130
Do. Mort. bonds (ex-Certs.)	117 — 119	117 — 119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	117 — 119	117 — 119
Do. do. 2d do.	85 — 87	84 — 87
Do. 2d Consol. Mort. bonds	91 — 93	89 — 91
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	54 — 55	52½ — 53¾
Do. Con. Sink. Fund Mort.	114 — 116	113 — 115
Philadelphia and Reading $50 shs.	28 — 29¼	23 — 24
Pittsbg, Ft. W. & Chic. Equip bds.	110 — 112	110 — 112
Union Pacific Land Grant 1st mort.	115 — 117	112 — 114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, May 27, 1880.

The close of our last review was upon the eve of the greatest demoralization in the stock market seen on the whole decline and one which only fell short of a panic because some of the large operators who had been on the bear side, who wanted to let the market down easily, instead of with a panic, stood under it and prevented the disaster that would have followed. This was caused by the suspension of the Reading Coal and Iron Co., and then of the Reading Railroad on Friday last, the news reaching Wall Street after noon, when the stock of the Reading road broke in this market to 30 from 46 in the morning, and as badly in Philadelphia. This dragged down the other coal road stocks and the whole market followed. The immediate cause of the suspension was the protest of some half a million of the company's floating paper held by Philadelphia banks and New York capitalists. Mr. Gowen had been endeavoring for several days in New York and Philadelphia, to get these loans renewed, or negotiate new ones, and had told the creditors of the company that its paper would go to protest if they did not come to his rescue, and they told him to let it go as they would put up for it no longer. The effects of this knowledge in a few quarters, began to be seen in the decline of Reading Thursday afternoon when it fell from 48 on Wednesday, to 46; but the Street did not suspect any trouble till the middle of Friday A. M. when the decline became so marked as to attract attention at one to two o'clock, as we said it got out and the stock broke

to 30, and again on Saturday to 20½, to be followed on Monday with the break in the other coal stocks described further on, to 17½, and to 9 in Philadelphia, on suspensions in stock firms there and of coal and iron firms in Pennsylvania, which were allied to the Coal and Iron Co., and to the Reading railroad. The suspension of the company was a great surprise to the Street, as the much talked of "improvement in the coal trade" had come to be believed, and the belief among those outside of these companies was that the Reading would pull through since it had been able with Mr. Gowen's shifts to keep afloat through the depression. One can imagine the shock to the Street therefore, and that after the first surprise at Reading's collapse was over, attention would be directed to the other coal stocks. The reasoning was perfectly logical that if Reading with no dividends to pay and half the interest on its bonded debt, deferred, could not take care of its floating debt, then the "improvement in the coal trade" had been principally in Wall Street, where the managers of these companies had evidently unloaded their stocks the past nine months. It was not strange therefore that on Monday, after people had had time to turn these facts over in their minds that the other coal stocks should break led by Jersey Central 12 per cent, Delaware and Hudson, 7 per cent, Delaware, Lackawanna and Western, 4 per cent, carrying with them the whole list. To this there was an additional cause for the extreme break in Jersey Central, which is perhaps in the best condition of any of the coal roads since its reorganization and scaling down of indebtedness. This cause was a quarrel between Messrs. Gould and Keene, the former of whom was short of the Jersey Central stock, and the latter long, as well as of the coal stocks generally, and it is supposed of the whole market, as well. On Monday the market in Jersey Central opened at about 63, when Mr. Gould sent word to Mr. Keene that he would settle his Jersey Central contracts at 60, to which, reply was sent to Mr. Gould to go to a well known summer resort and attend to his own affairs and he—Mr. Keene would do the same. In answer to this Mr. Gould did attend to his own business and that of Mr. Keene at the same time when the stock broke to 50 and carried the other coal stocks with it as noted above. Nor was this the end, for on Tuesday it broke again to 45, stampeding the whole market and producing almost a panic, when Mr. Gould went in and bought heavily until there was a turn, since when there has been a generally stronger and less feverish market, as well as less active than when the sales were running up to 600,000 shares in the excitement, as they did last fall when this present disaster was being performed by the folly of the speculators who are now getting hurt by it.

This has been the one pivot on which the whole market has turned the past week, and hence the general market needs no further mention than to say that it all followed this lead. Speculative bonds suffered along with speculative stocks, and the public were sellers of both at these prices, as they were buyers last fall at 25 to 50 per cent higher prices. An attendant of this state of affairs would naturally be failures; but none have occurred on Wall Street although there were rumors of one of the great speculators who was holding coal stocks being in trouble and that his old brokers had refused to do his business longer. At the same time wheat and lard broke heavily in Chicago on belief in these rumors, as these two staples are largely held by the same party also.

As Reading is still the uppermost influence on Wall Street, and its future policy will decide that of the other coal companies, the condition of the road and its future management are of the highest importance. We are informed on Philadelphia authority that the appointment of the receivers named is not wholly satisfactory, for the reason that there is no practical railroad man in the bond except Mr. Gowen who will no doubt continue the old policy which has ruined the road, while the other receivers will control only its finances. We also learn on the same authority that the Philadelphia and Pennsylvania Banks hold a large amount of accommodation paper which they have discounted for the Reading Railroad, which has been given Mr. Gowen at his urgent request by his coal and iron agents and manufacturers on his own line, as well as merchants, for coal to be delivered, and freight to be carried 30 and 60 days hence. It is now said that the receivers have no authority to honor these arrangements and cannot deliver the coal nor carry the freight for which their notes were given. Business is all at sixes and sevens in consequence and more failures are feared.

The bank surplus reserve is up to $18,210,975, and still rising. Money has been easy and no factor in Wall Street. Sterling Exchange has risen to the specie exporting point, and gold will be shipped unless Europe stops sending our railroad securities back for sale, as it has the past two weeks.

It will be seen that the lowest prices of stocks for the week were on Tuesday by consulting our tables of quotations. Exports are increasing and imports keeping well up.

Mining stocks have been weak and effected by the Wall Street market, while San Francisco has not been any better. There is no feature to note. In merchandise, wheat has been the center of attraction on a "corner" here for May No. 2 red, with an advance of about 15c. Pork and lard have fallen off ¼c. per lb. for the latter and other markets are assuming midsummer dullness and weakness.

The Treasury purchased on Wednesday $3,000,000, of bonds of which Messrs. Fisk & Hatch sold $2,000,000 fives of 2881 at 103.33 and $925,000 sixes of 1881 at 107.05.

The iron and coal trades are at a standstill, awaiting the future policy of the suspended Philadelphia and Reading Coal and Iron Co.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 87½@88; Canada Southern, 53@54; Central of New Jersey, 57@57⅛; Central Pacific, 65@67; Chicago and Northwestern, 91@91¼; do. pref., 107½@108½; Chesapeake and Ohio, 16½@17; Chicago, St. Paul and Minneapolis, 48@50; Chicago, Milwaukee and St. Paul, 71¾@71⅞; do. pref., 100¼@100¾; Chicago, Rock Island and Pacific, 188@190; Chicago and Alton, 105½@107; do. pref., 122@—; Chicago, Burlington and Quincy, 116⅛@116⅞; Cleveland, Columbus, Cincinnati and Indianapolis, 67@67⅛; Col., Chicago and Indiana Central, 12@12⅛; Delaware and Hudson Canal, 68¾@69; Delaware, Lackawanna and Western, 74⅝@74¾; Hannibal and St. Joseph, 26½@26¾; do. pref., 69½@69¾; Houston and Texas Central, 55@58; Lake Shore and Michigan Southern, 100¾@101; Louisville and Nashville, 121⅛@122; Michigan Central, 79@79½; Morris and Essex, 103@107; Metropolitan Elevated, 93½@95; Nashville, Chattanooga and St. Louis, 58@58½; New York Elevated, 114@115; New York Central and Hudson River 125⅜@125½; New York, Lake Erie and Western, 34¼@34⅜; do. pref., 53½@54; New York, Ontario and Western, 26⅞@27¼; Northern Pacific, 24⅞@25; do. pref., 47½@48; Ohio and Miss. 26¼@26⅜; do. pref., 70@72; Pacific Mail, 31¼@31⅜; Philadelphia and Reading, 34¾@35; St. Louis and San Francisco, 31@—; do. pref., 42⅛@42½; do. 1st pref., 63½@65; St. Louis and Iron Mountain, 39½@39¾; St. Paul and Sioux City, 37⅝@38; do. pref., 71@73; St. Louis, Alton and Terre Haute, 13@15; do. pref., —@60; Union Pacific, 86@86¼; Western Union Telegraph, 94¾@95; Wabash, St. Louis and Pacific, 30⅝@31; do. pref., 57⅜@57⅝.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Albany and Susq. 1st consol., 109⅞; Boston, Hartford and Erie 1st, 36¾; Boston and New York Air Line, 37; Chicago, Burlington and Quincy 8s, 110½; Chicago, Milwaukee and St. Paul S. W. div. 6s, 102½; do. S. Minn. Div., 100⅛; Chicago, St. Paul and Minn., 46; do. 1st, 102½; do. L. G. inc., 98; Clev., Col., Cin. and Ind. consol., 114; Central Iowa 1st, 97; Chicago, St. Louis and New Orleans, 24; Chesapeake and Ohio 2d pref., 18; do. 1st, Series B, 63; do. cur. int., def., 35½; Cairo and Fulton 1st, 101½; Col., Chi. and Ind. Cent. inc., 32; Denver and Rio Grande 1st, 100; Hudson River 2d, S. F., 111; Houston and Texas Central, 2d, M. L., 108; Houston and Gt. Northern 2d, par. com. rec., 28; Indianapolis, Decatur and Springfield 1st, 98; do. 2d, 62½; Ind., Bloom. and Western, 26⅝; do. 1st, 72⅞; do. 2d, 60; do. pref. 1st, 117; International and Gt. Northern 1st, 99; do. 2d, inc., 68; Kansas Pacific 1st, consol., 89; do. 1st J. & D., 1896, with coupon certif. 117; do. F. & A., 1895, do., 118; do. 6s, Denver Div., ass., with coupon certif,, 103; Keokuk and Des Moines, 1st, 99; Long Island 1st, 108½; Lake Erie and Western, 22; do. inc, 54; Lehigh and Wilkesbarre consol. ass., 94; Laf., Bloom. and Muncie 1st, 97; Missouri, Kansas and Texas, 29¾; do. consol. ass., 101; do. 2d, 54½; Marietta and Cincinnati 1st pref., 6½; do. 2d pref., 5½; Michigan Central 6s, 108; Mobile and Ohio, 14½; do. 1st deben., 69½; Nashville, Chattanooga and St. Louis, 62; New York, Ontario and Western, 26½; New York and Manhattan Beach 1st, 105; Ohio Central, 17½; do. 1st, 90⅛; do. inc., 45; Oregon Railway and Nav., 110; do. 1st, 93; Peoria, Decatur and Evansville, inc., 50; Rome, Watertown and Ogdensburg, 20; do. 1st consol., 54; Rensselaer and Saratoga, 118; do. 1st, 125; St. Paul and Sioux City, 86; do. pref., 73; 1st, 102; St. Louis, Kansas City and Northern R. E. 7s, 106; do. St. Charles Bridge 1st, 106¼; St. Louis and Iron Mt. 1st pref. inc., 76;

do. 2d pref. inc., 67⅛; do. Arkansas Branch, 105; do. Cairo, Arkansas and Texas 1st, 101¾; St. Louis and San Francisco 2d, class B, 69; St. Paul, Min. and Man., 96⅝; South Pacific 1st, 103¼; Syracuse, Binghamton and New York 1st 114¼. Texas and Pacific Inc. L. G., 56; Louisiana 7s, consol., 44⅞; North Carolina 6s, S. T., 3d class, 3⅝; South Carolina 6s, non-fund., 3⅜; Am. Dist. Tel., 77; Maryland Coal, 19; New Central Coal, 20; Climax, 2½; Central, 6½; Excelsior, 16; Homestake, 31; La Plata, 4½; Leadville, 1¾; Little Pittsburg, 6⅛; Mariposa, 8; Ontario, 32; Silver Cliff, 3¾; Standard, 27¾; Sutro Tunnel, 1¼.

Philadelphia.—Pennsylvania Co. 6s, 105½; Pennsylvania and New York Canal 7s, 1906, 126; do. 1896, 125; Philadelphia and Reading scrip, 40; Steubenville and Indiana 6s, J. & D., 104½; Chesapeake and Delaware Canal 6s, 82; Central Transp. 48; Catawissa new pref., 48½; Philadelphia, Germantown and Norristown R. R., 102; People's Pass. R. R., 15; Pittsburg Av., 7s. 105. The latest quotations are: City 6s, 106@108; do. free of tax, 125@126; do. 4s, new, 105@106½; Pennsylvania State 6s 2d series, 101½@101¾; do. 3d series, 108½@109; do. 6s, new loan, 115@115½, do. 4s, new, 104@105; Philadelphia and Reading, 10⅞@11; do. consol. mort. 7s coup., 100¼@108; do. reg. 100@115; do. mort., 6s, —@—; do. 7s, 1893, —@—; United New Jersey R. R. and Canal, 160@161¼; Pittsburg, Titusville and Buffalo R. R., 13½@—; do. 7s, 78@79; Camden and Amboy mort. 6s, 1889, 111¼@111¼; Pennsylvania R. R., 50⅛@50⅜; do. 1st mort., 102¾@103⅜; do. gen'l mort., coupon, 116¼@116½; do. reg., 117@118; do. consol. mort. 6s, reg., 112@115½; Little Schuylkill R. R. —@48; Morris Canal, pref., 149@150¼; Susq. Canal 6s, 75@82; Schuylkill Nav., —@—; do. pref., —@6; do. 6s, 1882, 77½@79; do. 1872, 101@101½; Elmira and Williamsport pref., 50@51; do. 6s, 109@—; do. 5s, 82@85; Lehigh Coal and Navigation, 25¾@26; do. 6s, 1884, 106¾@107½; do. R. R. loan, 110@111½; do. Gold Loan, 106⅛@107½; do. consol. 7s, 105@106½; Northern Pacific, 21½@22½; do. pref., 43½@45; North Pennsylvania, 48⅞@49⅛; do. 6s, —@108; do. 7s, 116¾@—; do. Gen'l mort. 7s, reg., 116½@118; Philadelphia and Erie, 11⅜@—; do. 6s, 101@102½; do. 7s, 111@—; Minehill, —@56; Catawissa, 15@16; do. pref., 43@—; do. new pref., 48½@49; do. 7s, 1900, 113@114¼; Lehigh Valley 49@49½; do. 6s, coupon, 115@121; do. reg., 115¼@115¾; do. 2d mort. 7s, 124@—; do. consol. mort., 112½@113½; Fifth and Sixth streets (horse), 115@117; Second and Third, 90@102; Thirteenth and Fifteenth, 70@80; Spruce and Pine, 51@55; Green and Coates, 98@100; Chestnut and Walnut, 76½@78; Hestonville, 17¼@—; Germantown, 68@70; Union, 111@112; Lombard and South, 12@18; West Philadelphia 66@78; People's, 14¾@15; Ridge Av., 70@80; Continental, 96@100.

Boston.—Boston, Revere Beach and Lynn 6s, 104½; Boston, Concord and Montreal pref., 90; Boston and Maine 7s, 1893, 120; Boston Land, 5⅞; Boston Water Power, 6⅞; Brookline Land, 3½; Boston and Albany 7s, 1892, 122; Cincinnati, Sandusky and Cleveland 7s, 90; Connotton Valley R. R., 29¾; Cheshire pref., 50; Cedar Rapids and Missouri River R. R., 115¼; Central Iowa 7s, 1889, gold, new, 96⅛; Chicago, Iowa and Nebraska R. R., 144; Eel River R. R., 50; Essex 6s, 1887, guar., 100; Florence, El Dorado and Walnut Valley 7s, 102½; Iowa Falls and Sioux City 7s, 1917, 108; Jackson, Lansing and Saginaw 8s, 1891, green, 107⅜; Kansas City, Fort Scott and Gulf 1st, 105; Kansas City, St. Joseph and Council Bluffs 7s, 111; do. inc., 82; Kansas City, Lawrence and Southern 4s, 87½; Little Rock and Ft. Smith, 31½; Louisiana and Missouri River R. R., 108½; Marquette, Houghton and Ontonagon, 17; Maverick Land, 2½; Michigan Central 8s, 113; New Mexico and Southern Pacific 7s, 108; New Hampshire Land, 4; Ogdensburg and Lake Champlain 6s, 101; do. 8s, 1890, 103; Republican Valley 138; do. 6s, E. D., 102; do. W. D., 101¾; Rutland pref., 23; do. 1st, 6s, 1902, 93; Summit Branch, 8½; South Boston Horse, 60; Vermont Central 7s, 1886, 113¾; Wichita and Southwestern, 70; Maine 6s, 1889, 113¾; New Hampshire 6s, 115; Boston 4s, 1899, 101¾; do. 5s, 1905, gold, W. L., 111¼; do. 5s, 1886, 106¼; Lowell 6s, 1890, 113¾; Chicago 7s, 1881, 101⅞; Hartford 9s, 1882, 103¾; Cincinnati 6s, 1895, 107⅛; Atlantic Mining Co., 13½; Allouez, 1¾; Brunswick Antimony, 19; Catalpa, 1⅞; Copper Falls, 6¾; Duncan, 2; Franklin, 11¼; Huron, 8; Harshaw, 18½; International, 40c.; National, 1¾; Osceola, 81; Pewabic, 12; Rockland, ⅜; Sullivan, 7½; Silver Islet, 14; West Minnesota, ⅜.

Baltimore.—Canton Co. 6s, 110½; Union R. R. 6s, endorsed by Canton Co., 113; People's Pass. R. R. bonds, 103½; Parkersburg Branch, 6⅝; Virginia 10 40 coupons, 99; City 6s, 1890, 114; do. 5s, 1916, 112½; do. 5s, 1894, 110¼; do. 5s, 1900, 111. The latest quotations are: Chesapeake and Ohio Canal 6s, 75@—; Wilmington, Columbia and Augusta 7s, 55⅛@57; Baltimore and Ohio, 142@142¾; do. 6s, 1880, 102¼@102½; do. 6s, 1885, 106@106½; Northern Central, 80@81; do. 6s, 1900, 110@—; do. 6s, 1900, gold, 109½@—; do. 6s, 1904, gold, —@104⅞; do. 5s, —@80½; Marietta and Cincinnati 1st mort., 1892, 107@108; do. 2d mort. 7s, 69@69½; do. 3d mort. 8s, 30@30½; Pittsburg and Connellsville 7s, 113¾@114¾; Orange, Alex. and Manassas 7s, 76@77; Virginia consol. 6s, 55¾@55⅞; Virginia Consol. coupons, 92½@—; do. coupons July, '80, 82@89; Virginia 10-40 bonds, —@40; Virginia 10-40, coupons, 98@—; City 6s, 1902 120¾@—; do. 1884, 106½@—; do. 1890, 114@114½; do. 6s, 1902, new, 120¾@—; do. 1894, 110½@111; do. 1900, 111@111½; do. 1916, 112@112⅛; Memphis 6s, new, 34@—.

☞ A telegram from the engineers in charge of the construction of the western division of the Atlantic and Pacific Railroad states that the first 53 miles from the Rio Grande are definitely located, and 25 miles are being graded in readiness for the steel rails which are now en route to Albuquerque. The definite location of the first 360 miles will be made within the next ninety days.

☞ The directors of the Central Ohio and the Sandusky, Mansfield and Newark Railroad companies have ratified the leases which give the Baltimore and Ohio Railroad Co. control of those two roads until December 1, 1926. The lease of the Sandusky, Mansfield and Newark would have expired December 1, 1886.

Northern (N. H.) Railroad.

The report of this company, recently issued, shows that the income from operations of the road for the year ending March 31, 1880, was: from passengers $139,403 99, from merchandise $276,119, mails $13,449 27, rents $224,616, express $7,500, miscellaneous sources $291 82—total, $439,005 74. The expenses, (including the State tax of $35,034 31, and new rails, $17,271 55,) were $326,566 89. The net earnings were $112,488 85. The directors report that the income warrants the payment of a dividend of three per cent for the latter half of the year, making, with the dividend paid for the first half, 5½ per cent for the entire year. Under the new system of taxation the State tax which was before larger than was equitable compared with the taxation of other property, has been increased about eleven per cent over the amount of the previous year, so that on the net income of $107,872 02 a tax of $35,043 31 has been assessed upon this corporation. Believing this tax to be unjust the directors have caused it to be paid under protest.

☞ The directors of the United New Jersey Railroad and Canal Companies recently elected are: John C. Barrow, William Bucknell, John Jacob Astor, A. L. Dennis, Benjamin Fish, Samuel Welch, Ashbel Welch, R. F. Stockton, John G. Stevens, Thomas McKean, Isaac W. Scudder and Robert L. Kennedy.

☞ The Wilmington and Northern Railroad Company is now surveying a railroad from Springfield to Garman's mines, near Churchtown, Del., a distance of about seven miles. This is a road much needed, and will no doubt pay the company if built.

☞ The Ontario Government has appointed Hon. Alex. Mackenzie trustee of the Toronto, Grey and Bruce Railway Co., to receive the bonuses about to be voted by the various municipalities to assist the company in changing the gauge of its road.

☞ The Chesapeake and Ohio Railway Company have recently purchased about eighty miles of steel rails to be laid between Huntington and Hinton on its present western division.

☞ The track of the Southern Pacific Railroad was within forty miles of Benson on the 14th inst. It would take about thirty days to grade the remaining forty miles.

☞ It is said that work is to be commenced on the California and Oregon Railroad, and that its completion to Portland will soon be accomplished.

☞ The Utah Southern Extension Railroad has reached Milford, about eighteen miles beyond Black Rock, and the offices and other railroad buildings are being removed to that point.

☞ The stockholders of the Missouri, Kansas and Texas Extension Company have voted to lease the road to the Missouri Pacific Railroad for 99 years.

☞ Work was commenced on the Canadian Pacific Railway at Yale, B. C. by Mr. Onderdonk on the 16th inst.

The "Canton's" Trial.

The new steam transfer barge, "Canton" built by the Harlan and Hollingsworth Company for the Baltimore and Ohio and Philadelphia, Wilmington and Baltimore railroads, to transfer cars from Canton to Locust Point, at Baltimore, made a trial trip yesterday. A run of 14 miles was made in one hour and twenty minutes. The Canton will run her first cars across under the new schedule to-morrow at 6.35, that being the through train from St Louis, which is shortened in its trip over 5½ hours. From Chicago the trip to Baltimore will be shortened 12 hours.—[Wilmington Every Evening, May 21.

Fitchburg Railroad.

The receipts of this road for the year ending September 30, 1878 and 1879 has been as follows:

	1878.	1879.
From passengers....	$641,326 53	$663,289 84
" freight	1,091,515 88	1,205,953 76
" express.....	27,582 15	40,400 22
" mails.....	30,912 42	23,561 19
" rent of roads..	107,464 06	99,500 00
" rent of property	24,820 31	57,196 78
" premium	11,312 50	.....
" mileage of cars	.....	71 78
	$1,937,923 85	$2,079,973 52
Expenditures:		
Repairs of road.....	$119,485 27	$135,987 07
" bridges....	27,422 94	24,120 75
" locomotives	74,650 59	87 997 24
" cars	98,261 09	120,899 40
" structures..	72,370 00	73 141 82
Iron and steel rails...	55,668 32	41,837 83
Fuel.....	195,288 61	202,624 48
Oil and waste.....	18,558 02	19,999 61
Salaries, etc., passenger department	170,167 96	161,050 55
Salaries, etc, freight department.....	255,362 49	291,408 88
Wages, switchmen, etc	46,212 71	48,947 84
Removing ice and snow	4,313 00	6,670 92
Gratuities & damages.	8,314 75	4,549 23
Taxes, insurance, etc.	93,293 19	103,517 25
Telegraph expenses..	7,674 61	8,577 06
General salaries, office, and other expenses.	47,771 18	51,675 68
Rents.....	235,691 50	242,256 00
Interest.....	93,854 53	99,462 08
Water	9 724 73	8,222 36
Use of freight cars....	16 684 23	39,836 10
New locomotives.....	7,459 00	.....
New ties.....	30,938 71	27,451 32
	$1,684,167 43	$1,800,033 47
Net earnings...	$253,766 42	$279,740 05

The company have 77 locomotives, 78 tenders, 82 passenger, 25 mail and baggage, 1084 eight wheel and 212 four wheel box freight, 560 eight wheel and 20 four wheel platform, 97 gravel and coal cars, and 9 snow plows. Number of miles run by passenger trains, 679,680; by freight trains, 867,373; by switching and other trains, 216,202—total, 1,763,255. Length of main road operated, 143 miles. Length of double track road, belonging to the company, 50.68 miles; length of Watertown Branch Railroad, belonging to the company, 6.60 miles; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles; length of side and other tracks, belonging to the company, 49.77 miles—total length of tracks, belonging to the company, 193.77 miles. Length of Vermont and Massachusetts Railroad, leased for 999 years, 80.11 miles; length of double track on Vermont and Massachusetts Railroad, 10.39 miles; length of side tracks on Vermont and Massachusetts Railroad, 22.80 miles; Total length of tracks operated, 285.76 miles. Total number of passengers carried, 2,227,005; do. carried one mile, 35,094,145. Number of tons carried, 1,313,289; do. carried one mile, 92,832,640. The report says:

The roadbed and track continue to increase in value, both by repairs (more than covering depreciation) and by large and constant additions, which will keep them in a condition to carry on the continually increasing traffic.

Last year we stated that the Hoosac Tunnel business had obliged us to make great additions to our tracks and equipment, and had changed our traffic from a local to a through business. This business cannot be limited, and we must either give it up almost entirely, or expand with it. We have, therefore, kept our facilities equal to the requirements of the business; and, in order to continue this policy, quite large additions, both to our equipment and terminal facilities, must be made during the next year. Our improvements in this respect may, however, be somewhat restricted until the State's policy respecting the use of the Troy and Greenfield Railroad and Hoosac Tunnel is definitely settled.

In order to transact more expeditiously the export business at Constitution Wharf, we have removed and relocated some of the store houses, opened a new street, laid additional tracks, made extensive additions to the shed room, and straightened the water end of said wharf. The Constitution Wharf Company also have rebuilt entirely the North pier and a large part of the main pier.

Under authority obtained from the city of Boston, we have laid down a long piece of track through Beverly Street on the northerly side of the Boston passenger station. This track connects the Union Freight Railway on Causeway Street directly with the tracks of the Boston freight yard, and enables us to avoid crossing our passenger tracks with large quantities of freight, and to much more conveniently transfer freight for Constitution Wharf to the Union Freight Railway.

To provide more room in Boston, we have built and covered with gravel about one acre of substantial pile wharf, over a portion of Charles River purchased of the Commonwealth in the fiscal year of 1878, and laid upon it about forty-five feet of tracks.

We have made a much needed improvement in the stairway of the Boston passenger station, and enlarged the general ticket office; have made a triangular addition of brick to the bay house in Charlestown, and also built there a new yard office in such a position as to command a view of the entire freight yard; have recovered with new material an acre and one-half of the wharf property over Miller's River, and laid additional tracks in Miller's River freight yard. Additional tracks have also been laid at East Cambridge, Somerville, Cambridge, Waltham, Leominster, Fitchburg, Gardner, Templeton, Athol, Orange, Erving, and Lake Pleasant, making an aggregate length of six and one-half miles. We have reduced and made more uniform the grades both between Littleton and Fitchburg, and Ashburnham and Gardner; have finished ballasting between Fitchburg and Ashburnham, and graded the Gardner freight yard; have rebuilt the pile bridges over the Assabet River, both at Concord Junction and Rockbottom; have greatly strengthened the long high bridge at Greenville by additions thereto; have replaced the wooden bridge over a highway about a mile east of Leominster with a new iron plate bridge; have replaced a wooden Howe truss bridge over the highway at Leominster Station with a new iron truss bridge; have rebuilt on new abutments the first bridge over the track east of Gardner; and have built an extension to the stone arch in the Athol freight yard.

At Fitchburg we have built a large storehouse for bridge lumber; have commenced the construction of an addition to the engine house, designed to accommodate ten more locomotives; have changed and enlarged the Vermont and Massachusetts paint shop for the use of a passenger car house, and enlarged the local freight house; and at Wachuset have graded and prepared a new freight yard for local business.

At Ashburnham, in the cut just west of the station, we have built five hundred feet of stone bank wall; at Gardner have purchased land, and erected coal sheds for local business; at Pequoig, have completed the ledge cut referred to in the last annual report; at Athol, have enlarged the freight yard, and changed the tracks in and around the freight yard; at Orange, have removed the first ledge east of the station in preparation for the double track at that point; at Greenfield, have built coal sheds for local business; and, on our picnic grounds at Lake Walden and Pleasant, have made extensive repairs and improvements.

To provide the necessary room at our western terminus for a freight yard, engine house and the storage and shifting of cars, and the transfer of freight, we have purchased about 14.2 acres of land on the sides of, and parallel to, the main road in Deerfield, measuring 3,446 feet on the east, and 2,260 feet on the west side of the main track.

The receipts from Constitution Wharf and Shawmut Elevator have exceeded our anticipations, and indicate that the lease of the wharf and purchase of the elevator will prove good investments.

The company have laid during the year, exclusive of construction, 1,551 tons of steel rails, 1,081 tons of iron rails, and 75,599 new sleepers.

Real estate has been purchased for station purposes in Westminster, Gardner and Deerfield.

The equipment during the year has been increased by seven first class locomotives of the standard and mogul patterns, seven new tenders, five new passenger cars, and 312 new freight cars.

The gross earnings from passengers, freight, mails, expresses, and rent of property, &c., have increased $161,316 23, and the operating expenses, exclusive of rent of roads, and interest, have increased $103,893 99.

There has been an increase in interest paid of $5,607 55; in rents of road paid, of $6,564 50; a decrease of income received from rent of roads, $7,964 06; a decrease of premiums received, of $11,312 50, but an increase in the net earnings, of $25,973 63.

The number of passengers carried has increased 60,889; the number of tons carried has increased 197,518; and the total miles run have increased 105,367; making an increase in tons carried, of seventeen per cent; in passengers carried, of two per cent; in total miles run, of six per cent; in gross receipts, of nine per cent; in operating expenses, of seven per cent; and the cost of the same expenditure per total mile run has increased from eighty-two to eighty-three cents.

The passengers carried over the Troy and Greenfield Railroad have increased from 79,001 in 1878 to 83,152 in 1879; and the tolls paid the Commonwealth for the same have decreased from $45,518 08 in 1878 to $37,184 57 in 1879.

The freight has increased from 443,701 tons in 1878 to 624,083 tons in 1879; and the tolls paid therefor have decreased from $106,408 24 in 1878 to $100,448 71 in 1879.

The respective amounts of tolls paid as aforesaid to the Commonwealth are to be revised by the Board of Arbitrators, appointed pursuant to an agreement, hereafter mentioned between the Commonwealth and Fitchburg Railroad Company.

In our report for 1878 we stated that the Western freight business had proved unprofitable, and early in the present year we found such an increase in the quantity of low priced freight, that it was impossible for us to continue the through business over the Troy and Greenfield Railroad without great loss, unless the State authorities would consent to a reduction of the tolls paid for the use of the Troy and Greenfield Railroad and the Hoosac Tunnel.

Our application for such reduction led to a protracted discussion and correspondence, continuing for months, between the State authorities and your directors.

The imminent danger of breaking up the newly formed and rapidly extending Hoosac Tunnel freight line called the attention of the mercantile community to the necessity of some arrangement that would preserve the benefit of the line to our commerce; and the Board of Trade of the city of Boston took upon themselves the task of examining into and adjusting the points of difference between the State and our Corporation. Aided by their intervention, an agreement was finally reached, under which we continue to operate the Troy and Greenfield Railroad from Greenfield to North Adams. By this agreement, the State is secured in receiving from the gross receipts of the business over its line of road an agreed cost of maintaining the road and this Corporation is reasonably sure of being paid the cost of operating it. If the business on the Troy and Greenfield Railroad should produce an income over and above the cost of maintaining and operating it, then all such net income belongs exclusively to the State. In other words, provision is made, in the first place, to protect the State from loss in maintaining the Troy and Greenfield Road, and, in the second place, to protect the Fitchburg Railroad Company from loss in operating it, if the income will do so after deducting the expenses of the State.

It is obvious, that, whatever may be the risk of loss, it is incurred by our corporation, while whatever profits accrue belong to the State. But we had taken the position that we were willing "to operate the Troy and Greenfield Railroad and the tunnel upon the actual cost of operating it, that cost to be decided by three disinterested parties," and felt bound to assent to any arrangement which afforded a reasonable probability that we should obtain that cost, and we also conceded to the State the right to receive an agreed cost of maintenance. The agreement is "to be continued after January 1, 1880, until one month's notice by either party, or until action in the matter by the Legislature," and secures to both parties a right to have a board of arbitrators to determine what expenditure should properly be included in such cost of operating, and in that respect lessens the probability of further disagreement. The agreement provides also for the use of the Troy and Greenfield Railroad by other roads which have that right under the toll gate system, upon the same terms as are fixed for our company.

We think it is the judgment of the Committee, of the Board of Trade, and of all who understand the subject of the transportation of through freight from the West, that, in such transportation, the Troy and Greenfield Railroad can be treated only as so many miles of railroad forming part of a continuous line, and can expect to receive only its pro rata of freight carried from one end to the other of the whole line. This is the fundamental law which controls the capacity of the Tunnel line to compete with other through lines. To exact additional rates for extraordinary grades, or special tolls for an expensive bridge or an expensive tunnel, is to add so many miles to the length of the line in which the grades or bridges occur, and would make the cost of each road in a through line an equally important element with the length of it in the division of freight receipts; and, considering the great difference in the cost of railroads, the perplexity occasioned by introducing this factor may be conceived. Even admitting that this principle is just, it is evident, that practice, and in competition with a parallel line on which no arbitrary allowance exists, it would drive off, by adding to the cost of its transportation, the very business by which alone the line can be sustained. When only one line exists for the passage of business, that line may compel the payment of arbitrary rates, and do this independently of any question of cost.

The important railroad lines west of the Hudson River forming a part of the Tunnel line, have refused repeatedly and positively to pay any portion of any arbitrary allowance for the use of the Tunnel; and it is evident that the whole burden of any such allowance can never be borne, without absolute loss, by either of the short lines connecting directly with the Troy and Greenfield Railroad.

The assets and liabilities of the corporation, Sept. 30, 1879, were as follows:

ASSETS.

Cash and cash funds	$293,618 33
Real estate	305,835 09
Stock materials	364,178 62
Improvements Vt. and Mass. R. R.	699,496 56
Sinking fund	155,025 00
Construction accounts in excess of capital stock	881,027 43
Debit balances	11,269 14
	$2,710,450 17

LIABILITIES.

Funded debt	$1,000,000 00	
Notes payable	810,000 00	
Due connecting roads	230,390 74	
Vermont and Mass. R. R. Co	98,774 25	
Unclaimed dividends	9,049 50	
Coupon No. 10	350 00	
Coupon No. 11 (due Oct. 1, 1879)	17,500 00	
Coupon No. 4 (due Oct. 1, 1879)	15,000 00	
Suspense account	10,772 50	
Renewal fund	25,187 77	
		2,216,974 76
		$493,475 41

By reference to the annexed statement it will be seen that the expenditures on account of construction exceed the amount of capital stock by $881,027 43; this, together with the sum of $699,496 56, represent the amount respectively expended in additions and improvements on the Fitchburg and Vermont and Massachusetts Railroads, and are not available assets until stock is issued to cover the amount expended in excess of the present capital, but stand as an investment until capitalized.

TRIAL BALANCE, September 30, 1879.

Construction account	$5,381,027 43
Cash and cash funds	293,618 33
Real estate	305,835 09
Stock materials	364,178 62
Improvements Vermont and Massachusetts Railroad	699,496 56
Sinking fund	155,025 00
Debit balances	11,269 14
	$7,210,450 17
Capital stock	$1,500,000 00
Bonds	1,000,000 00
Notes payable	810,000 00
Unclaimed dividends	9,049 50
Interest unpaid	32,850 00
Vouchers and accounts	365,075 26
Profit and loss	493,475 41
	$7,210,450 17

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Boston; Rodney Wallace, Fitchburg; C. U. Cotting, Brookline; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

☞ The California State Board of Equalization has completed the work of assessing the railroads of that State. The assessment includes the value of franchise, as well as roadbed, rolling stock, etc. The total number of miles is 2,023½. The franchises on the main lines are assessed at $2,000 per mile. The Central Pacific has the highest total value per mile—$20,264—and the California Northern the lowest—$7,434.

Boston, Concord and Montreal Railroad.

From the report of this company for the year ending March 31, 1880, we learn that the gross earnings during that time were $678,128 34, the expenses $477,251 46, and the net earnings $200,871 88; for the year ending March 31, 1879, the gross earnings were $590,550 49, the expenses $457,377 44, and the net earnings $133,173 05—showing an increasee in gross earnings of $87,572 85, with an increase in expenses of $19,874 02—making the increase in net earnings $67,698 83. The net income shows a decrease of $746 73, which is accounted for by increased proportions amounting to $67,270 22 paid other roads, and also paying bills to the amount of $20,554 50 accruing prior in the last report, which were not included in accounts of last year.

The rolling stock is in good condition and the roadbed has been greatly improved during the year.

Sales of the consolidated bonds have been made to the amount of $153,500; $124,000 has been applied to take up the overdue bonds of 1875 and $28,000 to the construction of the branch road to Mt. Washington. The trustees of the sinking fund hold $306,000 of the bonds due in 1889, the corporation holds $116,000 and there are $202,000 outstanding in the hands of other parties.

The directors regret that the increase of receipts from the business of the road has not been such as to justify them in commencing the construction of that portion of the road between Northumberland and Colebrook.

If the present prospects of business should continue it may be expedient to locate some portion of this extension during the coming season.

The completion of the Profile and Franconia Notch Railroad during the past year—a narrow gauge road connecting at Bethlehem station—has provided additional facilities for the transportation of passengers from this road to the Profile Notch of the White Mountains.

The business arrangement with the Whitefield and Jefferson Railroad, which connects with the road at Whitefield, the operation of which was commenced in July of last year, has proved quite satisfactory.

A branch road has been projected from Lancaster to Kilkenny, with a view of reaching the extensive tracts of lumber in that section; the corporation has been organized, but nothing has been done towards its construction.

Our relations with all the connecting roads have been harmonious, and there is now no apparent reason to apprehend that they may not so continue.

☞ The Manchester and Keene Railroad, which was recently put into the hands of Geo. A. Ramsdell, Esq. as receiver, by Chief Justice Doe, is being put in running condition as rapidly as possible. The track has been opened as far as Harrisville, and a gravel train will be put on in a day or two. It will not be ready for travel and freight in some time. B. F. George, a civil engineer of recognized ability, has charge of the work.

Shenandoah Valley Railroad.

A correspondent, writing from Hagerstown, Md., under date May 19th, says:

Six months ago, when surveys were being made through this county for the extension of the Shenandoah Valley Railroad from the Potomac, opposite Shepherdstown, to this place, and the statement was made that the roadbed would be completed by the first of July, and trains be running by the first of September it was regarded as chimerical. Events have shown the contrary. All the heavy work on the road between these points is already nearly completed. Monday last, one-half a mile south of this town, the connecting rails with the Cumberland Valley railroad were laid, and, in a few days construction rates will be at work aiding in making the roadbed at this end of the line, and by the time the grading is completed to the river the track will be laid and ballasted, and upon the completion of the bridge over the Potomac at Shepherdstown, which will doubtless be accomplished by or before the first of September, there will be communication south from this place through the rich Shenandoah valley to Waynesboro', Augusta county, full 150 miles. The road here connects with the Cumberland Valley railroad via Chambersburg and Harrisburg to Philadelphia, and by the Western Maryland road with Baltimore. A large force of hands are actively employed along the whole line, particularly upon sections where heavy cuttings are encountered, and these are but few, and the heaviest are the approaches to the river opposite Shepherdstown.

Suburban Rapid Transit.

The work of the commission for laying out routes for rapid transit lines in the annexed district has been completed, so far as the designation of routes is concerned, and what remains to be done will be pushed forward by the Commissioners to rapid completion. The company which will build the lines designated will be known as the Suburban Rapid Transit Company, and will begin with a capital of $1,000,000. There will be three lines, and the arrangement of these with respect to connections with existing rapid transit lines and the crossing of the Harlem River, will have the effect of making the Second-avenue line, in this city, the route to all the east and central section of the annexed district, while the Eighth-avenue line will be the means by which all the western section of the district and Yonkers will be reached. The crossing of the Harlem River on the East Side will be by a bridge at the end of Second-avenue, the construction of which will be commenced in a short time. At the end of Eighth-avenue the bridge across the river is already under way, and work is proceeding upon it with the greatest activity. The Second-avenue bridge will be built jointly by the Suburban Company and the New Haven Railroad Company, and the latter will build an additional branch of line so as to reach the bridge by a gentle curve, their present line making a right angle with it. The new line will be used for passenger trains, and the old one used, as now, for the freight depot at this point. The bridge will be a substantial iron and stone structure, 24 feet in the clear above high water mark. On crossing the bridge from the end of Second-avenue, the map of the routes of the Suburban Company shows a broad stem running straight north through the blocks for about half a mile; then it branches into three lines. One will run northeast, parallel with the Southern Boulevard, up to Brooxdale, where the Mount Vernon rapid transit line will come down to join it. Another will run due north, parallel with Fordham-avenue, up to Fordham. The third will run northwest, parallel with Jerome-avenue. There will also be a branch road on the east side of the district, running to Hunt's Point, and northerly, through the Town of Westchester, to New Rochelle. The work upon these lines will be begun as soon as the company is organized, and it is said that all the stock will be subscribed for the same day the Commissioners open the subscription books. The work, which is now going on along the Westchester bank of the Harlem River, is being done by the New York and Northern Railroad Company, which will make its connection with the south side at the Eighth-avenue bridge, and will run northerly, and then turn east to get to Brewster's, where it meets a system of New England roads. At a spot near the north line of the annexed district the West Side and Yonkers Rapid Transit Line will come down from Yonkers and join it. Branch roads, which are now in process of construction, will connect Jerome Park on its east and west sides with the New York and Northern and the Harlem Railroads. When all the lines shall have been completed, the Second Avenue, the Sixth-Avenue, and the Harlem Railroad from Forty second-street will give swift communication with all parts of the annexed district.

Portland and Ogdensburg Railroad.

A correspondent, writing from Swanton, Vt., under date May 16, 1880, says that an important railroad project has been under consideration for several months by the receivers and managers of the Portland and Ogdensburg Railroad (Vermont Division), but not until recently has the proposition received substantial indorsement by the various railroad companies that were naturally interested in the connecting link of road that the management of the Portland and Ogdensburg desired to have constructed between their Swanton (Maquam Bay) terminus and the Rouse's Point end of the Ogdensburg and Lake Champlain Railroad. The correspondent adds:

As the title of the company signifies, it was the intention of the Portland and Ogdensburg Railroad Corporation at the outset to build a line between the cities of Portland and Ogdensburg; but on reaching Lake Champlain at Swanton a further extension of the line was deemed impracticable.

A connection, however, with the terminal point of the Ogdensburg and Lake Champlain Railroad on the other side of the lake at Rouse's Point now seems assured, and the early completion of this link by the financial aid of the Ogdensburg and Lake Champlain, Connecticut and Passumpsic Rivers, Boston, Concord and Montreal, and Portland and Ogdensburg Railroad Corporations has been guaranteed.

Last Saturday a party of railway officials interested in the proposed new road visited Swanton and Rouse's Point on a tour of inspection. After going over the route a consultation was held between the parties interested, and it was decided to put on a locating survey party at once, and to push the road to an early completion.

The route from the Maquam docks will lie along the shore of the bay, and will then diverge in nearly a straight line across Hog Island, crossing Missisquoi Bay by a pile bridge; thence over the Alburgh Peninsula to Windmill Point, there connecting with the Ogdensburg Railroad portion of the bridge on the Rouse's Point side. This will necessitate the construction of a bridge across the channel nearly one-half mile in length. The length of the new road will be 11 miles. At Rouse's Point connection will be made with the Grand Trunk, Delaware and Hudson Canal Co., and the Ogdensburg and Lake Champlain. Maquam Harbor, the present terminus of the Portland and Ogdensburg Railroad, is one of the best ports of entry for shipping on the lake. The United States Government has expended some $25,000 for a breakwater here, and parties interested in the road have built several substantial docks at this point. A spacious and fine hotel has been erected here, a handsome park has been laid out, storehouses put up and other improvements made along the bay.

The new steamboat purchased of Capt. Warren Corbin for $12,000, and which has been building the past winter at the island, will be built here in a few days to receive the engines and furnishings necessary for its equipment. It will be ready for freight and passenger business early in the summer, and will ply between Maquam and Plattsburg.

The construction of this connecting link bids fair to add materially to the prosperity of the Portland and Ogdensburg Railroad, and an increase of business is confidently looked for from the connecting lines. The receivers and managers of the road have made extensive improvements in the roadbed, and contemplate building additional docks at Maquam the present season.

Pacific Mail Steamship Co.

At the annual meeting of the Pacific Mail Steamship Co., held in this city on the 26th inst. the following directors were elected: Jay Gould, Trenor W. Park, Sidney Dillon, Russell Sage, C. P. Huntington, C. G. Francklyn, E. H. Perkins, jr., George A. Hoyt, and J. B. Houston. The Union Pacific Railway Co. is represented by Messrs. Gould, Dillon, and Sage, the Central Pacific by Mr. Huntington and the Panama Railroad Co. by Messrs. Park, Francklyn and Hoyt. J. B. Houston, who was elected President of the Board, is the only representative of the steamship company. The retiring president submitted the report of the business for the year ended April 30, 1880. Compared with the business of the preceding year, the gross earnings of the various lines of steamers show an increase of $9,158, but the receipts for subsidies and from other sources were $93,831 less than for the preceding year, so that the gross receipts from all sources last year were $84,673 less than for the preceding year. The expenses, which are charged to the separate lines as running expenses, were $106,986 less for last year than for the preceding year, and the general expenses were $26,334 less, so that the remaining net earnings of the last year were $48,643 more than for the year ended April 30, 1879. The comparative statements are as follows:

EARNINGS.

From the—	1879.	1880.
Atlantic Line	$581 536	$600,916
Panama Line	1,486,576	1,531,677
Victoria Line	237,918	201,978
Trans-Pacific Line	929,167	930,658
Australian Line	824,282	321,214
Honolulu Line	26,804	.. ....
Total	$3,577,285	$3,586,443
Australia and New Zealand Subsidy	$217,120	$176 410
Central American and Mexico Subsidy	164,938	118,867
British Columbia Subsidy	38,000	38,000
Hawaiian Government Subsidy	11,692	6,500
Interest and dividends on investment and miscel	45,521	44,163
Total earnings	$4,054,560	$3,969,888

EXPENSES.

	1879.	1880.
Of the Atlantic Line.....	$432 373	$474,599
Of the Panama Line.....	1,136,716	1,127,801
Of the Victoria Line.....	261,826	273,592
Of the Trans-Pacific Line...	647 520	568 571
Of the Australian Line.....	411,001	376,661
Of the Honolulu Line.....	38.782	.....
Totals	$2,928,218	$2,821,232
Agencies	362,111	333,855
Repairs and miscellaneous.	362,412	364,336
Total expenses	$3,652,741	$3,519,421
Net earnings.....	$401,819	$450,462

The balance sheet reports the value of its steamers at their cost price, the same as by the report of the preceding year, $10,288,386. The other assets, including cash on hand and in London and subsidies due (other than the old claims against the United States and British Columbia), now $178,591 against $180,504 a year ago, amounted to $11,811,325 April 30, 1880, against $12,269,170 April 30, 1879. The above figures include 25,528 tons of coal on hand at the end o last year against 23,386 at the end of the preceding year. The report of this year omits from the assets $116,284, viz: Tug Miller Griffith, $42,089, steam launch at Panama, $2,180, and lighters at Yokohama, $72,015, which appeared among the assets reported April 30, 1879. The comparative liabilities of the company at the respective dates were as follows:

LIABILITIES.

	1879.	1880.
Bills payable.....	$270,000	$85 281
San Francisco unpaid bills.	20 900	39 330
New York unpaid bills.....	53,467	77,602
Panama Railroad Co.....	400,000	400,000
Panama Railroad Co.....	1,000 000	1,000,000
Panama Railroad Co., deferred payments,.....	625,000	220,000
Panama Rai road Co., traffic account.....	69,853	102,264
Panama Railroad Co., interest account	10,551	.....
Miscellaneous	117,783	186,233
Total.....	$2,577,555	$2,110,711

☞ What is supposed to be the largest pumping engine in the World has recently been set up at the Union shaft on the Comstock lode in Nevada. The initial cylinder is 5 feet 5 inches in diameter, with a stroke of 6 feet 9 inches, and the other cylinder is 8 feet 4 inches in diameter, with a stroke of 8 feet 3 inches. The big cylinder weighs 43 tons and the small one 30 tons. The fly-wheel is 37½ feet in diameter and weighs 110 tons, the hub weighing 15 tons and revolving on a shaft 2 feet 8 inches in diameter. The water flooding the three mines, Sierra Nevada, Union and Mexican, will be easily handled by this huge machine.

☞ Messrs. Gowen, Lewis and Caldwell appeared before the Clerk of the United Statest Circuit Court at Philadelphia on the 25th inst., and entered joint security in $500,000 as Receivers of the Philadelphia and Reading Railroad and the Coal and Iron Company.

☞ The Board of Equalization of Kansas has assessed 3,007 miles of railway within the limits of the State this year, as against 2,443 miles last year,—an increase of 564 miles in one year. The railways of the State are valued for taxation at an aggregate of $19,741,655 this year, as against $16,153,018 last year—an increase of $3,588,636 during the year. The average value per mile this year is $6,565.

☞ The Monumental City Railway Company of Baltimore has organized, with the following officers, for the ensuing year: Rufus Bennett, President; Michael P. O'Hern, Vice-President; Robert T. Banks, Secretary; Howard Munnikhuysen, Treasurer. The line of the road is from Hillen Station, by way of Belair market, Patterson Park, Highlandtown and Bayview, to lower Canton. It is proposed to use compressed air motors on the eastern end of the road.

☞ At the annual meeting of the Pittsburg, Fort Wayne and Chicago Railroad Co., held in Pittsburg on the 19th inst., the following directors were elected: George W. Cass, Samuel J. Tilden, J. N. McCullough, Charles Lanier and George B. Roberts. The report shows the net earnings for the year ending December 31, 1879, to have been $3,951,240 10. The vote represented $19,000,000 of stock.

☞ The Managers of the Missisquoi, the Southeastern, and the Missisquoi and Black River Railways have entered into an arrangement whereby the remaining portion of the last named road will be completed to a connection with the Southeastern at North Troy, Vt., and the whole road from that point to Richmond, P. Q., be controlled by the two former companies.

☞ The Waverly (Ohio) Republican says that Contractor Minahan has entered into a contract to extend the Springfield Southern railroad from Jackson to the Ohio River, the precise point not yet being concluded upon, but engineers are surveying upon three routes. Minahan advertises in the Springfield papers for 500 hands for seven months, which looks like work somewhere.

☞ The United States Court in New York on the 25th inst., appointed Messrs. Gowen, Lewis and Caldwell receivers for the Philadelphia and Reading Companies in that State, so that now they will have full control over all the companies' property in Pennsylvania, New Jersey and New York.

HALLS PATENT NOISELESS RUBBER WINDOW Frame for carriages. For carriages this frame requires no cloth covering and for durability will out wear any other frame. Carriage right for sale. WM. J. HALL, 328 E. 37 St., New York.

LITTLE CHIEF MINING COMPANY.

ROOM No. 54 BOREEL BUILDING, 115 BROADWAY, NEW YORK, May 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 4) of ONE PER CENT. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the fourth month's net earnings, payable at the Mining Trust Company, on the 25th inst.

Transfer-books will close May 21, and re-open May 26.

D. F. VERDENAL, Secretary.

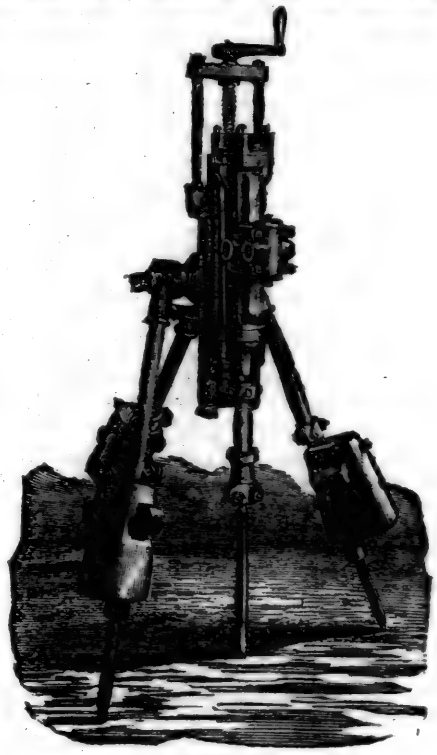
OFFICE OF THE ONTARIO SILVER MINING CO., No. 18 WALL ST., NEW YORK, May 6, 1880.

DIVIDEND NO. 55.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for April, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

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OFFICE OF THE HOMESTAKE MINING COMPANY, NEW YORK, May 12, 1880.

DIVIDEND NO. 17.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for April, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT, PHILADELPHIA, May 1, 1880.

THE BOARD OF DIRECTORS HAS THIS DAY declared a semi-annual dividend of THREE PER CENT., on the Capital Stock of the Company, clear of all taxes, payable on and after May 28, to stockholders as registered on the books of the Company at 3 o'clock P. M., April 30, 1880.

In order to give the shareholders the benefit to be derived from a distribution of the shares of the Capital Stock recently purchased from the City of Philadelphia, the option is given to the shareholders to receive the dividend hereby declared, either in cash or in scrip convertible into the Capital Stock of the Company at par, when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before the First day of October next, otherwise the dividend will be paid in cash.

JOHN D. TAYLOR, Treasurer.

LONERGAN'S
SECRET SERVICE.
NEW YORK AND ST. LOUIS.

T. E. LONERGAN - - - - Correspondent
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The investigation of frauds on Railway Companies a specialty

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending May 15, as reported by the several carrying companies, amounted to 391,462 tons, against 553,237 tons in the corresponding week last year, a decrease of 161,775 tons. The total amount of anthracite mined for the year is 7,633 616 tons, against 8,338,012 tons for the same period last year, a decrease of 704,396 tons. The quantity of bituminous coal sent to market for the week amounted to 83,868 tons, against 78,910 tons in corresponding week last year, an increase of 4,958 tons. The total amount of bituminous mined for the year is 1,311,272 tons against 1,154,058 tons for the correponding period last year, an increase of 157,214 tons The total tonnage all kinds of coal for the week is 475,330 tons, against 632,147 tons in corresponding week last year, a decrease of 156,817 tons, and the total tonnage for the coal year is 3,944 888 tons against 9,492,070 tons to same date last year, a decrease of 547,182 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of May was 133,214 tons, of which 109,680 tons were coal and 23,534 tons coke. The total tonnage for the year thus far has been 2,551,152 tons of which 1,881,386 tons were coal and 659,766 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended May 15 were 52,251 tons, and for the year to that date 695,627 tons—208 506 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 29,927 tons, and for the year 510,822 tons, an increase of 192,210 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 19,109 tons, and for the year 96,058 tons, a decrease of 13,161 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 9,215 tons, and for the year 89,186 tons, an increase of 29,395 tons as compared with 1879.—Phil. Ledger, May 24.

Central Vermont Railroad.

A correspondent, writing from St. Albans, Vt., says that the freight business of the Central Vermont Railroad is at present immense, and tests its fine facilities to the utmost. It is reported that the Grand Trunk Railway Co. has succeeded in securing a traffic contract with the North Shore Railway of Canada, running to Quebec and Ottawa, which will add very largely to the freight business of the Central Vermont system of roads.

The gauge of the Lake Champlain and St. Lawrence Junction Railway (now a narrow gauge road running from Stanbridge to St. Guillaime, P. Q., a distance of 62 miles) is to be changed at once to conform to the standard width of road. It runs through a rich and fertile belt of Canada, and even with its limited traffic facilities has proven a valuble feeder to the Central Vermont, with which it connects at Stanbridge. With improved roadbed and additional rolling stock, as contemplated, the Lake Champlain and St. Lawrence Junction will assuredly become one of the best paying roads in Canada, and add largely to the earnings of the Central Vermont.

☞ The Manitoba South-west Colonization Railway Co., having made satisfactory arrangements with an English syndicate for the disposal of their bonds, contemplate beginning active operations in July. Twenty miles of the road will be built this season.

☞ A party of surveyors left Wadsworth on the 14th inst. to make a preliminary survey of the Western Nevada Railroad.

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E. S. BOWEN, General Superintendent.

JNO. N. ABBOTT, General Passenger Agent.

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The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, June 4, 1880.

The Reading Receivership and What it will Do.

The appointment of the three Reading Receivers noted in our last, was announced too late for well considered comment in that issue, and hence we deferred criticism thereon until we could obtain more careful information upon the character and probable results of such appointments. Our readers will bear in mind, however, that in our last we said, before the Receivers had been appointed or definitely talked of, that the remedy for the evils that had swamped Reading, was only to be found in the placing of a practical railroad man as Receiver at the head of the company, and let him undo all that had been done in the past ten years in perverting the functions of the railroad to those of a coal and iron miner and manufacturer, to which the railroad had become secondary and by which it had been swamped. Proceeding upon this basis, we will now speak of the character of these appointments, the probable policy of this triple headed receivership, the possible results, and their cost to the creditors of the companies involved.

In the first place, the appointment of these Receivers was almost as much of a surprise as the failure of the companies, because of the apparently hurried and preconcerted manner in which it was done at the instance of parties who, while interested in the New York coal roads, have by virtue of their influence with the old Reading management as lenders of a large portion of the money represented by the floating debt, became virtual partners in the policy that has wrecked the Reading. It was this same New York interest that helped ten years ago to saddle a considerable portion of the coal lands of the Reading upon it at fabulous prices, from which little or no revenue has been or ever is likely to be derived. Moses Taylor is the head of this party and the Delaware, Lackawanna and Western Railroad interest back of him. During Mr. Gowen's craze to buy all the coal lands in the Schuylkill region, these parties made an ostensible survey for a railroad into the heart of this region, where they or their friends owned large tracts of unavailable land bought on speculation. Under this threat of building an extension of the Lackawanna interest into the Reading's district Mr. Gowen was frightened into buying the lands referred to at enormous prices. In one way or another this New York interest has since been an important influence in bringing Reading into its present straits, with their chief interest in Lackawanna which is the next most hostile interest to Reading after the Lehigh Valley interests.

In this hostile interest, therefore, it would appear these receivers have been appointed and not in the interest of the creditors of the Reading Company; for Moses Taylor's and the Lackawanna's interests in hostility to Reading, as a rival, are far greater than as creditors of the suspended companies. The receivers appointed, therefore, are presumably in the interest of a rival concern represented by Moses Taylor who asked for their appointment. This of itself has a bad look for the bona fide creditors of Reading, who had no voice whatever in the selection of the men to manage what is left of their property after ten years of mismanagement, in which they had little to say and from which this New York interest has chiefly profited, if it is not really responsible with the Reading Directory therefor.

This brings us to consider the receivers personally. Of Mr. Gowen it is sufficient to say that no business man would think of appointing an agent who had confessedly wrecked a valuable property by mismanagement, to restore such property by a continuance of such mismanagement. As he is the only railroad man in the Board of Receivers, he will naturally be the head thereof, and not only control the management of this estate, but the policy will be dictated by him, who though personally honest in act and purpose, is a visionary man who is the most dangerous of all business managers as the result has shown. His co-receivers are able financiers, as he is an able lawyer, and no doubt the finances of the road will be well cared for by them, as its *law* will be by him. But where is the most needed man of all, and really the only one needed, to manage the enormous business of these two great companies upon sound railroad and business methods without which the receivership is but another shift to stave off the inevitable which will be foreclosure and the wiping out of securities amounting to about $130,000,000, except some $40,000,000 representing the real value of the company's property, and leaving nearly $90,000,000 of its "I owe yous" worth little more than the paper on which they are printed.

Beside these objections there is the univer-

sal one of double and triple headed responsibility which is shifted from one to the other until finally it is disowned by all and their victims saddled with a hopeless wreck.

There is still another and not by any means small consideration against more than one receiver. We are told that in Philadelphia it is already estimated that these receivers will each make $100,000 a year out of this office. As this is more than Mr. Gowen or his co-receivers can make as presidents of railroads or banks it is not in human nature that they should be in any hurry to get the road out of the hands of receivers, which must be done before the stockholders have any rights whatever and the junior bondholders few that will be respected.

Beside these objections the sum of $300,000 a year for the management of the company is no light additional burden to add to a bankrupt corporation whose management has not hitherto cost over one-sixth that sum. This difference would pay the interest on over $4,000,000 of the company's bonds which are held largely by trust estates for the maintenance of widows and orphans, who need it far more than these two wealthy presidents of banks.

In conclusion, we can see no possible good for the stock and junior bondholders of these companies in the hands of these receivers.

Upon this subject we call attention to extracts from a letter to us from a correspondent in Philadelphia, who is more familiar with the affairs of the company than any one beside Mr. Gowen, and one of the most practical and successful railroad managers in that city.

How the Reading Receivers were Appointed and What will be their Policy.

The following extracts from a correspondent's letter from Philadelphia, will be of interest to the creditors of the Reading Company. The author is the best informed man and the most competent judge of the subject discussed. In referring to the manner in which the receivers were appointed, he says:

The sharp lawyer dodge of filing a bill in equity in Philadelphia on Saturday, at 5:30 P. M., and getting a hearing on it in Pittsburg on Monday morning, 400 miles off, is too transparent in its object, which was to evade opposition.

The receivers announce a continuation of the past policy, which will run things deeper in the mud than ever. * * * Gowen therefore will control the policy.

I know what ought to be done, what *must* be done to save everything from the wreck, and I know it is not going to be done by these receivers.

Things are much worse than any one supposes them to be.

☞ The Charlottesville Chronicle says that track laying has been commenced on the railroad from Charlottesville to Orange Court House, Va., an extension of the Virginia Midland railroad, and is being pushed forward as rapidly as possible. A material train is now engaged in hauling ties from Lovingston for the new road, and the missing link will soon be completed, and the connection between Charlottesville and Orange Court House made, to the great benefit of both places.

How Vanderbilt's Senate Killed the Anti-Discrimination Bill.

As we went to press last week, the Legislature of this State adjourned without passing the Anti-Discrimination Freight Bill. That the people of the State might know the why and wherefore, and that the responsibility for its failure did not rest upon the House, Mr. Duguid, one of the House Committee on Railroads and one of the Conference Committee, explained that the report of the Conference Committee was in the hands of the Senate, and that that body had gone into executive session. The last moment of the session was at hand and there was no time for further delay. He was unwilling to allow the measure to die in this way. The responsibility was with the Senate. It had converted the bill from one in the interest of the people to one in the interest of railroads, and the Assembly ought in some way to make this known to the people of the State. He therefore, without waiting hopelessly for the formal report of the Conference Committee—a report that was due to the Assembly—would orally report that the Conference Committee had failed to agree. Mr. Duguid spoke with a good deal of feeling because of the indignity which he felt that the Senate had put upon the Assembly and on him.

Mr. Duguid should have gone further and stated who were the members of this Conference on the part of the Senate, and it would have been clearer to the public, how Mr. Vanderbilt owned the Senate of this State to such an extent that he could make one of his partners in his railroad interests a member of this Committee. From this it will be seen that it was impossible to pass the bill. The members of the Conference Committee on the part of the Senate were Messrs. Wagner, Madden and Hogan.

Senator Wagner is Vanderbilt's Wagner Palace Car partner, and had the Senate of this State one remnant of honor or manhood left it would not have placed this man on such a committee. They might as well have made Vanderbilt himself the committee to make laws for himself. Had Senator Wagner any conception of his duty and regard for his oath of office or shame, he would not have consented to sit on this committee. The House has done all that could be asked of it and most of the members of the Railroad Committee The people must hereafter have an accounting at the polls of the stewardship of these recreant members of the Senate, of whom a majority appear by the above action to be the representatives of Vanderbilt, to have betrayed the trust of their constituents to him, to have violated their oaths of office and have not enough manhood or sense of shame left to blush even at their self-degradation, or sensitiveness enough to attempt to conceal the circumstantial evidences of corruption.

A New Motive Power Applied to Locomotives.

The Holland Hydro-Carbon Retort is an ingenious invention for generating heat from water, with oil as fuel, effecting great economy in all places where steam engines are used, and saving travelers from the annoyance of smoke, cinders and the odor of sulphurous gases. The inventor, Dr. Charles Holland, has spent some years in perfecting it and in covering his inventions with patents. A few months since he came to New York and enlisted some men of means in his enterprise. They purchased the right to use the machine in a large section of the country, and have organized a company, which has its offices at No. 18 Vesey street. The experiment of running a locomotive with one of the retorts was made on the Long Island Railroad last week, and in every respect it was a gratifying success. A party of about fifty gentlemen—capitalists, railroad officials and scientists—witnessed the experiment. A forty-ton engine was fired up; and before starting on the experimental trip, Dr. Holland, the inventor, explained the principle and operation of the retort. It is made of cast iron, and consists of four chambers, two for water and two for oil. In starting the fire to first generate steam while the water in the boiler is cold, the water chambers of the retort are supplied from the water tank on the tender. As soon as sufficient steam is raised, say ten pounds, the water supply is shut off, and hot water allowed to flow in from the boiler. The water, being first raised or converted into superheated steam, is then brought in contact with the gas flame generated from the oil and decomposed. The oxygen of the water being liberated from the hydrogen, is at once taken up by the carbon flame, its combustion is made perfect and the hydrogen is left free to burn by combustion with the free oxygen of the air which surrounds it, producing an oxy-hydrocarbon flame or heat of great intensity; in fact, the most intense heat that can be conceived. The inflow of oil and water by the four separate induct pipes into the four separate chambers of the retort is controlled by four valves, which the fireman can govern at will as readily as a common gas jet. The engine was coupled to a car in which the party took their seats, and a run of six miles out and return was made with three gallons of naphtha, costing 3 cents per gallon. Not a particle of smoke or cinders could at any time be seen, nor smell of gases, and a large part of the time it was found necessary to use but two of the chambers of the retort, and then even to not more than one-fourth their capacity, so that an enormous reserve force was in readiness for any emergency, such as ascending heavy grades. In descending grades the fire can all be instantly shut off, and so remain until a level grade is reached, when two chambers of the retort can be instantly relighted, and so continue until a heavy grade is reached, when the other two chambers can be instantly relighted, if required. It is a well known fact that in burning coal as fuel to generate steam in a

locomotive boiler, no more than eight per cent of the carbon is utilized as heat, the enormous waste of ninety-two per cent passing off in waste products—smoke, sparks, cinders and unconsumed gases. And carbon alone, even with a perfect combustion, contains but 14½ units of heat to the pound, while hydrogen contains 62½ units of heat. It will therefore be seen that, with a perfect combustion of the carbon and utilizing the entire amount of hydrogen in the water, an astonishing amount of heat power is generated by the Holland process. Professor John F. Boynton, of Boston; J. G. Case, manager of the Continental Telegraph Company; J. M. Foss, of the Vermont Central Railroad; E. C. Burgess, an engineer of Philadelphia, and other scientists present, all pronounced it a complete success. The great merits of the inventions, aside from those already mentioned, are the cheapness of the materials used, its entire cleanliness, and the fact that the heat and light are always under control. Perhaps the greatest merit claimed for the retort, is its saving of expense in the use of fuel. A low average of the present expense for fuel on railroads to-day is from 7½ to 12 cents a mile. It is declared by Dr. Holland that it will not be long before he can demonstrate to railroads that, with his retort, they can run engines at an expense of from 3 to 4 cents a mile. The retort can be applied to cooking stoves, stationary engines, steamboats, as well as locomotives.

Rights of Express Companies.

In the United States Circuit Court, at Louisville, on the 26th ult., Judge Baxter delivered an opinion in the case of Adams Express Company against the Nashville, Chattanooga and St. Louis, and the Louisville, Cincinnati and Lexington Railroad Companies. Judge Baxter, after alluding to the commencement of the express business in 1839, under the auspices of Alvin Adams, and its growth until to-day, when it represents 160 express companies, possessing an aggregate capital of $30,000,000, and occupying every prominent railway in the United States, says that during this period the railway companies have afforded freely all facilities the express companies have required and in many instances have solicited the business of such companies, to the great profit of the railways. By the recent changes the Louisville and Nashville Railroad Company have obtained control of long lines of railway, and have undertaken to organize a new express company called the Union Express Company, and with the view of supplanting the Adams and Southern Express Companies has undertaken to give the Union Company the exclusive use of the privileges heretofore accorded to the other two express companies. Judge Baxter reviews the whole question at length and concludes as follows:

The attempt on the part of the Railway Company now to arrogate to themselves the exclusive right to perform those services on behalf of the public which so long have been satisfactorily performed by the express companies is not entitled to recognition in a Court of Equity. The railroad companies fostered the business of the express companies, and it was built up and conducted with their assent and assistance, and the railway companies are therefore estopped from asserting a right to render valueless the business and capital of the express companies or from claiming the exclusive right hereafter to conduct the express business on their own behalf. An injunction will be therefore issued as prayed for by the complainants, and if any question arises as to the proper measure of compensation to be paid for by the express companies, such a question may be presented to the court, but m antime the defendant is enjoined from disturbing the business of the express companies, or from refusing to transmit its express matter under the charge of its messenger.

Indebtedness of the Philadelphia and Reading R. R. Co. to the state of Maryland.

A correspondent, writing from Annapolis, Md., under date May 26th, says that the financial difficulties of the Philadelphia and Reading Railroad Company are likely to defer indefinitely the settlement reached last winter in regard to the $60,000 annuity to that State from this company, which has been in default for some years on account of mortgages of the Susquehanna and Tidewater Canal Companies, and then adds:

Propositions were made by Mr. F. B. Gowen, president of the Reading road, in 1878, to give debenture guarantee scrip covering the default, and the propositions were accepted by the board of public works, but the Legislature failed to ratify the bargain. Last winter this mode of settlement was consummated. An act was passed authorizing the State treasurer to accept $150,000 in debenture guarantee scrip, payable July 1, 1882, with interest coupons, the first payable January 1, 1880, in settlement of interest due July 1, 1879. The State treasurer was authorized to accept checks of the Reading Company for $9,000 in payment of the interest on scrip to July 1, 1879, and the checks as well as the scrip were forwarded to Annapolis. It is not known, however, that the checks have ever been cashed, and in the present state of affairs it looks as though the State of Maryland will continue for some time yet without any return from its million of dollars investment in these canals. The scrip, of course, will continue to bear interest, the next coupon being due July 1, 1880.

Anthracite Coal Going West.

In answer to the question "How much hard coal is there this year going west to Chicago and beyond?" the Philadelphia Ledger says:

Last year the low prices of coal and the great anxiety of the trade to sell made the West, until then a comparatively new field, a large taker of coal. Whether it will take as much this year, under rather higher prices for coal, and probably higher toll charges, for last year West bound freights were so scarce that the return of Eastern bound loaded produce cars carried coal back at little more than loading charges. To the extent that the Western demand for anthracite coal may be less this year than last will the year's out-put be less in that direction. A lessened Western consumption of hard coal, however, is not thought probable, as we notice by last week's report the receipts at Chicago amounted to 58,481 tons, and since January 1, to 914,683 tons, against 653,454 tons received there in the same time last year. The amount of coal shipped thence since the beginning of the year is 221,714 tons, against 145,408 tons in same time last year, showing an increased demand for hard coal throughout the entire West, as a preference for it everywhere will be shown after being once tried.

Dynograph Car.

The dynograph car, which the Boston and Albany Railroad Company are testing on their road, accomplishes the recording of the motive power used in drawing a train by the transmission of the force imparted by the car's draw-bar to a piston working in a cylinder filled with oil to a pen which draws a diagram of the train's resistance on a roll of paper. Other pens record the distance traveled, in seconds, minutes and hours, the revolutions of the driving wheels, the mile posts as they are passed, the curves and straight lines of the track, the water used and each shovelful of coal put on the engine fire, every escapement of black smoke from the chimney, and the tale of the anemometer on the top of the car. The car is to be used to determine the relative difference between the various kinds of joints and ballast commonly used on railroads—a question which has been prominently before the general managers of late, and when once settled, will be the means of saving large sums of money to the corporations, and bringing about better roadbeds.

Broadway Underground Railroad.

S. M. Lawson, A. L. Sullivan, T. L. Smead, J. G. Sickels, of New York; A. N. Cromwell, of Brooklyn; H. H. Edwards, of Staten Island, and T. E. Sickels, of Pennsylvania, are named as directors of the Broadway Underground Railway Company. This railway is to begin near the South Ferry, New York; thence it is to run under Whitehall street to Broadway, under Broadway to Fifty-ninth street, under Fifty-ninth street to the Boulevard, under the Boulevard to Tenth avenue, and under that avenue to Kingsbridge. The length of the road is to be fourteen miles, and the capital is placed at $14,000,000. The same parties are also named as directors of the Madison Avenue Underground Railway Company. The route is as follows: beginning in Broadway near Twenty-third street, under and across Broadway and Madison square to Madison avenue, to the Harlem River. The length of the road is six miles, and the capital is placed at $6,000,000.

New York, Boston and Albany Railroad.

Wm. Hinds, Francis E. Frothingham, Wm. S. Carmen, Charles Ely, Wm. L. Davis, Horace F. Chase, Benjamin C. Hind, Eben B. Crane, James G. Hobbie, of New York, John W. Van Valkenburgh, of Albany, James T. Potter, Frederick W. H. Crane, of Brooklyn, and Edwin B. Moore of Jamaica, are named as directors of the New York, Boston and Albany railroad company. The lines are to run from New York to state line, between New York and Connecticut, at or near the town of Salem, and from some point at state line between New York and Massachusetts, at or near the town of Canaan, to town of New Lebanon. The length of road is fifty-two miles. The capital is placed at $7,000,000.

☞ The Directors of the New York, Ontario and Western Railroad Company have filed a notice with the Secretary of State at Albany to the following effect: The said company was formed upon the sale of the New York and Oswego Midland Railroad, and its present capital, $50,000,000, is insufficient to carry out the plan of reorganization. The additional amount required is $15,000,000, thus making the capital stock $65,000,000.

☞ George D. Chapman has resigned the presidency of the Scioto Valley Railroad Co., and Wm. Adams, Jr., of New York, has been elected in his place. Mr. Chapman will construct the Ohio river branch of the Scioto Valley railroad to connect it with the Chesapeake and Ohio Railway.

☞ A narrow-gauge railroad from Grafton to Beverly, West Virginia, fifty miles, is projected. A company has been formed, and some of the stock has been taken.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,569,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bel.100	1,227,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '79 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl. '80 3.s
" " pref. 50	838,311	quarterly	Apl. '80 3½s
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June'79 3
Catawissa*..... 50	1,159,500	Oct. ber.	Oct. '79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'79 2½
Central of New Jersey..100	18,563,200	quarterly	Apl. '79 2½
Central Ohio*..... 50	2,425,000	J. & J.	Jan. '80 3
" pref..... 50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb '80 3
Chemung*.....100	380,000	quarterly	pl. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref.....100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	Dec. '79 3
" " pref.100	22,025,603	quarterly	Mar. '80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Clin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 3½
Clin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Clin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Mar. '80 2
Colum. & Hocking Val.100	2,500,000	F. & A	Feb '80 4
Concord..... 10	1,500,000	M. & N.	May 80 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump. Riv...1 0	2,175,700	F. & A	Feb '80 1½
Connecticut River..... 10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*...100	1,500,000	quarterly	Feb. '80 1.
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor...100	1,874,000	annually	Feb. '80 3½
" " pref 10.	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*.00	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*..... 50	1,209,200	J. & J.	Jan. 80 3
East Mahanoy*..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,800	J. & D.	June'80 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 10	4,200,000	J. and J	Jan. '80 3
Han. June., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '80 2
Illinois Central.....100	20,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co.100	7,620,000	quarterly	May '80 1½
Ia. So. & Mo. Northern. 25	5 000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	5000.000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Centra 1 0	4,500,000	J. & D.	June'79 3
" " pref.100	500 000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,468,500	F. & A	Feb. '80 4
" " (guar.).100	533,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,382,550	quarterly	Apl. '80 1
" pref. 50	106,300	quarterly	Apl. '80 2½
Little Miami*..... 50	5,871,484	quarterly	Mar. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 3½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,459	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester .100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apl. '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Mar. '80 1½
N. Y. Cen. & Hudson R...100	89,428,330	quarterly	Apl. '80 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 80 4
" " pref.100	1,500,000	J. & J.	Jan. '80 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N. Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S. C.) pref...100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,300	J. & J.	Jan. '80 3
Oregon Railway & Nav.100	4.456,0.0	quarterly	May '80 2
Oswego and Syracuse*...100	482,400	F. & A.	Feb. '80 1½
Panama 100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl. '80 1½
" Special Imp..100	5,504 300	quarterly	Apl. '80 1½
Pittsfield & N. Adams...100	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,483,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref...100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	2,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*..... 100	267,300	M. & N.	Nov. '77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana.100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,746,000	quarterly	Apl. '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J	Jan. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,799,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	quarterly	Jan. '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)...100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.'0	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. B'dw. & Bat.'00	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. 80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	100,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	Mar. '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat.. 50	10,348,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	June'80 2
American Express.....100	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	8.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S	F.M.A.N	May'80$10
Central Mining Co.....	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal..... 100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Molongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Jan. 80 2
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common....100	5,700,000	.....	.....
preferred 100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,700,000	J. & J.	Jan. '80 5
Sioux C. & L.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	ec. '79 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M A.N	May '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,056,000	quarterly	Apl. '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,133	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,491	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	426,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	429,543	602,624	537,326	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	1,453,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,370	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,852	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,965	666,853	663,640	784,507	798.665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,805	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	393,787	281,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,569	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	541,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	530,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,119	236,546	206,7-6	206,757	207,514	219,926	294,935	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	330,759	387,701	336,086	330,028	3,343,373
1880	367,327	326,306	355,508	348,275	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147,208	1,127,079	1,172.961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381.391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,958	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,317,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	76,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,665
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,956	112,375	108,879	83,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,316
1880	93,306	105,101	128,453	92,242	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	890,137	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, June 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	.....
Loan of February 8, 1861 .....registered	$12,663 000	6	Jan. & July.	1880	102
.. ..coupon	2,061,000	6	" "	1880	105
Oregon War Bonds of March 2, 1861...coupon	747 000	6	Jan. & July.	1881	.....
Loan of July 17, and Aug. 5, 1861....registered	118,471,100	6	Jan. & July	1881	103½
.. ..coupon	42,943,600	6	" "	1881	106½
Loan of March 3, 1863.....registered	50,089,250	6	Jan. & July.	1881	103½
.. ..coupon	13,737,900	6	" "	1881	106½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	201,978,050	5	F. M. A. & N.	1881	103½
.. ..coupon	196,870,650	5	" "	1881	103½
.. ..registered	170,298,800	4½	M. J. S. & D.	1891	110
.. ..coupon	79,701,200	4½	" "	1891	110
.. ..registered	527,921,400	4	J. A. J. & O.	1907	108½
.. ..coupon	211,513,300	4	" "	1907	109½
Refunding certificates of Feb. 28, 1879.....	1,413,100	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	...
Debt matured and without interest.....(var.).	8,124,965	...	.....	.....	....
Debt bearing no interest.....	395,424,350	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	124½
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	59
.. Substitution (B) bonds; R. R. do.....	594,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,001	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,083,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	96½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1890	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876. ..	542,000	7	Jan. & July.	1896	1.0
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1886	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	...
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	738,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 18.9.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	44½
.. * Loan to N. O. & P. R.R. ('78)	$2,000,000	...	.....	.....	...
.. * Levee (Act, 1855 and 1870) bonds.....	106,000	6	Various.	'98-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($160,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. County Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds 1864.....	2,330,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,225 675):					
.. Loans to Railroads & Canals, stg.....	4,512,535	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80 '90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,286	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1874).....	916,000	6	" "	'87-'93	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1862) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75..	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863...	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	104
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	108
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110½
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	107½
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	8,000,000	6	" "	'87-'96	107½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,878,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7 -'98	18
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	4½
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	3,000,000	5	Feb. & Aug.	1902	....
.. Reslstered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	114
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	489,000	6	" "	'75-'7	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	29
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	...
Virginia—($52,072 047):					
.. Old bonds (rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,000	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	....	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	.....	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	.....	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,300,000	7.3	Jan. & July.	New York.	1896	118½
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	116½
Land Grant Mortgage (gold)	3,116,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	103
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	96½
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	....	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley.						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	106½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1880	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	36½
1st Mortgage, guar. by Erie	5,000,000	7	" "	"	1900	....
Mass. L. (secr'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1890	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	117½
Buffalo and Jamestown:						
Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	119
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	646,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	...	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	101½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	107
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	114½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	108
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	89
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	..
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,500,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.	"	86-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	..
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107
1st Mort. (W. to Minn. Lake)	134 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	682,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1921	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1880	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	99½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1908	104
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	79
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	99½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	118½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	109
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	105
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	" "	1900	103½
Land bonds (Cen. Pac. Co.)gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	39
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	88½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	.....	.....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	102
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	64
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaqua:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds. ..	3,000,000	6	May & Nov.	" "	1903	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,864,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	180,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	853,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	119½
Bonds of 1975, Sinking Fund...	415,000	5	June & Dec.	"	1895	100
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 6 p.c. Mort. b'ds(Iowa D.	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	122½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,487,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., R. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	...
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,000	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	114½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	114
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	115½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	128½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)....	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4 000,000	6	" "	" "	1909	102½
1st Mort. (La C. & Dav. Div.)..	1,785,000	6	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	112½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	109½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	105
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1908	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	118
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,246,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1901	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	114
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,850,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Eqnip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	119½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1903	80½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	42½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1880	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,498,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	101½
Des Moines and Ft. Dodge:						
1st Mortgage (scrip).....	2,400,000	8	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	1 9
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1.500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	110
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (K.T.& Ga.,old)	635,000	6	" "	" "	'80-'86	....
Company Bonds (" new)	155,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	92½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	117
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY & London.	1920	108½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	80½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	100
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York.	1857	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1857	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p m.)	425,000	10	May & Nov.	"	1888	....
1st Mort. (Bay C. & E. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,401	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. h. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	104¼
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'50–'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108¼
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	....	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	110
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	98¼
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	103¼
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107
1st Mort. (Q. & Palm. R.R. 15 m.)	435,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R.R 55 m.)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sky fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300 000	6	April & Oct.	Brot. & Best.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. sky fund, gold	6,277,000	7*	Jan. & July.	New York	1891	105
1st Mortgage (Western Div.)	2,305 000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	107½
Income and Indemnity bonds	1,359,500	7	May & Nov	"	...	98½
Consolidated Mortgage	2,884,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	367,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200.000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	72
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	61
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & G. t. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage (Con., Bar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, sky fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,0.2,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	115½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	103
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sky fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (230 m.) conv.	887,000	7	March & Sept.	" "	1890	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	103
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $300,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	96
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100¼
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	——
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..)	9,441,000	7	J. A. J. & O.	" "	1900	120¼
Consol. Mort., S.F., Coupon..)		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	115
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	116
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S .& Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	5,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....)	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg...)		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	127
General Mort. for $40,000,000.)	13,304,000	6*	June & Dec.	"	1923	112¾
General Mort., registered ...)		6*	" "	"	1922	114
Lewisb. Centre & Spruce C.(P& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	98
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Sk'g. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'watn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	108¼
Louisiana & Mo. Riv. (Ch. & Al)						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	800,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103¼
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'82	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol.M.for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114
Louisville Loan..... ...	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¼
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	——
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93¼
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	103¼
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	107¼
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	71
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	33¼
4th Mortgage.....	4,000,000	6	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	6-10	Various.	" "	'92-'0.	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'7	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,503,000	6*	Jan. & July.	New York.	1908	101¼
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	6	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	117¾
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¼
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	103
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.)	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.		1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.		1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	102½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	87
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6*	May & Nov.	Mob. & Lond.	1883	....
		8*				
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,463,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	129
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	111½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	107½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	114
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	107
Newark & New York (C. of N.J.).						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	300,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $300 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willim.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (NY. & OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $2.00(000	1,800,000	7*	May & Nov.	New York.	1900	....
New London Northern (Can. Vt.):						
1st Mortgage	303,000	6	April & Oct.	New York.	1885	104
2d Mortgage	493,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	111
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	127½
1st Mort., reg'd }		7	" "	" "	1903	127½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	124½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	113
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	109½
New York and Oswego Midland:						
1st Mortgage gold, tax free	5,000,000	7*	Jan. & July.	New York	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	117
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage	1,500,000	7	May & Nov.		1896	118
General Mortgage	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	104½
Consol. General Mort. Coupon.	1,836,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	" "	Baltimore.	1926	80
Second General Mort. coupon	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	104½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	114½
Consolidated S. F. Mortgage	3,475,000	7	" "	" "	1898	115
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	109
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	76
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds	265,100	7	Feb. and Aug.	"	1881	102

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
3d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	98½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	103½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	118
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	102
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	89½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	.....	....
3d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,623,200	6		U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,867	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (E.) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	96½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1889	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1861	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114½
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 6,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	131
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	57
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,200,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	110
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106½
1st Mort. (Ills. & Southern Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	102
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	99
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	99
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	98½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	95
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	116,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	111
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	98
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	103
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	166
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	102
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	89
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	72
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	73
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	40
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	85
2d Mort. (Gov. Subsidy)	1,621,200	6	" "	U.S. Treasury	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	96
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1890	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	27
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	31
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	57
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	60
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	110
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	102
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	99
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	99
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	98
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	95
Consol. 2d mort. gold	2,144,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6a	Jan. & July.	N. Y. & Bost.	'96-'99	113¼
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	111¼
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling..	2,225,000	8a	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	77
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5a	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6a	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6a	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	107
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	111¼
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	850,000	6	Jan. and July.	Boston.	1883	110¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	76
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	110
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	76
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	44
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	117,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Loudoun & Hamp.	47,000		May and Nov.	New York.	1893	....
1st Mortgage for $2,000,000	£56,600	7a	Apr. and Oct	" "	1901	35
Westchester and Phila.:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114¼
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7a	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	118
Sterling Bonds, Sinking Fund..	981 234	6a	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	109
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105½
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7a	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	56
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109½
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113½
Extension mortgage bonds.....	4,313,000	7a	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	107
	5,000,000	7	" "	" "	1891	110
Coupon bonds of 1874..... }	3,000,000	7	Apr. and Oct.	" "	1894	109½
Registered bonds of 1874..... }	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6a	March & Sept.	"	1894	103½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	106½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6a	June & Dec	"	1897	105
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	105½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1890	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg):						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	98
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	55
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	70
Boat and Car Loan	621,600	7	" "	"	1915	50
Coupon Bonds.....	1,200,000	6	Jan. and July.		1898	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1888	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1871	....
2d Mortgage.....	200,000	6	" "	"	1915	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "Not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years Existing.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31 1878	196.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,800,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,693,693	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	298,623	485,336	1,006,211	456,579	7	100	106
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	68,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	62.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,096	3,950,868	2,035,676	—	100	119
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	88,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	118,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	82	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,926,537	—	512.0	4,356,182	919,064	2,652,839	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,686	*	18,829	1,013,204	4,476,677	3,566,500	1,331,148	—	350.2	651,887	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,969	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	66.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,577	12,116,258	57,205,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	597.3	9,303,055	.....	.....	8,563,357	4,039,612	8	100	146
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch¶ .....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	.....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,748	.....	.....	659,690	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	3,408,788	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	209,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	88,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,848	506,459	98,352	—	100	....
Nov. 20, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,579	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	2,115,857	1,139,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	6.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9 mos.)	.....	168,524	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,90	Boston and Albany.... Mass. & N. York.	26,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,000	321.7	5,024,183	5,200,641	2,642,555	6,633,532	2,219,536	8	100	144
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	156,962	1,462	82,101	869,002	534,300	263,133	—	52.5	135,063	104,752	722,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass	4,872,687	974,440	343,645	1,067,672	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.8	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,559	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,965,843	604,122	1,073,411	507,873	2	500	901
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	201,359	6,921,274	3,500,000	83,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	125
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	502,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	37
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	600,000	677,343	363,127	67.7	800,010	3,213,189	509,751	1,226,417	358,490	6	100	137
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	213,549	60,011	8.8	104,086	636,838	.....	131,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,566,000	.....	.....	.....	2,086,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	130.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,230,000	*	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia.. Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,563,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,224	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	163.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.9	911,305	287,634	721,754	1,614,762	660,311	—	100	56
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...In.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,965	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... .. Ill.	7,928,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,889	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,800	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California.	18,800,673	39 ,014	131,150	390,890	12,000,000	6,850,000	1,496,990	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,049	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3 37,400	*	.....	.....	979,400	2,178,000	242,500	20,000	189.0	162,303	48,388	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000 000	11,511,843	1,012,283	294,965	326.6	1,681,914	219,544	968,044	1,490,270	233,045	—	100	54
Mar. 31, 1879	42.0	—	12.1	—	22	17	6	273	Carolina Central..... ..... N. C.	10,202,000	—	.....	.....	4,207,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	*	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	22
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	50
Dec. 31, 1878	271.6	2.6	18.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.) Ia.	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	115
Sept. 30, 1878	294.5	17.0	27.0	—	119	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,360	2	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,056	4,325,000	180,515	.....	190.6	695,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	120	64	18762	Central of New Jersey.....New Jersey.	17,161,436	2,851,370	.....	.....	18,563,200	31,850,276	4,203,653	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	57
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sep. 30, 1878	187.8	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... ..... Ohio.	4,937.963	425.587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	882.8	230.4	169.4	—	2 27	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,369,421	54,276,500	94,249,680	7,200,265	12,339,278	1,941.0	5,528,444	6,979,188	1,787,642	17,530,858	8,744,740	—	100	68
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	193.0	415,353	58,570	97,948	441,357	152,228	—	100	97
Sept. 30, 1878	427.8	6.8	77.6	—	16	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	16
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,396,239	322,266	177,285	145,719	2,163,300	826,500	26,312	24.427	53.6	567,059	124,321	419,309	527,588	123,885	1pf	100	52
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,251	Chicago and Alton .....Illinois.	18,274,828	*	7,780,766	269,406	12,490,872	11,391,810	2,001,053	—	677.8	2,709,406	781,991	1,967,806	4,691,519	2,156,385	7	100	106
Dec. 31, 1878	486.5	1,117	455.8	1 9.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,685	3,327,845	27,956,916	27,058,725	13,568,351	1,482,847	1,624.	6,764,874	2,187,020	3,975,910	14,119,665	6,586,580	8	100	113
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,636,103	*	.....	.....	6,158,600	.....	280,334	.....	221.6	313,592	87,572	235,383	533,595	260,847	—	100	71
Dec. 31, 1878	50.3	—	12.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073.985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	*	352,407	71,536	823,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,586	229,516	—	100	99
May 31 1879	52.4	—	2 .6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & NW.) Ia.	4,695,900	—	.....	.....	3,916,200	779.700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	144
Dec. 31, 1878	881.3	681.0	1 .2.6	122 0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	56,755,184	*	2,848,298	1,480,429	27,6 8,744	32,088,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	70
May 31, 1879	1,200	—	726.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	8,977,992	2,385,059	36,514.220	34,598,000	3,241,088	4,342,772	1,616.5	11,125,639	3,328,427	4,265,937	13,420,606	6,814,812	7pf	100	89
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,563,530	*	2,524,005	163,016	20,960,000	9,982,000	11,097	6,267,454	1,125.0	7,548,000	1,500,000	2,236,270	9,409,333	4,299,961	10	100	139
Dec 31, 1878	549.0	27 .6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O. Ky., T., M. & La.	25,911,501	—	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,158	2,819,010	819,783	—	100	25

Sept.30, 187	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneap('a.....Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749		739,836	787,943	—	50	47½
Dec. 31, 1878	179.6	76.6	28.2	—	26	13	6	497	Chicago & West Michigan... .Michigan.	6,570,478	*	31,758	52,711	6,150,000	480,000	23,944	—	—	245.6	387, 56	205,294	197,637	488,784	80,908	—	100	60
Mar. 31 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Da[illegible]ia...Ohio.	3,827,078	1,119,251	3,160,221	264,329	3,500,000	2,785,000	601,085	1,534,794		59.9	567,951	950,520	759,669	907,211	141,193	—	100	....
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton &Ind. (C.,H.& D.).O.& Ind.	2,436,088	229,072	60,080	.....	—	2,500,000	1,180,356	.....	.....	98.4	388,764	152,052	210,283	341,676	78,167	—	—	....
June 30, 1878	86.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic..O. & Ind.	4,059,000	*	.....	.....	1,929,200	1,898,000	300,000	.....	.....	75.3	328,970	.....	.....	408,188	127,569	—	100	....
Mar. 31, 1879	38.0	—	2.7	—	5	2	3	162	Cin., Richmond & Ohic. (C.H.&I).).Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	83,176	1[illegible],371	188,448	33,458	—	50	....
June 30, 1878	130.1	16.3	16.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland...Ohio.	6,219,252	*	800,784	84,437	4,484,787	2,178,726	562,189	.....	.....	190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	20
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,761,000	—	.....	.....	1,100,000	2,661,000	1,342,882	.....	.....	86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	.....	109.5	230,022	.....	.....	195,710	52,263	—	100	....
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind...Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,225		391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	65½
Jun. 30, 1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. &Gt.W.).Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335		123.4	188,619	55,000	524,032	403,400	309,459	7	100	....
Dec. 31, 1878	104.0	—	17.8	—	22	13	18	600	Clev., Mt. Vernon and Del. (Pa. Co.)...O.	4,628,871	*	208,148	37,678	1,768,798	2,969,000	669,275	.....	.....	156.5	410,716	228,693	259,[illegible]23	382,693	64,971	—	100	....
Dec. 31, 1878	123.8	76.0	66.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	733,214		225.8	1,885,556	584,237	1,434,207	2,474,684	1,168,580	7	50	112½
Dec. 31, 1878	118.0	74.2	13.0	—	19	14	5	188	Colorado Central.. .....Col. & Wy.	4,430,300	*	.....	.....	3,971,300	2,459,000	.....	.....	.....	192.2	.....	[11 months.		669,448	280,558	—	100	....
Dec. 31, 1878	520.5	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.	28,851,097	*	58,000	.....	13,969,823	24,859,724	79,555	.....	.....	580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	12½
Dec. 31, 1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley .....Ohio.	3,701,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631		105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin.(C.,S.&C.)..Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	23,250	.....	.....	—	.....	.....	.....	230,797	66,942	—	50	....
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo.....Ohio.	2,816,106	*	640 590	114,223	897,168	2,416,000	229,316	28,496		117.7	416,530	145,283	345,606	517,871	222,259	—	50	....
Mar. 31, 1879	35.0	7.0	78.0	—	38	44	16	946	Concord.....New Hampshire	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226		141.7	617,254	509,203	673,471	733,004	318,847	10	50	166½
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv..Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	60
Sept. 30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River .....Massachusetts.	2,306,638	241,859	175,675	226,486	2,100,000	206,400	164,862	578,887		79.8	377,739	946,900	332,900	504,670	199,034	8	100	144
Dec. 31, 1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.NY.&P.	2,400,000	*	.....	.....	.....	500,000	.....	.....	.....	64.0	181,905	58,582	507,185	404,665	113,354	6	50	....
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley .....Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	362,800	47,007	561,878		135.0	321,495	325,551	316,696	512,121	199,660	10	50	....
Sept. 30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk .....Connecticut	973.940	164,740	15,264	26,711	600,000	500,000	.....	80,645		33.8	97,380	222,212	51,81[illegible]	157 953	41,279	—	100	....
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern.....Iowa.	5,230,000	*	.....	.....	3,520,000	1,710,000	196,827	.....	.....	160.6	187,487	81,582	67,043	222,927	17,738	—	100	....
Mar. 31, 1879	140.7	—	29.8	—	29	13	4	762	Dayton and Michigan (C., H. & D).Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921		142.7	683,849	209,674	422,303	545,288	271,432	3½	50	....
July 31, 1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.).....Ohio.	971,368	*	.....	.....	457,817	413,500	152,701	.....	.....	69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31, 1878	83.8	16.7	10.1	—	—	—	—	—	Delaware [illegible](P.W.& B.).....Delaware.	2,367,508	—	.....	73,198	1,450,323	760,000	160,400	69,983		94.8	268,998	.....	.....	365,580	109,674	6	25	....
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook.....N. Jer.	3,136,534	*	.....	.....	1,514,000	1,500,000	279,621	.....	.....	30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31, 1878	115.0	92.5	223.7	—	150	82	22	16139	Delaware, Lack. and Western.....Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125		207.5	2,468,754	474,16.	3,193,581	3,699,601	2,320,481	—	50	74
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.).....Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350	.....	106.0	.....	.....	.....	147,022	38,098	—	100	....
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.).....Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,938	47,552	182,828	773,322	342,676	—	100	74
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge.....Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....	.....	87.2	111,664	45,646	66,945	182,812	52,477	—	100	....
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw.....Mich.	—	—	.....	.....	.....	.....	.....	.....	.....	191.6	.....	.....	[9½ mos.	828,657	265,893	—	100	....
Dec. 31, 1878	166.0	40.7	80.2	—	27	15	6	1,295	Detroit, Lansing & Northern.....Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	155,540		197.3	785,106	872,722	864,737	970,034	372,199	—	100	90
Dec. 31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,882,000	—	31,463	.....	5,000,000	882,000	.....	31,463	.....	—	.....	.....	.....	925,228	323,830	5½	100	68
June 30, 1878	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga.".....Tenn. & Ga.	9,186,633	*	469,381	148,250	1,967,074	4,186,100	226,269	2,423,721		272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....
Sept. 30, 1878	41.4	76 6	106.2	—	75	136	35	1,281	Eastern.....Massachusetts.	7,000,000	905.000	1,691,481	249,878	4,997,000	13,589,022	1,488,349	.....	.....	—	1,557,775	4,197,991	697,987	2,422,394	841,268	—	100	27½
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash).....Indiana.	2,799,128	*	8,261	85,514	2,792,120	.....	27,221	73,562		93.8	197,696	64,795	208,595	206,555	67,842	2	100	50
Dec. 31, 1878	81.0	3.5	56.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	.....	.....	84.4	537,602	136,782	748,142	541,516	152,603	7	50	100
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. "..... Maine.	.....	.....	.....	.....	.....	3,223,800	.....	74,934	.....	133.0	250,406	154,015	141,633	356,858	126,507	—	100	....
Aug. 31, 1879	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute.....Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,803		109.0	335,938	143,603	332,700	564,809	160,538	4½	50	80
Apr. 30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi..Ind.& Ill.	1,649,600	*	17,068	5,815	455,661	1,100,000	118,822	.....	.....	69.3	.....	.....	.....	242,896	94,236	—	—	....
Sept. 30, 1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg .....Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,435		189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	122½
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*.....Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,800	7,157,905	1,920,826	.....	.....	280.0	1,095,422	540,556	408,053	1,056,017	438,203	—	100	158
Dec. 31, 1878	109.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag...Mich.& Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564	.....	.....	100.0	247,733	96,932	136,029	245,951	95,071	—	100	....
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.....Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....	.....	.....	104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31, 1878	28.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo.....Indiana.	485,000	*	315,000	.....	600,000	200,000	.....	— —	.....	28.0	.....	.....	.....	38,397	19,196	—	100	25½
Dec. 31, 1878	51.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C.&P.)..Neb.	1,300,000	—	.....	.....	690,000	690,000	.....	.....	.....	51.1	55,215	19,772	45,352	138,159	46,053	—	100	4½
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio "..... Tex.	9,474,077	809,723	2,239,241	451,660	6,460,000	5,686,927	494,500	373,574		215.0	488,151	60,19[illegible]	157,938	1,325,846	792,014	—	100	....
Dec. 31, 1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson "..... Tex.	3,495,385	*	15,806	81,488	1,000,000	1,500,000	275,596	817,032		50.0	122,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)..N. Y.	1,481,297	—	.....	.....	850,000	600,000	192,249	.....	.....	75.6	388,066	95,811	501,852	264,996	df.16,138	—	100	....
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking).....Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,951	511,328		278.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31, 1878	332.0	—	80.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)Mich. &Ind	11,095,085	*	65,504	246,737	2,800,000	8,000,000	2,164,707	.....	.....	423.6	1,188,105	509,326	383,310	1,200,029	242,458	—	100	....
Dec. 31, 1878	856.0	158.2	213.5	—	434	274	84	8,178	Grand Trunk "..... Canada.	152,044,870	—	2,311,630	.....	118,498,280	35,812,710	45,510	.....	.....	1,390.2	8,884,271	2,025,737	2,387,942	9,581,320	2,349,255	—	100	....
Jan. 31, 1879	274.8	185.7	270.2	—	216	165	38	4,639	Great Western "..... Canada.	33,424,430	7,877,010	2,851,045	.....	33,106,885	18,221,095	.....	.....	.....	1,089.3	3,616,829	1,206,332	1,854,663	4,216,335	1,297,055	—	100	....
Sept. 30, 1878	213.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota....Wisconsin.	12,297,805	*	1,459,135	.....	8,000,000	3,979,000	1,777,941	.....	.....	213.9	388,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)..S Car.	3,623,905	*	374,200	193,895	1,615,166	2,178,763	989,222	.....	.....	164.8	237,791	48,662	108,077	383,909	181,660	—	100	....
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific "..Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....	.....	66.8	242,592	4,340	202,584	112,358	29,706	—	100	....
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	.....	146.7	103,153	146,651	70,456	127,084	40,991	—	—	....
Dec. 31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* "..... Missouri.	13,492,427	—	.....	.....	14,251,724	8,700,000	.....	.....	.....	292.3	1,354,767	257,916	543,472	2,045,450	780,355	—	100	24½
Sept 30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South.....N. Y. & Vt.	.....	.....	.....	.....	.....	.....	.....	.....	.....	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept. 30, 1878	74.0	—	3.0	—	19	21	10	486	Housatonic .....Connecticut.	2,581,006	*	225.836	78,762	2,000,000	550,500	161,348	154,256		126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30, 1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central"..... Texas.	21,370,021	1,331,342	6,864,922	353,302	7,722,900	14,901,995	2,778,600	5,521,092		521.7	1,499,283	242,559	457,840	3,031,361	1,326,905	—	100	100
Dec. 31, 1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.....Penn.	4,367,820	*	179,067	366,935	2,062,800	2,283,500	564,393	11,929		61.3	172,915	43,618	894,788	238,889	114,145	—	50	14
Dec. 31, 1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central* .....Illinois.	35,513,173	*	6,628,792	868,927	22,000,000	11,997,000	.....	2,013,892		1,255.5	4,247,628	1,725,236	2,067,882	7,111,184	3,631,559	6	100	101
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland.....Illinois.	6,175,000	—	.....	.....	2,000,000	4,176,000	1,154,299	.....	.....	175.7	278,504	79,952	128,132	236,895	20,661	—	—	....
Nov 30, 1878	202.3	131.6	64.0	—	46	27	15	1,135	Ind., Bloomington & Western..Ind. & Ill.	19,040,490	1,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119	.....	.....	333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	25½
Jun. 30 1878	188.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200	.....	.....	194.5	896,503	549,587	457,185	1,309,087	494,388	—	50	8
Dec. 31, 1878	71.8	—	40.9	—	56	39	14	1,019	Indianapolis and St. Louis (Pa. Co.).Ind.	4,233,911	*	50,301	346,200	600,000	3,500,000	2,246,360	.....	.....	266.6	1,585,274	243,093	538,619	1,347,246	313,903	—	100	....
Dec. 31 1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602	.....	.....	116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31, 1878	117.0	102.3	35.0	—	40	35	8	750	International & Great Northern "....Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806	.....	.....	519.3	822,430	117,055	224,118	1,636,638	571,983	—	100	50
Dec. 31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia	7,577,500	—	.....	.....	4,625,000	2,952,500	.....	.....	.....	183.7	.....	.....	.....	476,265	166,693	—	100	89
Mar. 31, 1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n....Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	.....	.....	—	.....	.....	.....	.....	769,600	5	100	....
Dec. 31, 1878	236.0	—	33.8	—	—	—	—	—	*Jackson, Lans. and Saginaw*.(M.C.).Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,133	.....	.....	236.8	420,577	296,455	397,841	711,174	276,376	7	100	....
Dec 31, 1878	111.0	118.8	34.3	—	44	33	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)Ind.	6,608,718	*	182,640	86,155	2,000,000	5,000,000	82,738	.....	.....	224.8	1,046,156	667,981	1,586,380	1,150,015	422,988	7	100	....
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)..... Kansas.	1,008,000	*	.....	.....	504,000	504,800	.....	.....	.....	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	688.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*.....Kansas & Col.	34,359,541	*	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484	.....	.....	672.6	1,506,813	198,173	667,736	3,610,224	1,198,662	—	50	96½
Dec. 31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern.....Mo.	475,000	*	.....	.....	350,000	348,000	.....	.....	.....	43.0	.....	72,704	39,315	84,578	33,867	—	100	....
Dec. 31, 1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf....Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	.....	.....	155.9	777,592	142,236	456,255	833,825	115,567	—	100	46
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	256	Kan. City, Lawrence & Southwest'n.Kan.	1,[illegible],000	*	.....	.....	5,000,000	5,000,000	.....	.....	.....	208.5	320,322	.....	.....	343,343	92,989	—	100	80
Dec. 31, 1878	197.2	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	9,250,128	1,231,878	116,232	458,279	2,789,414	7,485,197	698,465	83,451		258.5	1,168,361	229,622	674,194	1,833,651	448,059	—	100	67
Dec. 31, 1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A.,T.&S.Fe.).Kas.	3,199,800	—	174,200	190,729	2,250,000	1,054,000	37,205	226,524		—	.....	.....	.....	768,515	208,387	—	100	112½
Apl. 30, 1879	99 0	49.5	16.5	—	19	17	7	351	Kentucky Central.....Ky.	6,046,660	*	.....	188,956	5,000,000	1,045,000	28,523	115,782		198.8	379,111	.....	.....	553,389	208,750	4	100	....
June 30, 1879	162 2	—	19.2	—	18	15	8	439	Keokuk and Des Moines (C.,R.I.&P.)Ia.	6,479,427	—	26,137	624,406	3,924,600	2,436,300	459,130	.....	.....	162.2	402,461	157,078	202,985	566,763	148,433	—	100	9
June 30, 1879	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi..Ill.	1,928,725	—	1,466	49,894	1,000,000	1,520,000	6,[illegible]85	.....	.....	80 3	156,603	67,012	91,553	177,645	55,485	—	100	....
Apr 30, 1879	118.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington..Ind.	.....	.....	.....	.....	.....	.....	.....	.....	.....	118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec 31 1878	100.6	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville.....Ohio	1,699,997	*	4,732	7 729	1,000,000	—	202 018	.....	.....	110.0	195,599	107,743	77,588	153 161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Month ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	
Dec. 31, 1878	40.4	484	3.671	6	495	178	86	10662	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,854	14,378,709	5,510,852	3,420,037	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,082	6,098,445	13,979,766	5,959,501		100	96½
Dec. 31, 1878	26.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.)..Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.)..Pa.	13,802,956	—	16,035,238	1,178,753	11,193,550	15,619,278	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	4	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	...	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,350,676	27,528,866	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,582,738	3,075,811	4	50	97½
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	624,564	1,224,691	384,621	6	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165.2	169,845	47,805	47,284	228,648	116,857	—	100	30½
Sept. 30, 1878	24.9	63.0	63.0	—	65	152	15	381	Long Island ¶.....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,896	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	8,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231,290	138,370	—	100	109½
Jun. 30, 1878	174.7	—	28.2	—	31	24	15	443	Louisville, Cincinnati and Lexington..Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,529	327,384	314,282	978,053	294,160	—	100	....
Jun. 30, 1878	155.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,606,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	126
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago.....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	90
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	187.3	87.9	183.5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	. .
Jun. 30, 1878	68.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3,844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	182,436	4,565,627	4,742 200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	17
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,396,106	1,245,848	428,792	1,271,052	5,312,725	4,220.000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	31
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,526	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,986	*	6,159,161	345,173	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	79½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,068	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1878	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)... Minn.	138,330	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	7	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,140	¶	.....	163,917	825,400	1,982,900	324,445	.....	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M. K. & Tex.	40,988,876	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
May 31, 1878	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,483	—	100	29½
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	15
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,164,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	84.0	104,000	31,485	.....	196,008	60,335	—	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	680,183	258,391	5	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula .....Alabama.	3,142,909	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	2,098,500	879,351	—	100	14½
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Morris and Essex .....New Jersey.	17,710,791	13,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	107
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua and Lowell.....N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53.7	424,020	869,726	271,417	497,456	168,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	48,278	5	100	60½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv., Chattanoogn & St. L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	51
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Nashv. & Decatur (L. & N.)...Tenn. & Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356,841	77,766	426,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	2	164	Nevada County Narrow Gauge.....Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,956	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3½).....New Br.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.)..Pa.	2,580,600	—	.....	.....	1,788,066	170,000	622,500	.....	120.0	120,341	84,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	834,093	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	..
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)..... Conn.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,775	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	231,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	59	New York Central & Hudson River. N. Y.	82,108,689	17,730,406	.....	126,068	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	1,018.3	5,398 041	8,927,565	7,695,413	26,405,017	10,268,940	8	100	124
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		.....	.....	8	100	180
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,619,934	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,931	4,896,327	6,150,468	15,644,978	5,009 114	3	100	31½
Sept. 30, 1878	460.0	96.5	1.179	—	475	311	96	.	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558.111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. York & N. England..M., R. I. & Conn.	20,625,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	35½
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	.....	475.465	1,940,376	152.3	2,087,720	3,625,468	898,799	3,817,281	1,875,625	10	100	138½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., Providence & Boston..Conn. & R. I.	2,645.027	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	278,455	10	100	....
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (NYC&HR.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	North Carolina (R. & D.) .....N. C.	4,933,778	—	.....	.....	4,000,000	.....	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	Northeastern ¶.....S. C.	2,148,131	*	466,223	59,020	4,000,000	291,500	185,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	142	Northern .....New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,545	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern Central .....Md. & Pa.	12,184,505	4 196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,583	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	62½
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Pacific... Minn. Dak., Wash. & c.	19,588,650	1,115,378	130,694 587	120,347	100,000,000	.....	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	24
Aug. 31, 1878	449.0	136 5	26.0	130.0	48	22	24	1,196	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,607	251,639	4.264, 50	6,000,000	2,041,255	148,329	88.2	1,290,319	1,310,278	917,484	1,460,924	573,061	4	50	....
Oct. 31, 1878	56.6	32.6	79.5	—	58	63	32	1,143	Norwich & Worcester..... Ct. & Mass.	3,205,436	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	26½
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	25
Dec. 31, 1878	340.5	274.5	108.0	—	124	58	31	2,610	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832.238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	112
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371,000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Oswego and Syracuse.....N. Y.	1,762,540	¶ *	.....	.....	1,320,400	461,500	8,801	.....	55.0	206,070	186,118	201,874	279,562	74,852	9	100	....
Sept. 30, 1878	85.0	—	15.6	—	14	15	6	285	Paducah and Elizabethtown.....Ky.	4.277,634	*	56,606	22,674	2,853.000	1,428,194	66,644	10,079	185.6	352,481	53,277	223,882	319,542	88,266	—	100	....
Jan. 31, 1878	125.6	—	9.3	—	17	6	4	492	Panama.....New Grenada.	12.000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24.921	152,478	2,114.859	1,569,515	12	100	187
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Pekin Linc. and Decatur..... Ill	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....
	75	67.4	—	7	—	—	—	128	—																	

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	125	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,306,037	2	50	93
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,564	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,538	1,183,128	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl : 0 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	88.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	82,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	136,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31, 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,320	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,549	—	50	....
Dec. 31, 1878	287.1	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,480	459,344	2,810,466	2,921,130	876,111	—	50	25
Nov. 30, 1878	17.0	3.0	27.3	—	24	46	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	.....	.....	—	50	20
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59	.....	Philadelphia & Reading	Penn	30,518,089	2,355,442	68,959,732	16,505,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,876,413	8,766,979	11,539,563	6,307,821	—	50	20
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,400,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,366	2,660,446	1,196,048	8	50	139
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,166	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,783	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	-	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,465	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,381,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	119
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	23.0	—	32	19	6	203	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	30
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitts'b., Wheeling & Kentucky	W. Va.	599,398	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,891	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,588	77,496	45,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0.2	148,151	29,324	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	90,000	6	100	124
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,355,000	*	.....	.....	850,000	535,000	41,035	.....	47.5	76,503	51,040	18,647	58,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,897	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,180	110,595	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,175,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,864,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	118
Sept. 30, 1878	140.5	11.0	13.3	—	56	37	20	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,885,269	*	112,158	74,957	1,532,629	878,241	63,965	547,558	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102.684	67,861	41,791	34,264	1,008,600	225,000	22 267	10,741	24.8	73,787	102.3.5	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,345	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,689	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109 359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	403.9	1,053,606	576,974	370,905	1,213,785	350,747	—	100	21
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,758	—	100	5
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264.004	446,000	.....	177.901	31.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	257.0	—	11.4	—	13	4	12	164	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	389.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	675.2	395,320	184,988	473,648	555,302	534,932	—	100	17
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.													506,469	239,621			
Dec. 31, 1878	469.6	195.0	114.3	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	38
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,389	1,201,652	603,517	—	100	31
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,203	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,526	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,448	158,685	—	100	....
May 31, 1878	156.0	—	19.5	—	11	10	4	513	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	26
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	476	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	35
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	557,032	234,227	—	50	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,888	20,046	—	100	....
Dec 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,060	1,800,000	94.170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	—	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	79.0	125,679	50,345	88,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	.....	33,533	349,229	254,039	135,231	—	50	....
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	3	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	168.5	165,745	59,316	136.055	414,477	100,090	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,682	*	.....	.....	3,461,767	6,181,000	575,875	.....	190.0	552,986	79,038	718,952	844,689	293,649	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,815	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,066	252,366	1,011,862	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	3,273,492	397,661	625,858	131,761	1,790,234	2,640,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,850	—	100	....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,086	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,580	1,780,0.1	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	144.0	166.6	21.5	—	30	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	3	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,480	600.000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,688,600	236,500	.....	.....	24.0	104,230	.....	.....	98,588	38,118	—	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	263,809	2,004,000	2,020,000	216,696	65,604	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,189	1,988,150	1,000,000	291,968	1,280,393	113.8	963,319	221,341	1,092,085	876,865	356,378	8	50	100
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,0 0,000	1,142,000	548,854	125,096	108.0	.....	.....	86,398	220,187	74,284	—	100	47
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,576	327,908	443.9	1,392,777	268,149	407,114	2,136,143	956,455	—	100	134
Dec. 31, 1878	227.4	19.6	36.8	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,183	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	280,966	702,510	1,358,290	472 211	—	100	....
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274.747	2	100	....
Sept. 30, 1878	74.0	—	6.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,582	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,998,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,966	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	159
Dec. 31, 1878	1,038	—	118.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,914,588	*	13,046,224	.....	36,782,800	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	86
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193.12	62,069	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	86	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,368	88,120	147,542	def. 3,911	—	100	....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,860,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	118
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,176	70,315	—	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,696,351	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	.....	507,922	1,604,443	12	100	....
Dec. 31, 1878	452.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,311,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1 962 003	4,798,372	1,664,123	—	100	49
Sept. 30, 1878	268.5	121.5	18.0	—	31	36	14	473	Wash. City, Va. Mid. & Gt. Southern	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387.300	142,300	.....	51.7	99,746	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,953	312,487	146,127	8	50	70
Dec. 31, 1878	59.8	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,544	615,330	119,632	541,678	202,986	—	100	70
Aug. 31, 1878	116.0	61.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,350	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	45,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,928	—	100	71
Sept. 30, 1878	192.0	20.7	22.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	518,114	808.864	16,294	4,000,000	3,500,000	387.429	255,633	212.7	870,604	239,094	462,341	1,067,654	304.401	—	100	85
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30.221	204,235	300,000	1,248,000	1,008,944	.....	189.0	.....	.....	53,850	.....	509,698	98,668	—	100	....
Sept. 30, 1878	162.6	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,456.200	1,619,100	52,132	315.434	160.5	406,277	.....	.....	312,171	176.277	3	100	....
Sept. 30, 1878	45 7	—	36.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	584,980	75,046	1.789,900	1,000,000	117,024	229.767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	56

Manchester and Ashburnham Railroad.

At the annual meeting of the stockholders of the Manchester and Ashburnham Railroad Company, held in Manchester, N. H., on the 26th ult., the following Directors were elected: S. R. Payson, Edmund Dwight, J. C. Palfrey, Boston; ex-Gov. P. C. Cheney, Jos. Stone, H. K. Slayton, Aretas Blood, Manchester; Treasurer M. P. Hall. Several names were added to the list of grantees. A report was made by a committee, consisting of ex-Governor Cheney, Col. Thos. Livermore, and Jos. Stone. The estimated cost of the road to the Massachusetts line is $440,000. A very feasible route has been surveyed, with easy grades, and though nothing positive can be said at present, indications point to an early taking of the stock and the building of an independent competing line.

Statement of the Public Debt of the United States, June 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$16,028,000 00	$400,825 00
6 per cent. bonds, 1881 (Oregon,) 1861	747,050 00	18,676 25
6 per cent. 1881 bonds, 1861..	161,414,700 00	4,035,367 50
6 per cent. 1881 bonds, 1863..	63,807,150 00	1,595,178 75
5 per cent. funded loan of 1881	488,848,700 00	2,036,869 58
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	739,434,700 00	4,229,564 67
Refunding Certificates.....	1,413,100 00	9,420 66
3 per cent. navy pension fund, 1868.....	14,000,000 00	175,000 00
Aggregate of debt bearing interest	$1,735,698,400 00	$16,013,402 41
Interest due and unpaid		2,890,785 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,550 00	5,118 17
6 per cent. 5-20 bonds, called June, 1864	65,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,156 21
5 per cent. 10-40 bonds, called, 1864.....	2,389,300 00	263,017 51
6 per cent. Consol. bonds, called, 1865.....	631,700 00	7,737 91
6 per cent. Consol. bonds, called, 1867.....	2,467,200 00	275,624 24
6 per cent. Consol. bonds, called, 1868	871,450 00	94,897 19
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,775 00	2,350 85
5 per cent. 2 year notes, 1863.	36,050 00	1,867 99
6 per cent. compound interest notes, 1863-64.....	243,210 00	49,450 46
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,134,965 26	$830,556 75

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,030 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency, 1862-3-4	15,502,934 37	
Coin certificates, 1863.....	8,050,100 00	
Silver certificates, 1878.....	12,224,270 00	
Unclaimed interest.....		7,777 03
Aggregate of debt bearing no interest.....	$395,424,350 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$212,001,900 00	
Bonds at 5 per cent.....	438,848,700 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,434,700 00	
Refunding certificates.....	1,413,100 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,735,698,400 00	$16,004,187 41
Debt on which interest has ceased since maturity.....	8,134,965 26	830,556 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,046 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency.....	15,592,934 37	
Coin and Silver Certificates.	20,274,370 00	
	$395,424,350 37	
Unclaimed interest.....		7,777 03
	$2,139,257,715 63	$19,742,521 19
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,159,000,236 82	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,890,785 00
Debt on which interest has ceased.....	8,134,965 26
Interest thereon	830,556 75
Gold and silver certificates.....	20,274,370 00
U S Notes held for redemption of certificates of deposit.	12,815,000 00
Cash balance available June 1, 1880.....	161,667,839 96
	$206,613,516 97
Debt, less amount in Treasury, Jun. 1, 1880.	$1,952,386,719 85
Debt, less amount in Treasury, on the 1st ult.	1,968,314,753 72
Decrease of debt during the month.....	$15,928,033 87
Decrease of debt since June 30, 1879.....	$74,820,5 6 52

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,084,815 67; interest repaid by cash payments: 5 per cent net earnings $658,198 87; balance of interest paid by United States $31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ Receivers Lewis, Gowan and Caldwell having filed their required bonds, as stated in our last issue, and having organized, appointed as Secretaries Messrs. White and Foster, the present Secretaries of the Railroad Company and the Coal and Iron Company, respectively. A form of notice was prepared for transmission to officers, agents, employes and others concerned, announcing that receivers had duly taken charge of the affairs of the two companies, and notifying the present agents, etc., to continue in the performance of their usual duties until further notice. The receivers also gave notice for the immediate preparation of such statements and reports as will show as concisely and accurately as possible the exact condition of affairs, the assets and liabilities of both companies, &c. The preparation of these reports and statements will be the work of considerable time.

☞ The executive committee of the Hannibal and St. Joseph Railroad Company has directed a survey of the line between Chicago and Quincy, with a view of constructing an extension to Chicago.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 1.

	W. 26.	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.
Allegheny Val. 7 3-10s	....	....	117	....	....	118
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	111½	....	...	....	....	111½
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	115	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	7½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	26	27½	27½	...	....	25
6s, 1884.....	....	....	....	....	....	....
Gold Loan..... ..	106	105	....	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	....	....	....
Lehigh Valley	49	49½	49½	...	....	49
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	115
2d mort. 7s...	127	....	....	....	....	....
Consol. mort. 6s.....	....	...	...	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Little Schuylkill...	....	....	....	....	....	...
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania ..	49	....	....	....	....	....
1st mortgage 6s..... ...	....	....	....	....	....	107½
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central. ..	31	....	....	....	....	31
6s.....	80½	....	....	....	....	....
Northern Pacific	21½	26	27½	....	....	23
Preferred	49	48	....	....	....	....
Pennsylvania R. R. ..	50½	50½	50½	....	....	49½
1st mortgage.....	103½	....	....	....	....	103½
Gen'l mortgage.....	110½	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new.....	....	....	....	....	....	114½
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	10	11½	10½	....	....	10½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	102½	105	....	....	....	107x
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s.....	....	....	....	....	....	....
Philadelphia and Erie.	11½	12	12	....	....	12½
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s....	....	111½	....	....	....	....
Pittsb., Cin. & St L. 7s	116	....	115½	....	....	116
Pittsb., Titusv. & Buff..	13½	14½	14	....	....	14½
7s.....	....	....	78	....	....	78
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	57	55	....	....	....	....
United Co. of N. Jersey	160	160	160	....	....	....
Hestonville, (Horse)	....	17½	....	....	....	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.)....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending June 1.

	W. 26.	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.
Baltimore and Ohio ..	143½	140½	141	....	....	145
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	40½	....	40½	40	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	107	107½	....	107½	....	107½
2d mortgage, 7s.....	69	78	75½	74½	75½	71½
3d mortgage, 8s.....	30	26½	26½	33½	34	34½
Northern Central ($50)	30	31	31	....	....	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s	76	....	76	....	....	....
Pittsb. & Connellsv. 7s	....	114½	115	....	....	115
Virginia 6s, Consol ..	56½	56	56½	58½	58½	58½
Consol. Coupons	94	....	....	93½	....	94
10-40 bonds.....	39½	40½	41½	41½	....	40½
Deferred Certificates.	7	6½	6½	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	...	....	....	....
2d Mort., preferred	....	....	....	....	100	....
City Passenger R. R.....	....	....	....	....	....	37

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1	W.2.
Adams Express	111	111	111¼	....	111	110½
Albany and Susq	106	106	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	....	....	....	....	....	55
Atlantic & Pacific Tel.	37	37	36	....	35	35
Burl., C.R. & Nor.	....	....	56	....	....	....
1st mortgage 5s	91¼	....	91¼	....	89¼x	89½
Canada Southern	54	53½	52½	....	53	51
1st mortgage guar.	89½	89½	89¼	....	88¼	89
Central of N. Jersey	57	58½	56½	....	54½	57
1st mortgage 1890	....	....	....	....	....	115½
7s, consolidated, ass.	99½	101	100	....	....	99½
7s, convertible, ass.	100	100	100	....	....	99½
7s, Income	....	....	....	....	....	....
Adjustment	105	....	....	....	....	....
Central Pacific	....	66	64	....	65	65
6s, gold	....	....	....	....	....	113½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	105	....
Land grant 6s	....	....	....	....	105	....
Chesapeake and Ohio	16½	16½	15½	....	15½	....
Chicago and Alton	106½	106½	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	116½	116	116½	....	113½	113
7s Consol, 1903	....	....	....	....	122½	....
Chic., Mil. and St. Paul	71½	70½	69½	....	68½	70
Preferred	100½	100½	....	....	....	100
1st mortgage, 8s	1.8½	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	114	....	....	....	114½
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	115	....	116	....	....	....
Consolidated S. F.	....	....	....	....	112½	....
Chic. & Northwestern.	91½	90½	89½	....	88	89½
Preferred	107½	107½	107½	....	107½	107½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	122	122	122	....	122	122½
Consol. Gold bonds	....	....	....	....	....	....
Do, reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	186½	....	190½	....	190	....
6s, 1917	117½	....	....	....	118	117½
Clev., Col., C. and Ind.	67½	67½	65	....	62	65½
1st mortgage	....	....	....	....	....	118½
Clev. & Pittsburg guar.	112½	....	....	....	112½	112½
7s, Consolidated	....	....	119½	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind Cent	12	11½	12½	....	11½	12
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	68½	68½	67½	....	65½	66½
Reg. 7s, 1891	....	....	....	....	....	110
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	74½	74½	73½	....	71½	73½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	122	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	107½	107½
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	118½	119	118½	....	118½	....
Great Western 1st mort.	....	....	110	....	110	....
2d mortgage	98½	98½	....	....	98½	98½
Hannibal & St. Joseph	26½	26	25½	....	24½	25½
Preferred	69½	69	68½	....	67½	68
8s, Convertible	106½	....	....	....	....	107
Houston & Tex. Cent.	....	....	56	....	....	55
1st Mortgage	....	....	....	....	....	....
Illinois Central	102½	103	102½	....	100½	100½
Lake Shore & Mich So.	100½	99½	97½	....	95½	....
Consol. 7s	....	....	....	....	....	123
Consol. 7s, reg.	....	....	120½	....	....	....
2d Consolidated	115	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	120½	120½	120½	....	120½	125
7s, Consolidated	115	113½	113½	....	113½	114
Manhattan	28½	27½	27½	....	27½	27½
Metropolitan Elevated	94	94½	94½	....	....	....
1st Mortgage	....	101½	101½	....	101½	....
Michigan Central	79	78½	78½	....	77½	79
7s, 1902	117½	117½	117	....	....	116½
M. S. and N. I. 1st, S.F.	....	....	108	....	....	....
Morris and Essex	107	106	106½	....	105½	107
1st mortgage	....	....	....	....	129	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	109½	109½	....	....	....	107½
N.Y. Cent. & Hud. Riv	125½	125½	124½	....	123½	124½
6s, Sinking fund, 1883	....	....	....	....	....	104½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	127½	....
N. Y. Elevated	114½	....	115	....	114	113
1st mortgage	112	112½	112½	....	112½	112½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
N.Y., Lake Erie & W.	34½	33½	32½	....	30½	31½
Preferred	54	52½	52	....	48	49½
2d Consolidated	86½	84½	84½	....	78	80½
New 2d 5s fund	80	78½	77	....	....	75½
N.Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M	....	....	....	....	....	117
Northern Pacific	24½	25½	23½	....	22	23½
Preferred	48	47	45½	....	44	45
Ohio and Mississippi	26½	25½	26½	....	24½	25½
Preferred	....	....	70½	....	....	....
2d mortgage	....	108	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	115
Pacific Mail S. S. Co.	34½	32½	31½	....	31	33
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	108	....
2d mortgage	....	....	....	....	....	108½
Panama	160	....	....	....	....	....
Philadelphia & Reading	22½	21½	....	....	20½	21½
Pitts., Ft. W. & Chi. gtd	118½	....	119	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	....	....	10	....	10	10
Preferred	50	....	....	....	....	51
St. Louis & San Fran.	31	....	31½	....	....	31½
Preferred	42½	42½	43½	....	43	43
1st Preferred	66½	65	....	....	....	....
St. L., Alton and T. H.	....	....	....	....	....	17
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	40	39	37½	....	36½	37½
1st mortgage	....	....	114	....	....	....
2d mortgage	....	98½	98½	....	....	98½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	86	85½	85	....	84	85½
1st mortgage	113½	113½	113½	....	113½	113½
Land Grant 7s	111½	111½	....	....	111½	111½
Sinking Fund 8s	....	116	....	....	116	116½
United States Express	....	45½	....	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	99½	97½	99	....	....
7s, Consolidated	....	95½	95	....	95	....
St. Louis Division	105	....	....	....	....	....
Wabash, St. L. & Pac.	30½	30½	30½	....	29½	30
Preferred	57½	57	56½	....	55	56
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	105	....	105	....	....	106
Western Pacific bonds	109	....	....	....	....	....
Western Union Tel.	94½	93½	90½	....	87½	88½
7s, S. F. conv., 1900	....	113	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending June 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Atch., Top. and San. Fe	119½	120	....	....	119½	....
1st mortgage	....	....	....	....	116½	116½
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	113½	....
Boston and Albany	144	144	....	....	144½	144
7s, reg.	122½	....	....	....	....	....
Boston and Lowell	90½	....	....	....	....	90½
Boston and Maine	....	....	....	....	....	....
Boston and Providence	137½	137	....	....	125	125
Boston, Hart. & Erie 7s	36½	36½	....	....	36½	36½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	108	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	116½	114½x	....	....	113½	113½
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	10	10½	....	....	10	10
Concord ($50)	....	....	....	....	....	....
Connecticut River	144	144	....	....	....	....
Eastern	27	27	....	....	26½	27½
New 4½ Bonds	92	....	....	....	92½	92½
Fitchburg	....	122½	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	36½	36	....	....	....	35½
7s	109½	....	....	....	....	....
Northern, N. H.	....	....	....	....	97½	97½
Norwich & Worcester	....	....	....	....	135	....
Ogden. & Lake Champ	26	27	....	....	26½	26½
Preferred	....	....	....	....	....	....
Old Colony	112½	....	....	....	112½	113
Ph., Wil. & Balt. ($50)	....	60	....	....	69½	....
Portl'd, Saco & Ports.	104	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	110	110
Pullman Palace Car	....	....	....	....	111	111
Union Pacific	86	86	....	....	85	85
6s	....	111½	....	....	....	110½
Land Grant 7s	....	....	....	....	110½	....
Sinking Fund 8s	....	114½	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	118	....	....	....	....	....
Worcester and Nashua	56	56	....	....	56	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	220	220	....	....	220	221
Quincy	24	25	....	....	....	24½

New York Stock Exchange.

Closing Prices for the week ending June 2.

	Th.27.	F.28.	Sat.29	M.31.	Tu.1.	W 2
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	108½	....	108½	....	108x	107½
U. S. 4s, 1907, coup.	108½	108½	108½	....	109	108½
U. S. 4½s, 1891, reg.	....	....	109½	....	109½	109½
U. S. 4½s, 1891, coup.	110	....	110½	....	....	109½
U. S. 5s, 1881, reg.	103	....	103½	....	....	....
U. S. 5s, 1881, coup.	....	....	103½	....	103½	103½
U. S. 6s, 1881, reg.	106½	106½	....	....	....	....
U. S. 6s, 1881, coup.	106½	106½	....	....	....	106½
U. S. 6s, 1880, reg.	104½	....	....	....	....	....
U. S. 6s, 1880, coup	104½	....	....	....	....	....
Dt. of Col. 3-65s, reg.	95½	95½	....	....	....	....
Dt. of Col. 3-65s, coup.	95½	95½	....	....	....	96
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 21.	May 14
Atlantic & Gt. W. 1st mort., Certs.	66 — 70	68 — 70
Do. 2d mort., Certs.	31 — 33	31 — 33
Do. 3d mort., Certs.	14½ — 15½	14½ — 15½
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	68 — 72	68 — 72
Do. Cons. Mort. Oct. '79 coupon	105 — 107	106 —108
Do. Adjustment bonds	106 —107	105 —107
Do. Income bonds	80 — 84	79 — 83
Det., Gd. Haven & Mil. Equip. bds.	109 —111	109 —111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	99 —101	100 —102
Erie shares $100 Recon. Ass. $6 pd.	37½ — 37½	35½ — 36½
Do Pref. Shares, R. T. Ass. $3 pd	64 — 65	63 — 65
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —122	119 —121
Illinois Central $100 shares	105 — 107	105 —107
Lehigh Valley Consol. mortgage	108 —112	108 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	129 —131	128 —130
Do. $100 shares	128 —130	128 —130
Do. Mort. bonds (asst.)	117 —119	117 —119
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	118 —120	117 —119
Do. do. 2d do.	85 — 87	84 — 87
Do. 2d Consol. Mort. bonds	90 — 92	89 — 91
Do. Gold Income Bonds	70 — 75	70 — 75
Pennsylvania, $50 shares	52½ — 53½	52½ — 53½
Do. Con. Sink. Fund Mort.	113 —115	113 —115
Philadelphia and Reading $50 shs.	23½ — 24½	23 — 24
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	109 —111	109 —111
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	112 —114	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 3, 1880.

The Wall Street and Merchandize Markets for the past week have been under the control of speculators as a rule whenever there has been a speculative interest. The situation has been so bearish of late in all these markets that a very large short interest has been created in most of them, and the large cliques or operators who hold or control stocks of merchandize or the supply of stocks on the street, have used the opportunity to make a turn on the bull side of the market by squeezing this short interest. The result has been higher prices in stocks and in breadstuffs, all of which were more or less cornered, while provisions have ruled lower and cotton unsettled on an excess of stocks and a small short interest. The foundation for this kind of a market was laid in Wall Street last week by the great fall in the coal stocks, in which an enormous short interest was created and a good part of it is still in existence, though much of it has been covered and the profit taken, yet the remaining portion has been sufficient to sustain these shares better than the balance of the list through the week and at its close to advance these several points in excess of the balance of the list. On the other hand the Vanderbilt stocks have been weak and lower on an active market said to be due to a bear clique formed to depress Lake Shore and Western Union for the purpose of buying these stocks. With these all the other Vanderbilt shares have sympathized until near the close, when all rallied quite sharply on an active demand from the shorts to cover their contracts.

With these two counter movements the rest of the market has sympathized some stocks following the coal stocks and others the Vanderbilts, without important movements in any. The dealings have been on agreatly restricted scale and have not averaged more than about half those of last week's. As to the tendency of the market it is difficult to say. As stated in our last the shock to the coal shares by the fall of Reading is not to be overcome in a day, and the feeling is yet bearish on these particularly, and it will be the cause of another reaction in their prices unless the rest of the market becomes bullish and carries them with it, or the bearish selling of them shall produce an artificial market by which the managers of these coal roads will be able to sustain their stocks by holding them off the street and making them scarce for borrowing until they force the shorts to settle by worrying them out with charges, as was the case in 1877, when they "milked" the market in this way, and then let it down until they secured another large short interest on which they would jump up the price so suddenly that they could not cover except at heavy loss, and repeat the above squeezing operations. Hence the inherent distrust of, and the weakness in the coal shares may be made their great speculative strength. As to the prospects of the balance of the market it may safely be said that confidence in late prices will be restored more slowly than they were broken even, unless the great operators combine for another wild boom like last fall's, and the public go crazy again. Should crops prove to be good later on, and these operators interests be on the long side, it is not at all unlikely we may see a repetition of last Fall. Indeed their operations are already shaping themselves for such a move should the opportunity offer, while on the other hand they are endeavoring to get their line of stocks at low enough prices to be safe should the situation at harvest be unfavorable to a boom. In other words they are getting back their stocks sold to the public on the late boom, at safe prices and will be the holders of the floating supply as they were a year ago, and at no great enhancement of values, while the money made on the rise has gone into their pockets, and out of the hands of the public. By so much then will their power to manipulate the market in the future be increased, as has been shown lately in their power to break it in spite of the public who held the stocks and believed in them.

The bond market has followed the share list, and especially the Erie Consolidated Seconds have been very active at lower prices with the stock, which went off with the Vanderbilts, and other trunk lines and Grangers. while a special effort was made to break the bonds, which are held largely by Keene, on the rumor that the June interest would not be paid. On its payment promptly as announced by President Jewett, the market recovered for both stocks and bonds of the road.

The money market has been easy throughout, and an important feature in the stock market. The usual weekly sale of $3,000,000 bonds to the Treasury added to the ease and the prices paid were not materially changed. The State issues have been higher and in demand for investment by people who had become frightened at stocks bought at much higher prices and sold out putting the proceeds in Governments.

Good State bonds have been in fair request for the same reasons but speculatives have not materially changed.

Sterling Exchange has been quiet as a rule at about steady prices, and the increased shipmnets of wheat for account of the Combination for the past week, and larger account for which vessels have been taken for all June will doubtless prevent the export of gold spoken of as likely to occur before long, in our last.

Exports have been $8,042,822 the past week against $6,691,638 last year, and $157,619,094 since January, 1st, against $133,387,600 last year.

The last bank statement shows a further increase in the surplus reserve of over $2,000,000, making it $16,128,480 against $13,919,975 last week, and $5,078,675 a year ago. From this date to January 1880, a year ago, the surplus was not higher than $18,614,825 at any time.

Northern Pacific went up on the House Committee's report in favor of extending its land grant. Pacific Mail was better on the election of a Gould directory, and consolidation virtually of the Pacific Railroad and Panama interests.

The receivers of Reading announced early in the week that the interest for June on the Consolidated Mortgage bonds will be paid, an order from the Court authorizing them to borrow $1,000,000 for that and other purposes having been obtained.

New York, Ontario and Western Railroad officials say that the increase of the capital stock of the company is to provide for the $30 per share assessment on the old capital stock and convertible bonds. This assessment, if paid on all shares and bonds, will amount to $3,250 000, making with the $7,050 000 cash now on hand, a total of $10,300,000.

Monday being a holiday, and the excitement of the Chicago Convention since, have checked business in all lines. On Tuesday the market for stocks was decidedly lower, but Wednesday they were better again as will be seen from our table of daily quotations. The decrease of the public debt for May was $15,928,033 87. Cash in Treasury June 1st, $206,613,516 97.

Mining stocks have been a little more active without material change, though the opening of the new mining exchange had been heralded by its patrons as the beginning of a boom in these stocks. These "boom" prophets are getting ridiculous here as in San Francisco, where they have been predicting one for a year, while stocks have steadily gone down. It will take more than a mining exchange and a brokers' market to boom stocks, and when honest management is introduced into mining for a novelty the public may possibly have confidence again in mining shares and buy, but we apprehend not much before, except some few stocks which are justly regarded as investment because so managed.

Among this class it would be difficult to find a San Francisco managed mine, and it is to be hoped the new "Hoodlum" mining laws of that State will bring some of these mining sharks to account who have been decrying the late Legislature because they could not own and control its members as they have former ones, until California has become a semi-civilized State under their misrule and robberies of the people, until the masses were compelled to rise to save their homes from these legalized brigands who controlled the Press and made public opinion on the Pacific Coast to perpetuate the power of a gang of men, beside whom Kearney and Kalloch even are paragons of virtue and honor.

If one doubts the justice of these remarks let him read the new mining laws of California and compare them with the old ones, for by men's acts we judge them, not by their words.

Wheat, corn and oats were "cornered" here at the close of May and were forced up to shut off exports. Since then prices fell back to the old level and shippers are taking hold freely, while the clique or their agents have chartered over 50 vessels this week at this and other ports to take wheat during this month. There will probably be the largest shipments this month, therefore since last August.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 35⅛@36; Burlington, Cedar Rapids and Northern, 56@60; Canada Southern, 54@54⅛; Central of New Jersey, 58¾@58⅞; Central Pacific, 64@65; Chicago and Northwestern, 90@90¼; do. pref., 108¼@108¾; Chesapeake and Ohio, 15@16⅛; do. 1st pref., 20@25; do. 2d pref., 16@18⅓; Chicago, St. Paul and Minneapolis, 47@48; Chicago, Milwaukee and St. Paul, 70⅝@70¾; do. pref., 100@100⅛; Chicago, Rock Island and Pacific, 191@193; Chicago and Alton, 106½@107½; do. pref., 122@125; Chicago, Burlington and Quincy, 114⅛@115; Chicago, St. Louis and New Orleans, 23@25; Cleveland, Columbus, Cincinnati and Indianapolis, 66@67; Col., Chicago and Indiana Central, 12@12¼; Delaware and Hudson Canal, 67¼@67¾; Delaware, Lackawanna and Western, 75@75⅛; Hannibal and St. Joseph, 25@25¼; do. pref., 67½@67⅝; Houston and Texas Central, 58@61; Illinois Central, 101@101⅛; Lake Erie and Western, 22¼@23; Lake Shore and Michigan Southern, 96⅞@97; Louisville and Nashville, 124@124; Michigan Central, 79@80; Morris and Essex, 106@107; Manhattan Railway, 27⅝@27⅞; Metropolitan Elevated, 94½@97; Nashville, Chattanooga and St. Louis, 59½@60; New York Elevated, 113⅝@115; New York Central and Hudson River 124⅞@125; New York, Lake Erie and Western, 32⅜@32½; New York, Ontario and Western, 26⅛@26¼; Northern Pacific, 24@24½; do. pref., 45⅜@45¾; Ohio and Miss. 25¼@25⅜; do. pref., 68½@70½; Pacific Mail, 34⅛@34¼; Panama, 175@—; Philadelphia and Reading, 20⅞@24; St. Louis and San Francisco, 30⅛@32; do. pref., 42@43; do. 1st pref., 63⅛@65; St. Louis, Iron Mountain and Southern, 38⅜@38⅝; St. Paul and Sioux City, 36⅛@38; do. pref., 71@73; St. Louis, Alton and Terre Haute, 13½@18; do. pref., —@60; Union Pacific, 85½@86; Western Union Telegraph, 88¼@88⅜; Wabash, St. Louis and Pacific, 30⅞@31; do. pref., 57¼@57½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, ass., 105; Boston, Hartford and Erie 1st, 36⅛; Boston and New York Air Line, 37; Buffalo, New York and Erie 1st, 1916, 119; Chicago, St. Louis and New Orleans, 25; Central Iowa 1st, 96¾;

Chicago, St. Paul and Minn., 48 ; do. 1st, 102 ; Chesapeake and Ohio 2d pref., 17¾ ; do. cur. int., 35 ; do. 1st, Series B, 64 ; Col., Chi. and Ind. Cent. inc., 33 ; do. 1st, Trust Co. certif. ass. sup, 81¼ ; Chicago, Milwaukee and St. Paul 1st, S. Minn. Div., 101½ ; Cedar Falls and Minn. 1st, 107 ; Chicago and Northwestern Int. bonds, 105 ; Cairo and Fulton 1st, 106½ ; Denver and Rio Grande 1st, 100½ ; Erie and Pittsburg 7s, consol., 100 ; Houston and Texas Central 2d, M. L., 109 ; Houston and Gt. Northern 2d, pur. com. rec., 30 ; Hannibal and Central Missouri 1st, 108¼ ; International and Gt. Northern 1st, 98 ; do. 2d, 30 ; Ind., Bloom. and Western, 26½ ; do. 2d, 61 ; Indianapolis, Decatur and Springfield 1st, 96⅛ ; Kansas Pacific 1st, consol., 90 ; do. 6s, Denver Div., ass., with coupon certif., 103 ; Krokuk and Des Moines, 1st, 96 ; Lake Erie and Western, 22 ; do. inc, 35 ; Lehigh and Wilkesbarre consol. ass., 91 ; Laf., Bloom. and Muncie 1st, 97⅛ ; do. inc., 63 ; do. 1st, 97¾ ; Marietta and Cincinnati 1st pref., 7⅜ ; do. 2d pref., 5⅛ ; Mobile and Ohio, 14¼ ; do. 1st deben., 69⅛ ; do. 2d deben., 36⅛ ; do. 1st mort., 100¾ ; Memphis and Charleston, 31 ; Missouri, Kansas and Texas, 29⅜ ; do. consol. ass., 102¼ ; do. 2d, 56⅛ ; Nashville, Chattanooga and St. Louis, 50⅛ ; New York, Ontario and Western, 24⅜ ; Oregon Railway and Nav., 108 ; do. 1st, 93 ; Ohio Central, 1st, 89 ; Ohio and Mississippi 1st, Springfield div., 76 ; Rome, Watertown and Ogdensburg, 21 ; do. 1st consol., 57 ; St. Paul and Sioux City, 35 ; do. pref., 72 ; do. 1st, 101⅜ ; St. Paul and Duluth, 26 ; St. Louis and San Francisco 2d, class B, 70 ; St. Louis and Iron Mt. 1st pref. inc., 77 ; do. 2d pref. inc., 68 ; do. Arkansas Branch, 103¼ ; St. Louis, Kansas City and Northern R. E. 7s, 1895, 106 ; do. St. Charles Bridge 1st, 106 ; Texas and Pacific Inc. L. G., 57 ; Toledo, Peoria and Warsaw, W. D., pur. com. rec., 126⅛ ; North Carolina 6s, S. T., 3d class, 4¼ ; Ohio 6s, 1886, 112 ; do. 1881, 103 ; Arkansas 7s, M. O. and R. R. R. R., 5¼ ; Virginia 6s, consols, ex mat. coupon, 58 ; do. 6s, def., 8 ; Georgia 7s, new, 110 ; do. 6s, 100 ; South Carolina 6s, non-fund., 3⅞ ; Louisiana 7s, consol., 44½ ; Alabama, Class A, 59 ; Missouri 6s, 1886, 107⅛ ; Quebec 5s, 100 ; Consol. Coal and Iron, 29 ; Pennsylvania Coal, 195 ; New Central Coal, 21½ ; Am. Dist. Tel., 72½ ; Sutro Tunnel, 2¼ ; Climax Mining Co., 2⅛ ; Central, 5¼ ; Caribou, 2½ ; Excelsior, 16 ; Homestake, 29⅛ ; Little Pittsburg, 6¼ ; Ontario, 33⅛ ; Standard, 26½.

Philadelphia.—Am. S. S. Co., 6s, 100 ; Camden and Atlantic pref. scrip, 55 ; Central Transp. 48½ ; Connecting R. R. 6s, 111 ; Erie and Western Transp., 50½ ; Empire Car Trust, 100¾ ; Huntingdon and Broad Top Mt. consol., 7s, 60 ; Nesquehoning Valley R. R., 54 ; Pennsylvania and New York Canal 7s, 1896, 125 ; Pennsylvania Co. 6s, 105½ ; Pittsburg Av., 7s, 105 ; Pennsylvania R. R. dividend scrip, 100¾ ; Pennsylvania Canal 6s, 82 ; Railway Car Trust, Series D, 98¾ ; Susq. Coal 6s, 104½ ; Texas Pacific 1st, 101 ; St. Paul and Duluth pref., 52 ; Union and Titusville 7s, 77 ; Warren and Franklin 7s, 102 ; Western Pennsylvania 6s, 105¾. The latest quotations are : City 6s, 106@108 ; do. free of tax, 123 @— ; do. 4s, new, 105@106½ ; Pennsylvania State 6s, 2d series, 101½@101¾ ; do. 3d series, 107½@109 ; do. 5s, new loan, 115@115 , do. 4s, new, 104@105 ; Philadelphia and Reading, 10⅝ @10⅝ ; do. consol. mort. 7s, coup., 107@— ; do. reg. 108@— ; do. mort., 6s, —@— ; do. 7s, 1893 —@— ; United New Jersey R. R. and Canal, 159½@160 ; Pittsburg, Titusville and Buffalo R. R., 14⅞@15 ; do. 7s, 78@79 ; Camden and Amboy mort. 6s, 1889, 111¼@111¼ ; Pennsylvania R. R., 49¾@49⅞ ; do. 1st mort., 103¾@103¾ ; do. gen'l mort., coupon, 116¼@116½ ; do. reg., 116@118 ; do. consol. mort. 6s, reg., 112@115½ ; Little Schuylkill R. R. —@43 ; Morris Canal pref., 149@150¼ ; Susq. Canal 6s, 75@82 ; Schuylkill Nav., —@— ; do. pref., —@7 ; do. 6s, 1882 56½@57½ ; do. 1872, 98@101⅛ ; Elmira and Williamsport pref., 50@54 ; do. 6s, 109@— ; do. 5s, 82@85 ; Lehigh Coal and Navigation, 26⅜@ 26½ ; do. 6s, 1884, 106¼@106½ ; do. R. R. loan, 109@112 ; do. Gold Loan, 105@107⅛ ; do. consol. 7s, 105@106½ ; Northern Pacific, 23½@24 ; do. pref., 44½@— ; North Pennsylvania, —@— ; do. 6s, 107@108 ; do. 7s, 116¼@— ; do. Gen'l mort. 7s, reg., 116½@118 ; Philadelphia and Erie, 12⅛@13 ; do. 6s, 101@102 ; do. 7s, 110@— ; Minehill, —@56 ; Catawissa, 11@16 ; do. pref., 43@— ; do. new pref., 48½@49 ; do. 7s, 1900, 113@114½ ; Lehigh Valley 48½@49 ; do. 6s, coupon, 115@121 ; do. reg., 115@115¾ ; do. 2d mort. 7s, 124@— ; do. consol. mort., 112½@ 113½ ; Fifth and Sixth streets (horse), 115@ 117 ; Second and Third, 90@102 ; Thirteenth and Fifteenth, 70@80 ; Spruce and Pine, 51@55 ; Green and Coates, 98@102 ; Chestnut and Walnut, 76¼@78 ; Hestonville, 17½@— ; Germantown, 68@70 ; Union, 111@112 ; Lombard and South, 12@18 ; West Philadelphia 66@78 ; People's, 14¾@15 ; Ridge Av., 70@80 ; Continental, 96@100.

Boston.—Atchison, Topeka and Santa Fe 8s, income, 106 ; Atchison and Nebraska R. R , 80 ; Boston and Lowell 5s, 1899, 101 ; Boston, Concord and Montreal pref., 90 ; Boston, Revere Beach and Lynn R. R , 100⅛ ; Boston Water Power, 6⅜ ; Boston Land, 5⅞ ; Boston, Clinton and Fitchburg 6s, 1883, 98 ; Chicago, Clinton, Dubuque and Minnesota, 72½ ; Chicago, Iowa and Nebraska R. R., 140 ; Chicago and West Michigan, 57½ ; Cheshire pref., 49½ ; Connecticut and Passumpsic Rivers R. R., 60 ; do. 7s, 110½ ; Detroit, Lansing and Northern R. R. pref., 105 ; Detroit and Bay City 8s, 75 ; Florence, El Dorado and Walnut Valley 7s, 1907, 97 ; Iowa Falls and Sioux City 7s, 108 ; Kansas City, Lawrence and Southern 4s, 87½ ; Little Rock and Ft. Smith, 30¾ ; do. 7s, 98 ; Lowell and Andover R. R., 127 ; New Mexico and Southern Pacific 7s, 107¾ ; Ogdensburg and Lake Champlain 8s, 1890, 101¼ ; Ottawa, Oswego and Fox River Valley 8s, 1900, 118 ; Portsmouth, Gt. Falls and Conway 4½s, 1937, guar., by Eastern R. R., 78½ ; Republican Valley 6s, W. D., 101⅞ ; do. E. D., 102 ; Rutland 5 ; do. pref., 24⅛ ; Summit Branch, 9⅞ ; Sandusky, Dayton and Cincinnati 6s, 1900, 100 ; Quincy and Warsaw 8s, 1890, 113¾ ; Atlantic Mining, 15¾ ; Allouez, 1¾ ; Blue Hill, 8 ; Brunswick Antimony, 21 ; Copper Falls, 7 ; Central, 35 ; Catalpa, 1⅞ ; Duncan, 2⅛ ; Franklin, 12⅛ ; Huron, 8⅜ ; Harshaw, 19 ; National, 1¾ ; Osceola, 31 ; Pewabic, 14⅜ ; Ridge, 3¼ ; South Hite, 1⅜ ; Sullivan, 8½ ; Star, 1 ; Waukeag, 4⅛.

Baltimore.—Atlantic Coal, 1.35 ; Baltimore and Ohio 2d pref., 108⅞ ; City 6s, 1886, 108 ; do. 6s, 1886, new, 108½ ; do. 6s, 1890, 115 ; do. 6s, 1884, 108⅛ ; do. 5s, 1916, 112⅛ ; do. 5s, 1894, 111 ; Marietta and Cincinnati 1st coupon Feb. 1878, 92 ; South Side (Va.) 2d mort., 99⅛ ; Virginia Consols Coupons July, 1880, 90 ; Wilmington, Columbia and Augusta 7s, 56. The latest quotations are : Chesapeake and Ohio Canal 6s, 76@82½ ; Baltimore and Ohio, 145@149 ; do. 1st pref., 116@118 ; do. 6s, 1880, 102½@102⅝ ; do. 6s, 1885, 106⅜@— ; Northern Central, 31@32 ; do. 6s, 1900, 111@— ; do. 6s, 1900, gold, 109½@ —; do. 6s, 1904, gold, 103¼@104⅞ ; do. 5s, — —@80½ ; Marietta and Cincinnati 1st mort., 1892, 107@107⅜ ; do. 2d mort. 7s, 71@71¼ ; do. 3d mort. 8s, 33⅞@34 ; Pittsburg and Connellsville 7s, 114¾@115 ; Orange, Alex. and Manassas 7s, 76@77¾ ; Virginia consol. 6s, 58⅛@ 58¼ ; Virginia Consol. coupons, 94@94½ ; do. coupons July, '80, 85@87½ ; Virginia 10-40 bonds, 40¾@41⅛ ; Virginia 10-40, coupons, 98@— ; City 6s, 1902, —@125 ; do. 1884, 109@— ; do. 1890, 114¾@115 ; do. 6s, 1902, new, 121@— ; do. 5s, 1894, 111@111½ ; do. 1900, —@112 ; do. 1916, 112½@113 ; Memphis 6s, 22 ; do. new, 35@—.

Baltimore and Potomac Railroad.

At the annual meeting of the stockholders of the Baltimore and Potomac Railroad Company, held in Baltimore on the 2d inst., the following directors were elected to serve for the ensuing year : A. J. Cassatt, George B. Roberts, George Small, B. F. Newcomer, William T. Walters, Dr. Eli J. Henkle, Samuel Cox, jr. Oden Bowie was re-elected president, A. J. Cassatt vice president, John S. Leib treasurer, and John Crowe secretary and auditor. The report of President Bowie showed the gross earnings for the past year to have been $699,772 05, an increase of $60,695 51 over the previous year ; the total expenses were $526,201 69, a decrease of $19,984 59 ; and the net earnings $173,570 36, an increase of $80 680 10. The increase in the net receipts for the first quarter of the present year, ending April 30, was $37,677 54.

☞ The directors of the New York Central and Hudson River Railroad Co., elected on the 2d inst., are : William H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Frederick W. Vanderbilt, Augustus Schell, Samuel F. Barger, Chauncey M. Depew, James H. Rutter, J. Pierpont Morgan, Cyrus W. Field and Solon Humphreys, of New York ; Chester W. Chapin, of Springfield, Mass., and John Allen, jr., of Buffalo, New York. The stock voted on amounted to $71,000,000.

☞ Howard Schuyler, the Chief Engineer of the Mexican Central Railroad, and George Skilton, the Assistant Engineer of the same line, sailed on the 2d inst. by the Alexandria, for Mexico. The steamer also takes out tools, flat cars, and rails for the construction of this railroad, which is to extend from the Mexican capital to the American frontier.

☞ Col. E. W. Cole has been elected president of the East Tennessee, Virginia and Georgia Railroad Co., vice R. T. Wilson, of New York, resigned. Col. Cole will also have control of the Memphis and Charleston Railroad, with central headquarters at Chattanooga.

Broadway Underground Connecting Railway.

Robert Sewell, Douglass Cambell, James F. Ruggles, Walter I. Morris, James F. Pierce, Francis A. Stout, D. Colden Murray, Charles P. Shaw, Harvey Sheldon, Herbert N. Curtis, Hiram Calkins, Orijen Vandenburg and DeWitt C. Brown are named as directors of the Broadway Underground Connecting Railway of New York. The road will commence at the intersection of the north line of Park Place and Broadway, and running thence by the most direct route under Broadway to the intersection of the north line of Fourteenth street and Broadway. The capital is placed at $1,000,000.

Northern Central Railway.

We gave in the JOURNAL of May 7th, the Report of the President of the Northern Central Railway Company for the year ending December 31, 1879, showing the gross earnings of the roads to have been $4,107,948 82, the operating expenses $2,861,941 97, and the net earnings $1,246,006 85. The income account of the company for the year is as follows:

Operating expenses of—		
Main Line		$1,916,624 79
Shamokin Division		129,757 22
Elmira Division		434,934 04
Chemung Division		135,257 01
Canandaigua Division		236,117 61
Green Spring Branch		9,251 30
		$2,861,941 97
Interest on Funded debt, except Second General Mortgage bonds	$685,140 00	
Interest on $1,600,000 Second General Mortgage 6 per cent Convertible bonds	60,000,000	
Interest on $3,000,000 Second General Mortgage 5 per cent bonds	150,000 00	
Interest and discount	22,822 96	
State tax on capital stock	3,800 15	
Interest on mortgages and ground rents	26,416 45	
Rents	4 502 18	
		952,681 74
Rental of Shamokin Valley and Pottsville R. R. Company	$52,167 00	
Interest and gold premium on bonds of Shamokin Valley and Pottsville R. R. Co.	140,000 00	
Interest on equipment	11,521 59	
Rents	982 81	
		204,671 40
Rental Elmira and Williamsport R R. Co.	$165,000 00	
Interest on equipment	29,166 92	
Rents	94 93	
		194,261 85
Dividend Chemung R. R. Company	$22,800 00	
Interest on equipment	12 817 92	
Rents	1,434 20	
		37,052 12
Interest on equipment Elmira, Jefferson and Canandaigua R. R. Company	$24,269 77	
Rents	3,207 24	
		27,477 01
		$4,278,086,09
Balance credited profit and loss account		163,994 65
		$4,442,080 74

Gross earnings of—		
Main Line		$2,809,558 37
Shamokin Division		416,561 95
Elmira Division		495,303 61
Chemung Division		132 573 68
Canandaigua Division		246,064 43
Green Spring Branch		7,886 78
		$4,107,948 82
Dividend on stock of Elmira, Jefferson and Canandaigua R. R. Co.	$5,882 50	
Dividend on stock of Chemung R. R. Co.	21,684 00	
Dividend on stock of Shamokin Valley and Pottsville R. R. Co.	36,102 00	
Dividends and interest on other investment	6,895 00	
Interest on valuation of equipment furnished leased roads	77,776 20	
Contribution from Pennsylvania Railroad Co. for operating Elmira, Chemung and Canandaigua Divisions	159,736 96	
Royalty on coal mined —Shamokin Division	26,055 26	
		334,131 92
		$4,442,080 74

The company owns 152 locomotives, of which 61 are on the Baltimore Division, 38 on the Susquehanna and Shamokin Divisions, and 53 on the Elmira and Canandaigua Divisions; 127 in service in working order, 7 in shop under general repairs, 4 in shop under slight repairs, and 14 in shop for renewal.

The company have also 69 passenger, 22 baggage, 16 express, 4 postal, 1018 box, 527 gondola, 51 stock, 101 box and stock, 50 stone, 2 510 eight-wheel and 1,592 four-wheel coal, 161 lime, 11 tool, 79 freight cabin, and 4 maintenance of way cabin cars.

The mileage of locomotives during the year was as follows:

	Passenger.	Distributing.	Freight.	Total.
Baltimore div.	402,058	28,751	1,352,817	1,783,626
Susq. div	120,000	17,998	355,652	493,650
Shamokin div.	24,013	8,000	80 379	112.892
Gr. Spring. Br.	9,708	24	4,854	14,586
Elmira div.	147,961	....	526,120	674,071
Chemung div.	59,882	....	151,639	211,521
Canand. div.	89,818	....	236,702	326,520
Total	853,430	54,773	2,708,163	3,616,366

The financial statement of the company, December 31, 1879 is as follows:

Railway and appurtenances	$12,184,504 99	
Real estate	1,021,545 43	
Equipment	4,196,107 35	
		$17,402,157 77
Stock of the Chemung R. R. Co. and the Elmira, Jefferson and Canandaigua R. R. Co. (cost)		3,048,680 82
Cash on hand and in banks	$277,572 44	
Due from agents	100,948 88	
Due from connecting roads, etc	364,811 35	
Bonds and stocks	745 777 98	
		1,489,110 65
Materials and supplies		204,140 63
Trustees of sinking fund		159,197 26
		$22,303,287 13
Profit and loss account		67,186 67
		$22,400,473 80

Capital stock—116,840 shares		$5,842,000 00
Mortgage to State of Maryland to secure annuity of $90,000, irredeemable		1,500,000 00
Mortgage Sinking Fund 6 per cent coupon bonds, due July 1, 1885	$1,490,000 00	
Mortgage 6 per cent coupon bonds, due April 1, 1900	1,126,000 00	
Mortgage 6 per cent Gold bonds, due July 1, 1900—coupons, $2,599 000; registered, $205,000	2,804,000 00	
Consolidated General Mortgage 6 per ct gold bonds, due July 1, 1904:		
Series A & B, Dollar or Sterling Sinking Fund	$2,790,000	
Series C, Dollar	1,000,000	
$1,000,000 Loan	735,000	
	4,473,000 00	
	$9,945,000 00	
Second General Mortgage 5 per cent coupon bonds, series A, due January 1, 1926	3,000,000, 00	
Second General Mortgage 6 per cent coupon convertible bonds, series B, due January 1, 1926	1,000,000 00	
		13,945,000 00
Bills payable	$280,000 00	
Interest and rentals accrued	406,941 25	
Pay rolls for December and vouchers	324,150 51	
Other liabilities	101,382 04	
		1,113,473 80
		$22,400,473 80

President.—THOMAS A. SCOTT.

Vice-President.—A. J. CASSATT.

Directors.—A. J. Cassatt, Wistar Morris, Samuel C. Huey, Geo. B. Roberts, Edmund Smith, Geo. Small, B. F. Newcomer, S. M. Shoemaker, J. N. Hutchinson, Dell Noblit, M. B. Sellers, Wm. Calder.

Secretary.—STEPHEN W. WHITE.

Assistant Secretary.—JOHN W. DAVIS.

Treasurer.—JOHN S. LIEB.

Auditor.—JOHN CROWE.

General Counsel.—WAYNE MACVEAH.

General Manager.—FRANK THOMSON.

☞ On the 27th ult., Samuel Dickson, Esq., attorney for the Receivers of the Philadelphia and Reading Railroad, appeared before Judge McKennan of the U. S. Court, at Pittsburg and applied for an order authorizing the Receivers to borrow $1,000,000 for the payment of wages of employees and interest falling due on June 1 He submitted a preliminary statement of the condition of the company, showing its assets and liabilities, but stated that a full report would be made in a short time by the Receivers. The Court granted the order applied for.

☞ The Philadelphia Ledger says that the $1,000,000 the Receivers of the Philadelphia and Reading Railroad Company were authorized by the Court to borrow, was readily obtained, and in time to meet the necessities of the company.

Cumberland Valley Railroad.

The revenue of this road for the years ending December 31, 1878 and 1879, were as follows:

	1878.	1879.
From freight	$294,301 05	$300,983 78
" passengers	153,686 91	152,422 09
" mail	6,775 19	6,678 25
" express	6,341 21	8,647 18
" miscellaneous	32,314 60	34,916 47
	$193,418 96	$503,597 72
Expenses, viz:		
Conducting transp.	$69,850 68	$76,750 77
Motive power	53,086 48	47,664 11
Maintenance of cars	19,043 53	43,187 37
Maintenance of way	124,231 68	58,221 79
General expenses	12,692 22	12,873 66
	$278,904 59	$238,697 70
Net earnings	$214,514 37	$264,900 02

Appropriated as follows:

Ten per cent in quarterly dividends	$177,785 00	
Interest on bonded debt.	26,548 00	
State tax	21,770 78	
		226,103 78
Surplus		$38,796 24

The cost of operating the main line for the year was 47.4 per cent of receipts, against 56.525 for the preceding year.

Compared with the year 1878, the gross earnings of 1879, show an increase of $10,178 76, with a decrease in operating expenses of $40,206 89, making the increase in net earnings $50,385 65.

The earnings per mile for the year (including receipts from miscellaneous sources) were $6,141 44, the expenses $2,910 95, and the net earnings $3,230 49, against $2,616 02 in 1878, an increase of $614 47.

The number of passengers carried on the main line and branches in 1879 was 323,045, against 325,551 in 1878, a decrease of 2,506.

The number of tons of freight moved on main line and branches in 1879 was 374,172, against 318,696 in 1878, an increase of 55,476. Tons moved one mile in 1879, 12,485,385; do. in 1878, 11,030,907—increase, 1,454,478. The report says:

We have laid during the year 136 tons of steel rail, and renewed 47,759 cross ties. We have also graded and laid 1,500 feet of new siding.

Our equipment has been increased, by the purchase from the Harrisburg Car Co. of twenty gondola cars, and we are building, at our own shops, three passenger coaches and three cabin cars, which, though not yet completed, are charged at their estimated cost to the expense account.

We have now 48.4 miles of main track laid with steel rails and have the satisfaction of reporting roadway and rolling stock in good condition.

Earnings and expenses of the leased lines:

MARTINSBURG AND POTOMAC RAILROAD.

Earnings:		
From freight		$5,701 28
From passenger		4,977 74
From mail		600 00
From express		189 00
		$11,468 02
Expenses:		
Conducting transp.	$2,844 44	
Motive power	2,063 02	
Maintenance of way	4,221 99	
General expenses	953 35	
	10,082 80	
Net earnings		$1,385 22

DILLSBURG AND MECHANICSBURG RAILROAD.

Gross Earnings:	1878.	1879.
From freight	$12,946 98	$15,135 82
From passenger	4,102 96	3,695 46
From mail	905 76	378 24
Total	$17,955 70	$19,209 62
Operating expenses:		
Conducting transp.	$3,529 65	$3,416 81
Motive power	2,552 39	3,422 49
Maintenance of way	3,017 46	5,092 71
General expenses	808 85	769 80
Total	$9,908 35	$12,701 81
Net earnings	$8,047 35	$6,507 81

Miles of road operated, 7.07.

Earnings per mile of road	$2,494 76
Expenses per mile of road	1,649 59
Net earnings per mile of road	$845 17

The shipments of ore from this short road amounted to 42,430 tons, of which 20,284 tons were from Dillsburg, and 22,146 tons from the mines of the Reading Coal and Iron Company. This is an increase of 10,047 tons over the shipments of 1878.

The railroad of the Southern Pennsylvania Railway and Mining Co.

EARNINGS.

From freight	$9,087 91
From passenger	5,236 07
From mail	916 56
From express	453 36
	$15,693 90

EXPENSES.

Conducting transp.	$2 703 80	
Motive power	8,836 23	
Maintenance of way	8,335 24	
General expenses	239 55	
		15,114 82
Net earnings		$579 08

This road is 21 miles in length, passes through a rich agricultural section of Franklin county, drains a large area of territory, and has considerable local travel to the county seat. Notwithstanding these advantages, and the fact that it is operated with the most rigid economy, it barely pays working expenses.

It was originally projected and built as an appendage to a large iron estate, which was expected to contribute largely and regularly to its business, but for years nothing whatever has been derived from that source, and the road has been wholly dependent for its traffic upon the general trade of the country through which it passes. Our experience during these years affords sufficient proof that, except in periods of activity in the iron business, the road cannot be more than self-sustaining.

The Mont Alto Railroad Co. completed its extension to Waynesboro' in April last, and, although laboring under many disadvantages for want of suitable warehouse facilities, shows a considerable increase in business. Its net earnings for 1878 were only $389 12, and for 1879 have been $4,069 20. The improvement in the business of this road cannot, however, be credited so much to the extension, as to the increase in shipments of iron and iron ores from the Mont Alto estate, and mines adjacent thereto.

It may be said of this road, as well as of all the other lateral and tributary roads in the valley, that all are largely dependent for business upon the ore mines and furnaces, and without these auxiliaries none of them would more than pay the expenses of their operation.

The magnetic ores of Dillsburg, and the large deposits of superior hematite ores lying at the termini, and along the lines of the other roads, are attracting considerable attention.

The Shenandoah Valley railroad is now approaching completion. Hagerstown has been adopted as its northern terminus; and a connection with our road, a short distance south of the town, has been determined upon. Our depot, and other facilities at this point, will afford them such terminal conveniences as they will need, and a satisfactory agreement upon this subject has been entered into. The route of the road will be via Shepherdstown, through the counties of Jefferson, Clarke, Warren, Page, Rockingham and Augusta, to a point on the line of the Chesapeake and Ohio railroad, at or near Staunton, Virginia. It is now completed, and being operated from Shepherdstown to Front Royal, a distance of 45 miles; and the officers report that the entire road will be finished by the close of the present year.

Much of the Shenandoah Valley resembles our own in its agricultural features, and also in the fact that it abounds in iron ore deposits of the best quality. For want of convenient transportation, this latter element of wealth has hitherto remained comparatively unexplored and untouched. Now that this want is about to be supplied, it is not improbable that in the near future large quantities of the rich ores of the Shenandoah will be transported over our road to the furnaces of Pennsylvania. With the development of the resources of this country, and establishment of its trade and industries, we have every reason to expect a profitable interchange of general business between the two roads.

The new road traverses a section of country, most inviting to tourists. Weir's cave, and the newly discovered cave at Luray, are both points of great interest, and the scenery of the valley is unusually attractive. These considerations, together with the fact that the road affords a direct route via the Chesapeake and Ohio railroad to the Virginia Springs, are sufficient to insure a large and profitable excursion business during the summer months.

The receipts and expenditures for the year ending December 31, 1879, were:

RECEIPTS.

Cash on hand, December 31, 1878	$67,643 69
Balance of accounts	127,467 96
Earnings, as above	503,597 72
Materials used	22,109 21
	$720,818 58

EXPENDITURES.

Dividends, and interest on bonds	$204,082 75
Expenses, as above	238,697 70
Taxes	21,770 78
Balance of accounts	83,785 47
Cash, December 31, 1879	156,714 18
Old accounts	15,767 70
	$720,818 58

GENERAL STATEMENT, December 31, 1879.

Cost of road and equipment	$1,887,465 95
Materials on hand	58,299 04
Trustees of the contingent fund	376 142 54
Balance of accounts	83,785 47
Cash, December 31, 1879	156,714 18
	$2,762,414 18
First preferred stock	$241,900 00
Second preferred stock	243,000 00
Common stock	1,292,950 00
First mortgage bonds	161,000 00
Second mortgage bonds	109,500 00
Common bonds	81,800 09
Due for dividends	45,478 50
Due for interest on bonds	1,788 95
Balance	585,006 73
	$2,762,414 18

President.—THOMAS B. KENNEDY.

Directors.—Thomas B. Kennedy, Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Wistar Morris, Josiah Bacon, Edmund Smith, George B. Roberts, Strickland Kneass, John Stewart, Daniel O. Gehr.

Secretary and Treasurer.—E. M. BIDDLE.

Superintendent.—J. F. BOYD.

Chief Engineer.—O. N. LULL.

Boston, Hoosac Tunnel and Western R. R.

It was stated a short time since that the directors of the Boston, Hoosac Tunnel and Western Railroad of Vermont and New York States respectively had come to an agreement by which the two corporations were to be consolidated into one. At a meeting of the stockholders of the Vermont corporation, held at Rutland, Vermont, on the 25th ult, and of the New York corporation, at New York, on the 27th ult., the action of the directors of the two roads was confirmed and the act of consolidation carried out, so that henceforth the line from the Massachusetts State line to Mechanicsville will form a single line under the corporate name of the Boston, Hoosac Tunnel and Western Railroad. The extension of the road to Schenectady from Mechanicsville is soon to follow, the surveys having been nearly completed, and the Delaware and Hudson Canal Company, who are to build the extension jointly with the Boston, Hoosac Tunnel and Western Railroad, having secured the right of way for a large portion of the distance. Recent arrangements have been made which will open to Boston a connection with the lakes via the Hoosac Tunnel and the Erie Canal. From Buffalo, grain, etc., will be loaded into canal boats for Schenectady, where elevators are already provided for the transfer to the cars, which will then be taken eastward via the new road and the Tunnel line. It is said that large engagements for grain to take this new route have already been made.

Anthracite Coal in Pennsylvania.

Messrs. Sheaffer, engineers of mines at Pottsville, have published a diagram of the progress of the anthracite coal trade of Pennsylvania, accompanied by statistics of the coal trade and railways of the world, all compactly presented on a single sheet of paper. The statistical matter is compiled from reliable sources of information. The anthracite coal trade has grown with a reasonable degree of steadiness from 365 tons in 1820, when the Lehigh Canal was first opened, to an output of over 26,000,000 tons in 1879. The Wyoming district now leads all the others, although the estimated deposit in the Schuylkill coal field is somewhat greater. Of the quantity of anthracite coal in Pennsylvania, only one-third of which can be utilized, the probable yield is set down as 8,286,858 666 tons. Seventy per cent of the anthracite coal areas in the Schuylkill coal field, and 32 per cent in the middle coal field belong to the Philadelphia and Reading Coal and Iron Company. Pennsylvania in 1878 produced all the anthracite coal mined in the United States, and fully 40 per cent of all the bituminous coal. The coal output of the United States, notwithstanding the immensity of her coal fields, is only a little more than that of Germany, and much less than one-half of Great Britain.

☞ A mortgage from the Metropolitan Elevated Railway Co. to George J. Forrest and Arthur Leary, trustees, to secure second mortgage bonds aggregating $4,000,000, payable in twenty years, from Nov. 1, 1879, the date of the instrument, with 6 per cent interest, was recorded at the Register's office on the 29th ult. The mortgage cites that this money is necessary to enable the company to complete its road, and also to withdraw and cancel a series of debentures aggregating $1,000,000 issued at the request of and secured by the Manhattan Railroad Company.

Adirondack Surveys.

HEIGHTS OF MOUNTAINS, LAKES AND TOWNS ABOVE THE LEVEL OF THE SEA.

The chapter on altitudes in the seventh annual report of Mr. Verplank Colvin, Superintendent of the Adirondack survey, contains a table of all the important heights so far measured in Northern New York, and gives a very thorough idea of the elevated and mountainous character of this district. The greater number of these stations have been measured with level and rod, many thousands of stations being occupied in this work. From the table we extract the following:

HEIGHTS OF MOUNTAINS ABOVE THE SEA.

	Feet.
Bald-face Mountain, Lewey Lake	3,903
Basin Mountain, Essex County	4,901
Blue Mountain, Hamilton County	3,762
Boot-bay Mountain, Franklin County	2,531
Catamount Mountain, Clinton County	3,128
De Bar Mountain, Franklin County	3,011
Dix Mountain, Essex County	4,916
Gore Mountain, Warren County	3,539
Gothic Mountain, Essex County	4,744
Hurricane Mountain, Essex County	3,763
Lyon Mountain, Clinton County	3,609
Marcy Mountain, Essex County	5,344
St. Louis Mountain, Herkimer County	2,295
St. Regis Mountain, Franklin County	2,888
Manning Mountain, Clinton County	3,793
Norway Mountain, Clinton County	2,666
Poke-a-Moonshine Mountain	2,171
Rand Hill, Clinton County	1,307
Snowy Mountain, Hamilton County	3,903
Wallface Mountain, Essex County	3,893
Wallface Precipice	1,355

HEIGHTS OF LAKES.

	Feet.
Albany Lake, Hamilton County	1,704
Au Sable Lake, Essex County	1,993
Avalanche Lake, Essex County	2,856
Beach's or Brandreth's Lake	1,890
Big Moose Lake	1,787
Big Tupper's Lake	1,552
Blue Mountain Lake	1,800
Champlain Lake	99
Cranberry Lake, Great	1,540
Forked Lake	1,753
Fourth Lake, Fulton Chain	1,687
George, Lake George	343
Placid, Lake Placid	1,863
Tear-of-the-Clouds	4,321
Mirror Lake	1,859
Salmon Lake	1,756
Schroon Lake	830

HEIGHTS OF TOWNS, ETC.

	Feet.
Ballston Spa, Saratoga County	277
Booneville, Oneida County	1,124
Cadyville, Clinton County	734
Carthage, Jefferson County	728
Elba, North-east	1,655
Freeman's Home, Essex County	2,086
Glen's Falls, Warren County	282
Hadley, Saratoga County	667
John Brown's Grave	1,857
Keene Flatts, Essex County	1,000
Keene Village	854
Lowville, Lewis County	779
Luzerne Bridge	639
Malone City	609
Mineville	1,374
Ogdensburg	242
Pottersville	875
Saratoga	306
Trenton	836

Many hundreds of bench marks or height monuments have been located throughout the wilderness, and a table of the precise height of these stations is also given to the thousandth part of a foot.

Mining.

The San Francisco Bulletin gives some interesting statistics covering operations on the Comstock during 1878-79-80. The total amount of dividends paid for the three years was $32,951,600. Deducting $21,538,740, the total amount of assessments levied for the same period, gives a credit balance to stockholders of $11,412,860. The only mines which paid dividends were the California, Consolidated Virginia and the Ophir:

The California and Consolidated Virginia mines each paid twelve dividends during the year ending May 1, 1878. In the following year the California paid six and the Consolidated Virginia three dividends. Each paid four dividends during the year ending May 1, 1880. Neither mine has paid a dividend since last December. When the next will be paid is a matter of great uncertainty. Still the result shows that mining on the Comstock for the past three years—dark as that period has been—is not without profit, viewing the work in the aggregate. There has probably been $50,000,000 added to the bullion supply of the world by the Comstock mines in this interval, of which $38 000,000 has gone directly into the pockets of stockholders, and two-thirds of the latter amount has been retained.

A Swiss Car on Wheels.

The Philadelphia and Reading Railroad Company recently placed on their road a novel and elegant passenger coach built in their own shops. It has been called "a Swiss cottage on wheels." The dimensions are about the same as those of an ordinary first class passenger car. There are no curved lines anywhere except some turned rosettes. In the building of the car and in the ornamentation right angles were observed. The elevator rises square above the roof, but the rafters—all of which show—meet in the center of the elevator roof. The rafters are of iron and wood, the former being exposed and painted so as to preserve the natural color of the iron, and the natural grain of the wood will also be shown. The interior portion of the car, excepting the iron, is all of oak, paneled, beaded, champered and notched, and there is not a single piece of wood, if it is only a few inches long, that has not notches, grooves, right angles or rosettes. The head lining will be frescoed. On the exterior of the car there are brackets above and below the windows to break the monotony of the weather boarding, which also extends above and below the square windows, and there are rosettes on the panels between the windows. It is painted green.

Nashua and Lowell Railroad.

At the annual meeting of the stockholders of the Nashua and Lowell Railroad Co., held at Nashua, N. H., on the 26th ult, the President, Francis A. Brooks, in an introductory address, referred to the separation of the road from the Boston and Lowell, and stated that it would now be able to pay satisfactory dividends. It was voted that the reading of the annual report be dispensed with, and resolutions were passed authorizing the stockholders to obtain subscriptions to the amount of $200 000 to aid in forming a a connecting link with Boston through other lines of road unless lesser rates were charged for transportation over the Boston and Lowell road. The following gentlemen were elected directors: Francis O. Brooks of Boston, Jeremiah W. White, Cornelius V. Barber, Wm. W. Bailey of Nashua, Albert M. Shaw of Lebanon, and Francis O. Par-

ker, Gedney K. Richardson of Boston. Treasurer, C. Dearborn of Nashua. Clerk, Walter A. Lovering of Nashua. Subsequently Francis A. Brooks of Boston was elected President.

Interoceanic Canal.

A contract has been made between Mr. A. G. Menocal, on the part of an American company, and the Government of the Republic of Nicaragua, for the construction of a canal across Nicaraguan territory. It now awaits only the approval of the Legislative Congress, which has been convened for that purpose, to become a law of the land. The terms of the contract have not been made public, but it is said that they are extremely liberal on the part of the Government, and more explicit and in detail than those of the Wyse-Salgar contract. The points developed in the discussion of the Panama contract have been of service in the arrangement of the terms of the Nicaragua business. The *Parvenir*, of Nicaragua, asserts that the moving spirits of the new American company are President Hayes, General Grant, Admiral Ammen, and Mr. A. G. Menocal. Great enthusiasm exists in the various cities of Nicaragua in favor of the new contract, and we hope it may share a more happy fate than the Blanchet affair. A canal, no matter where built, will be a benefit to all the world, and we desire to see it accomplished as soon as possible. The Nicaragua people are, however, a little behind in their calculations. While they are occupied in the discussion of preliminaries, etc., M. De Lesseps has already got through that part of the business, and it only remains for him now to form his company and go ahead. He says he can raise the money and we believe him. We are not so sure about the Nicaragua company. In both cases the corporations have to be created and endowed with financial life, and in the race, Lesseps has, by long odds, the advantage.—[Panama Star and Herald.

Annapolis and Elkridge Railroad.

The Board of Public Works of Maryland have agreed to sell to the Drum Point Railroad Company the State's interest in the Annapolis and Elkridge Railroad—$300,000—for $50,000; provided the Drum Point Company will secure the remainder of the bonds—about $358,000—from the present owners. The State is not to relinquish its interest until the road shall be finished to Drum Point, fully equipped and in operation. The President of the Drum Company, Augustus Albert, does not anticipate any difficulty in negotiating for the bonds held by private individuals, although it is not probable that they will sell at the same rate as the State, namely, about 17 per cent. A majority of the bondholders reside in Europe, but have an agent in Baltimore. The Drum Point Company say that the road will be built, whether they succeed in purchasing the Annapolis and Elkridge road or not. It is the purpose of the company to use seven miles of the Elkridge road, and the course will be a direct line from Baltimore to Annapolis and Drum Point. This will lessen the distance between Annapolis and Baltimore, so that the run can be made in forty-five minutes. The convenience to citizens of both places, if such is the case, will be very great.

☞ The Burlington (Vt.) Press says a contract has just been concluded between the Burlington and Lamoille and Central Vermont Railroads, subject to the approval of the stockholders, by virtue of which the former road obtains the use of the track, stations and sidings of the Central Vermont, on equal terms with the Central Vermont, between that city and Essex Junction. Each road continues in the same independent position as heretofore, and the division of business between them remains the same as by the contract of January, 1879. The new contract places another good station on the Burlington and Lamoille, as Winooski is construed to be a station on both roads.

Massachusetts Central Railroad.

The Directors of the Massachusetts Central Railroad Co. have decided upon a permanent location of the road from Coldbrook to West Deerfield and from Amherst to Northampton. The new route through Ware and Bondville to Belchertown, and thence to Amherst, it is claimed, is not only shorter and admits of lower grades and better curves, but will afford more business and can be built for so much less than the old route through Greenwich could be finished, that the company can afford to throw away altogether the $100,000 that was expended there under the old management. At several points west of Coldbrook the location still has to await the sanction of the Selectmen of the respective towns. Between the junction with the Lowell Railroad in Cambridge and Stony Brook, work is progressing well. From Stony Brook through Hudson, Berlin, and other towns to the crossing of the Worcester and Nashua Railroad in West Boylston the bed is nearly ready for the rails. Between West Boylston and Coldbrook, with the exception of a rock-cut of 10,000 or 12 000 cubic yards in the town of Rutland, upon which a large force with steam drills, etc., are at work, the road is also nearly ready for the superstructure.

The Railroad Up Mount Vesuvius.

The United States consul at Naples, in a dispatch to the Department of State, reports that the new railroad to the summit of Mount Vesuvius is about complete, and will be opened to the public in a few days. The ascent hitherto toilsome will thus become a pleasant ride of but ten minutes, at a moderate expense. The cost of the route is estimated at $100,000, and an exaggerated idea prevails that it will pay for itself in one year. The number of visitors will undoubtedly be largely increased. The invention is attributed to an engineer of Lombardy, and also to an American. It is quite different from that in use at Mount Washington, in this country, or the more celebrated one up the Rhizi, in Switzerland. The car is supported by two wheels, one forward of the other, like a bicycle.

☞ The Carolina Central Railway, extending from Wilmington to Shelby, N. C., with all its property, rights, and franchises, was sold at Wilmington on the 31st ult., by auction under a decree of foreclosure for $1,200,000. T. O. French, A. V. Graves, D. R. Murchison, James S. Whedbee, and A. V. Stout, a committee on behalf of the first mortgage bondholders, were the purchasers.

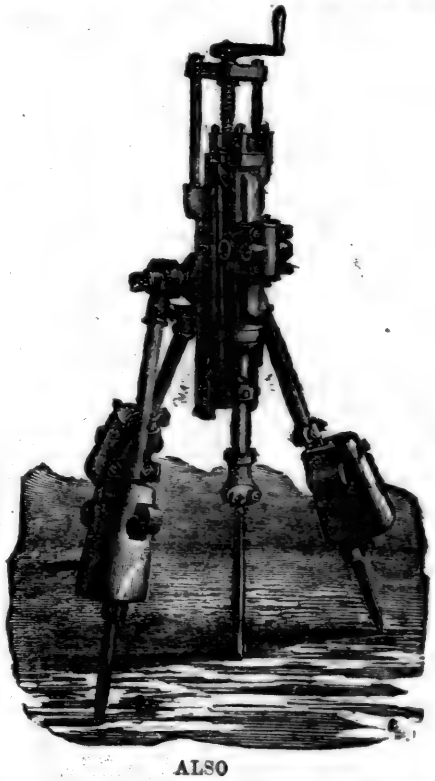
☞ The directors of the Toledo, Delphos and Burlington Railroad Company, recently elected, are: Gen. John M. Corse of New York, Calvin S. Brice and Jas. Irvine of Ohio, W. J. Craig of Indiana, Geo. Wm. Ballou, J. Wentworth Brown, W. A. Haskell, Geo. W. T. Riley and Chas. P. Batt of Boston. The officers are: Gen. John M. Corse, President; Jas. Irvine, Vice President and General Manager; Louis Curth, Jr., Secretary and Treasurer; Wm. H. Andrews, Assistant Treasurer. There being only 200 miles of the road completed and in operation, arrangements have been perfected to complete 100 miles more and to furnish additional equipment demanded by the increasing traffic.

☞ The office of President of the Pennsylvania Railroad Company was assumed by George B. Roberts on the 1st inst. A. J. Cassatt, Third Vice President, was promoted to the First Vice Presidency, and the office of Third Vice President abolished.

☞ The directors of the Northern (N. H.) Railroad Company, elected on the 27th ult., are: Henry C. Sherburn, George W. Nesmith, Uriel Crocker, Francis B. Hayes, Josiah H. Benton, Jr., George E. Todd and Alvah W. Sulloway.

☞ The Carson and Colorado Railroad Company have begun the work of construction of the first 150 miles between Carson and Candelaria, Columbus mining district, Nevada.

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The investigation of frauds on Railway Companies a specialty.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending May 22, as reported by the several carrying companies, amounted to 397,953 tons, against 524,292 tons in the corresponding week last year, a decrease of 126,339 tons. The total amount of anthracite mined for the year is 8,031,569 tons, against 8,854,304 tons for the same period last year, a decrease of 827,735 tons. The quantity of bituminous coal sent to market for the week amounted to 93,258 tons, against 67,170 tons in corresponding week last year, an increase of 26,088 tons. The total amount of bituminous mined for the year is 1,404,430 tons against 1,221,239 tons for the correponding period last year, an increase of 183,191 tons The total tonnage all kinds of coal for the week is 491,211 tons, against 591,462 tons in corresponding week last year, a decrease of 100,251 tons, and the total tonnage for the coal year is 9,435,999 tons against 10,080,513 tons to same date last year, a decrease of 644,514 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of May was 134,506 tons, of which 109,379 tons were coal and 25,227 tons coke. The total tonnage for the year thus far has been 2,685,658 tons of which 1,990,765 tons were coal and 684,893 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended May 22 were 55,942 tons, and for the year to that date 751,509 tons—228,767 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 29,428 tons, and for the year 539,750 tons, an increase of 205,426 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 21,348 tons, and for the year 117,496 tons, a decrease of 8,131 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 5,167 tons, and for the year 94,353 tons, an increase of 31,473 tons as compared with 1879.—Phil. Ledger, May 31.

Railroads in Washington Territory.

A correspondent, writing from Walla Walla, Washington Territory, under date May 20th, says that the party of capitalists headed by Henry Villard are well pleased with the prospects of this country, and will, without unnecessary delay, have branch railroads to every desirable location, and then adds:

Good judges who are with the party, but unconnected with the company, claim that in four years $25,000 worth of grain will be raised annually in Eastern Oregon and Eastern Washington Territory. The people of this country, generally speaking, have great faith that the company will act honorably and fairly with them in the matter of freights and transportation. The railroad, between Umatilla and Wallula will be in running order in sixty days, and from Wallula to Celilo by fall. Mr. Villard stated that the railroad to Grange City, taking in Waitsburg and Dayton, would be ready to remove next year's harvest. Since the advent of these railroad men, and it has become known that they mean business, real estate has advanced in price. Villard announces himself as being opposed to subsidies, on the ground that it is not only unprofitable, but unjust to the people.

☞ Wertheim & Gompertz, representing Holland bondholders, have filed a petition in the Summit County Common Pleas Court at Akron, Ohio, for the sale of the Cleveland, Mount Vernon and Delaware Railroad. The amount involved is over $2,000,000.

☞ The Carson and Colorado Railroad Company have begun the construction of the first 150 les, between Carson and Candelaria, the Cobus mining district of Nevada.

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AMERICAN RAILROAD JOURNAL.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, June 11, 1880.

Trouble in the Iron and Metal Trade.

LARGE FAILURES, AND MORE IMMINENT.

The failure of Messrs. Lisburger, iron importers of Pearl Street, this city, on the day our last issue went to press, for $2,500,000 to $3,000,000, was a surprise to the outside public who had not watched closely the iron markets for the past five months, or since the "boom" ended, and the reaction set in. In the trade it was an event that had been generally anticipated for a month or more, of the iron importers generally, although not of Messrs. Lisburger in particular who were a heavy house, and although heavy losers by the decline, they were regarded as wealthy beside having made some three-quarters of a million of dollars on the advance last fall. It was at first supposed their failure was wholly due to the fall in iron and old rails of which they were large holders, having had as many as thirty cargoes of the latter discharging here at a time the past few months. The refusal of some of their customers to take their cargoes on contracts is said to have been the immediate cause of their suspension. But shrinkage is no doubt really the main cause and there is no doubt that they were speculating largely in their line and were sunk by too heavy a load of speculative stock. It now turns out that the firm was involved in metals also as we hear they were carrying 4,000,000 lbs of copper that cost them 22c. while the market is now about 18c. or within about 2c. of the price before the advance last year. This is so much additional weight upon their iron speculations.

On the first of this week Mr. Chas. Schofield also suspended on heavy stocks of iron carried on speculation with heavy liabilities. His liabilities are estimated at $2,000,000, of which he is said to have made $500,000 on the boom in iron last fall. His indebtedness—for iron about a million—is held by bankers here, who have made advances. They are secured, and none of them will be crippled by his failure. The assets—new iron and steel rails and real estate—are nominally estimated at $3,000,000. Mr. Schofield's creditors are disposed to be lenient, and he expects to pay his indebtedness in full, if given an extension of time. He has 20,000 tons new iron and steel rails on hand, part in warehouses and the rest on the way from England.

Rumors were busy with several other iron houses among which was a large Pine Street house with Philadelphia connections, who are said to have been somewhat affected by Lisburger's failure. At this writing their suspension has not been announced, and it is said that some heavy banking houses which had issued this Pine Street house Letters of Credit to buy iron and are involved heavily with it, have been trying to tide this house over, until the iron market is better. Messrs. Morton, Bliss & Co. are said to be at the head of this movement. The iron brokers who have done a large part of the business for this firm which is said to be in trouble and involved for about $5,000,000 claim that it made $1,000,000 on the advance last fall and that they could close out to-day, at the market and still be about even. This, however, can scarcely be true, else there would have been no such extraordinary efforts necessary to keep a house afloat whose capital of a year ago is not impaired.

In connection with these failures and embarrassments and the loss of Lisburger & Co on metals, there have been rumors of a large Cliff Street metal importing house being embarrassed for the same reasons, namely, shrinkage on large stocks of metals carried on speculation. The shrinkage on tin is greater even than on copper, and this house are large holders of both. Tin is now 15½c. against about 20c. but recently, and near 27c. last fall with 12c. the lowest point before the advance.

While there may be no further failures since the largest houses are the most deeply involved and to such an extent that banks and bankers may have to carry them, there can be no settled condition and safe basis in the iron and metal trade so long as these virtually pledged stocks hang over the market to be dropped on it whenever it shall recover to a point at which the holders of these pledges can get their advances out of them. We may therefore look for more trouble, before the iron and metal markets shall recover a healthy and sound basis. We recently made comparisons of prices of iron which showed the condition of the market with a year ago.

☞ Dispatches from Tucson report the completion of the Southern Pacific Railroad to Benson, 45 miles east of there. A local company is surveying a line thence up the San Pedro Valley to the Sonora boundary, touching the new mining towns of Charlestown, Tombstone, Mule Pass, Huachuca, Rafael, Washington and Patagonia. The construction of the track eastward toward

El Paso is going ahead with the same force as during the past season.

Brooklyn Bridge.

At a meeting of the Trustees of the Brooklyn Bridge Co., on the 7th inst., the old officers were re-elected for the ensuing year including Henry C. Murphy, President, and William C. Kingsley, Vice-President. The President in thanking the Board for his re-election, said that the bridge would probably be ready to open by July 4, 1881. The Treasurer's statement, dated May 31, showed the cash receipts up to that time to have been $11,973,305 08; cash expenditures, $11,644,463 32; cash on hand, $328,841 76; cash liabilities, $87,264 50. The executive committee of the Trustees opened the bids for the 400 steel suspension rods, 1,872 steel connecting rods needed to complete the structure, and gave the contract to the Edgemoor Iron Company, the lowest bidders, at 11¼ and 11 68-100 cents a pound. The contract for 400 tons of wire rope for stem stays was given to John A. Roebling & Sons.

Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1879 and 1880, were:

	1879.	1880.
From passengers	$199,904 11	$255 443 91
" freight	731,312 53	785,408 70
" mail	29,630 29	32,041 81
" express, etc.	36,871 97	96,629 72
	$997,718 90	$1,169,524 14
Expenses, viz:		
Conducting transp	$209,115 03	$197,181 71
Motive power	234,192 09	258,028 87
Maintenance of way	166,342 15	222,557 61
Maintenance of cars	49,676 65	88,681 24
	$659,325 92	$766,448 33
Net earnings	$338,392 98	$403,075 21

The gross earnings of the road for the year ending March 31, 1878, were: from passengers, $191,896 15; from freight, $793,151 54; from mail, $28,664 92—total, $1 013,712 61. The expenses were: for conducting transportation, $165,-264 81; motive power, $274,792 10; maintenance of way, $221,882 66; maintenance of cars, $65,-760 88—total, $727,700 45. Net earnings, $286,-012 16. The expenses were 71.5 per cent of the gross earnings in 1878; in 1879 they were 66 per cent; and in 1880, 65.5 per cent. Compared with the year 1879 the gross earnings of 1880 show an increase of $171,805 24, with an increase in expenses of $107,123 01; making the increase in net earnings $64,682 23.

The income from all sources, and the manner in which it has been applied, is shown in the following comparative statement:

	1879.	1880.
Net earnings of the road	$338,392 98	$403,075 21
Net earnings of the bank	12,633 80	21,437 56
Dividends Atlanta and West Point Railroad stock	32,000 00	32,000 00
Dividends Rome Railroad stock	8,936 25	14,893 75
Dividend, Nashville, Chattanooga and St. Louis Railroad stock	4,500 00	.....
Western Railroad of Alabama, rent of rolling stock	18,500 00	18,000 00
Western Railroad of Alabama, coupon acc't.	80,500 00	110,000 00
Miscellaneous sources	16,059 51	8,513 31
Total	$506,522 54	$607,919 83
Paid dividends	$252,000 00	$252,000 00
Interest bonds of this company	82,235 00	93,530 00
Interest bonds of Macon and Augusta R. R. Co.	51,777 60	39,220 12
Interest bonds of Western Railroad of Alabama	93,080 00	88,260 00
Taxes, legal and incidental	23,305 07	17,645 11
Balance, surplus	4,124 87	122,264 60
Total, as above	$506,522 54	$607,919 83

The interest paid on the Macon and Augusta bonds was paid as endorser, and is charged against the purchase of that road. The excess paid on coupon account by the Western Railroad of Alabama over the coupons for that year, reduces the deficit on that account, charged against that company on previous years, from $124,280 to $97,540. Referring more particularly to these roads, and to the Atlanta and West Point, Rome, and Port Royal Railroads, the President in his report says:

MACON AND AUGUSTA RAILROAD.

The last annual report explained fully our relations to this road up to its date. The proceedings then pending were terminated by decisions in the Supreme Court in our favor, under which decisions the road was sold on the 2d of March last, on foreclosure of the second mortgage, and was bought in by this company for the sum of $50,000, subject to the first mortgage bonds, which fall due in 1887.

The second mortgage bonds, $370,000, which fell due in July last, were taken up by this company and were charged to a new account opened upon our books, called Macon and Augusta Railroad Purchase Account. To this account, also, all coupons of this issue previously redeemed by us and all other expenses of the purchase have since been carried, making the present total of this account $506,162 04.

The first mortgage bonds on this road, $400,000, do not fall due until January, 1887. We have taken up as endorsers on $300,000 of this issue, coupons, tax fi. fas. and other prior liens to the amount of $241,963 15, which amounts we hold in a separate account for the present, being, with interest upon it, a prior lien upon the M. & A. Road, in case we should find it necessary to foreclose and sell under the first mortgage at its maturity. But for this contingency this sum would also go at once into the purchase account as above, making it $748,125 19. The latter sum represents what the road has cost us to date. During the year past a large amount of work has been done upon this road in filling trestles, reducing grades and rebuilding defective masonry, details of which will be found in roadmaster's report.

WESTERN RAILROAD OF ALABAMA.

This road has fully realized the favorable expectations of the last report. It is now not only self-sustaining, but has begun to refund us rapidly the amounts formerly advanced to it. During the past fiscal year it has paid its own interest and refunded us $26,740 on account of coupons previously paid for it, and has also paid us $18,000 for rent of its rolling stock, as explained in last report.

ATLANTA AND WEST POINT, ROME, AND PORT ROYAL RAILROADS.

Our stock in the A. & W. P. R. R. Co. has paid its usual eight per cent dividend, and that in the Rome R. R. Co. has paid ten per cent during our fiscal year, against six per cent paid for some years past. Both roads are expected to do as well for the ensuing year. Both the business and the condition of the Port Royal Railroad are gradually improving, but no revenue can be derived from it for the present. The ultimate value of that road will depend upon the possibility of a large export trade being turned through our Southern ports from the West to England and other foreign countries. The difficulty in the way of inaugurating such an export trade at once is the fact that, at present, the swarms of vessels, of every class, plying to the great Northern ports, with cargoes in both directions, keep the ocean rates from those ports to Liverpool at lower figures than will induce vessels to come empty to our Southern ports. Consequently, the sum of the rates from the West to New York, and from New York to Liverpool, has always been lower than the sum of the rates from the West to the Southern cost and thence to Liverpool. With this disadvantage against us on the ocean, and with the powerful competition of the Mississippi river on one side of us, and the great trunk lines and the lakes and canals on the other, we can hardly hope to see much of that business until the production of the West, and the necessities of foreign countries, outrun the capacity of the great Northern ports and of New Orleans to handle. This is not a very promising outlook, as any business secured only when the larger ports are overcrowded would be spasmodic and fluctuating, and would not justify large outlays to prepare for it. There is, however, one way of making a beginning at such a business, which may add something to our revenues, and is at least worth the effort. A great deal of cotton is exported direct to Europe from our Southern ports, and a certain amount of grain and other heavy Western products can probably be advantageously shipped in each vessel along with the cotton, as ballast. In this way it is hoped that, during the fall and winter, when cotton is moving in large quantities, and when, too, the Northern roads and ports are most crowded, we may secure a small export trade from the West. With a view to at least test the practicability of the idea, this company has agreed to join in the erection of a small elevator at Port Royal, and it is hoped to have it in operation in time for the next year's business.

The new business for our lines, however, from which we most hope for early results, is the direct business between the West and New York, and other Eastern ports. By means of fine steamer lines now in operation to the ports of Savannah and Charleston, which are also being rapidly increased in power with larger and faster steamers, we believe it possible to make as good time from New York to St. Louis, via Charleston and Savannah, and over our roads, as is being made by the all-rail direct lines from New York to the West. And, as our pro-rating distances are as short, we believe that we can secure a very considerable increase of business from these quarters. With this in view, close alliances have been made between this road and the South Carolina and Central Railroads, and the steamer lines from Charleston and Savannah to New York, and also with the Louisville and Nashville Railroad Company, and the large system of roads under its control. The alliances are not exclusive, or intended to discriminate against any others of our connecting lines, but are simply to co-operate harmoniously, and as one line, in a concentrated effort to secure a portion of the great business between the West and East over our respective roads. The necessary details and preparations are be-

ing worked up as rapidly as possible, and before the next winter we hope to have a thoroughly organized and efficient line, capable of handling a large business.

CONDITION OF THE ROAD.

The physical condition of the road and rolling stock has been much improved during the past year, but a great deal remains to be done to bring it up to the standard desired, and fully equip it for the business which we hope to secure. We hope, however, to accomplish it all economically and gradually, so as not to reduce our net earnings. For the particulars of what has been and is being done in different departments, reference is made to reports of Superintendent and other officers.

The Railroad Commissioners of the State of Georgia, under provisions of the law which created them, have recently issued regulations and rates to govern the transaction of all local business on the railroads of this State. These rates are in some cases considerably below the reduced rates which we voluntarily put in effect September, 1878, and in other cases they are higher than some of our rates which are limited by our charter restrictions. As the charges of this company have always been regulated by law, incorporated in its charter, we are really not subject to the restrictions which these rates will put upon us, nor are we at liberty to avail ourselves of the concessions they offer to give us. Earnestly desiring, however, to see the Commission a success, and to co-operate with it in the solution of the problems before it, we propose voluntarily, and without surrendering or infringing, in any way, our charter privileges or restrictions, to put in full operation such of their rates as are lower than our present tariff, while declining the benefit of all such as are higher. The result will doubtless be some reduction of our local freight revenue, but we have made the experiment before, believing it to be on the right line—as explained in the last annual report—and that it will eventually be returned to us in the prosperity of our local territory. And if we are successful in working up the new through business in prospect, we can the better afford reduction on our locals.

The earnings of the Western Railroad of Alabama, referred to above, for the year ending August 31, 1879, were $579,492 73; and the expenses, including taxes, $395,498 52—leaving net, $183,994 21. For the seven months ending March 31, 1880, the earnings were $454,349 35; and the expenses, including taxes and rent of rolling stock, $268,601 77—leaving net, $185,747 58.

The company have 40 locomotives, 29 passenger, 2 sleeping, 8 baggage, 3 mail, 382 box, 99 Green line, 15 cab, 186 flat, 31 stock, 59 coal, 19 shanty, 1 pay and 2 wood cars. The number of miles run by locomotives in 1880 was 1,017,797, against 1,019,478 in 1879, a decrease of 1,681.

The length of road operated in 1880 was 307 miles, against 275 in 1879, and 231 in 1878.

Profit and loss account shows a surplus at the close of the year of $1,007,744 02, against $831,805 71 at the close of the previous year, an increase of $175,938 26.

The bonded liability of company March 31, 1879, was $3,204,500. During the year $156,000 six per cent bonds have been issued, and $432,000 seven per cent bonds retired, leaving the amount outstanding March 31, 1880, $2,928,500. Of these, $425,000 are seven and $1,156,000 six per cent bonds of the Georgia Railroad and Banking Co.; $296,000 1st mort. Macon and Augusta R. R. Co.; $800,000 1st, and $579,000 2d Western Railroad of Alabama; $150,000 1st, and $22,500 2d Montgomery and West Point R. R. Co.

The following is a condensed statement of the condi ion of the Georgia Railroad and Banking Co. March 31, 1880.

The road and its outfit		$4,200,000 00
Real estate	$17,440 02	
Banking house and lot.	35,000 00	
		52,440 02
Stocks:		
4,000 Shares Atlanta & West Point R. R. Co.	400,000 00	
1,489⅜ Shares Rome R. R. Co	150,000 00	
50 Shares Augusta and Port Royal Compress Co	5,000 00	
		555,000 00
Western R. R. Alabama, purchase account		841,987 26
Macon and Augusta R. R. purchase account		506,162 04
Western R. R. of Alabama, coupon account		
Paid since purchase	$445,540 00	
Less paid by Western Railroad	348,000 00	
		97,540 00
Macon and Augusta R. R. Co.		241,963 15
Fort Royal and Augusta Railway Co.		200,000 00
Bills receivable		10,341 43
Miscellaneous balances, transportation department		24,326 78
Cash		92,505 22
Disbursements:		
Interest on bonds	$93,530 00	
Attorneys' fees and costs	6,873 70	
Incidental expenses	6,016 69	
Taxes to State and city	4,754 72	
Rent Macon and Augusta R. R., 11 months and 2 days	22,129 03	
		133,204 14
		$6,955,570 04
Capital stock		$4,200,000 00
Profit and loss		643,128 33
Bonds of this company, 6 per cent	$1,156,000 00	
Bonds of this company, 7 per cent	425,000 00	
		1,581,000 00
Matured coupons unpaid, bonds this Co		1,857 50
Dividends unclaimed		31,664 38
Income:		
Transportation department, net earnings 12 months	$403,075 21	
Banking department	21,437 56	
Dividends on stocks	46,907 83	
Interest	26,499 73	
		497,919 83
		$6,955,570 04

President.—E. P. ALEXANDER.

Directors.—James W. Davies, James S. Hamilton, Stevens Thomas, M. P. Stovall, Geo. T. Jackson, L. M. Hill, Josiah Sibley, H. D. McDaniel, Geo. Hillyer, John Davison, Wm. M. Reese, Chas. H. Phinizy, Jno. H. James, Joel A. Billups, N. L. Hutchins, H. H. Hickman.

Superintendent.—S. K. JOHNSON.

Auditor.—CARLTON HILLYER.

Cashier.—GEO. P. BUTLER.

☞ According to the official report of the New Jersey State Commissioners the total earnings of the Delaware and Raritan Canal, operated by the Pennsylvania Railroad Company last year, were $895,959 10, and its working expenses $326,924 85, leaving a balance of $369,034 25.

Investment Securities.

The Finance Committee of the Produce Exchange recently asked proposals for the purchase of $385,000 of investment bonds, consisting of the following: $90,000 United States currency sixes, due 1899; $20,000 United States currency sixes, due 1898; $50,000 United States fours, consols, due 1907; $110,000 New York City 7 per cent consolidated stock bonds, due 1894; $20,000 New York City 7 per cent accumulated debt bonds, due 1887; $95,000 New York City 6 per cent park improvement bonds, due 1901. There were 15 bids, aggregating $2,205,000. The following awards were made: all the currency sixes to the National State Bank, of Newark, N. J., at 126.45 for the 1899s and 125.50 for the 1898s; the fours to Fisk & Hatch at 108.26; and all the New York City bonds to George K. Sistare's Sons at 125.17 and interest for the consolidated stock bonds; 116.57 and interest for the accumulated debt bonds; and 119.57 and interest for the park improvement bonds. The total sum realized is $473,877 45, or an aggregate premium of $88,877 45. The money will be applied to the purchase of the site and the erection of the proposed new Exchange Building.

Valley Railroad of Virginia.

Efforts are being made to negotiate a loan of $2,600,000 with which to complete the road to Salem, on the Virginia and Tennessee line. The length of the completed road between Harrisonburg and Salem is 26 miles, the cost being $1,338,998 52. The uncompleted part between Staunton and Salem is 87 miles in length, and the expenditure has been $1,018,067 72. Chief Engineer Randolph estimates the amount necessary to complete the road at $2,795,442 04; the amount of subscriptions due in cash and bonds being $577,000. The debt due to the Baltimore and Ohio railroad, which is the only indebtedness of the road, is $119,491 75, for which the Baltimore and Ohio railroad holds as collaterals Virginia county bonds to the amount of $174,500, valued at from 85 to 90.

☞ The Phœnix Iron Co., Phœnixville, are having one of Riehle Bros. Narrow-Gauge Railroad Track Scales erected at their works. This is the second Track Scale they have put in of Riehle Bros. make; the first one giving great satisfaction for continued accuracy and sensitiveness, after being in use for some time, and frequently weighing over one thousand tons a day.

☞ The stockholders of the Monongahela Bridge Company have endorsed the surveys for the proposed new bridge, prepared under the direction of the Building Committee, and proposals for its construction will be received until the latter part of the month.

☞ The Buffalo and Southwestern Railroad Company will take into consideration the consolidation of that road with the Pittsburg, Titusville and Buffalo Railroad at a meeting of the directors to be held on the 6th of July.

☞ The completion of the Ohio and West Virginia railway to Logan, was celebrated at that place on the 3d inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 2
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May 80 4
" " pref.100	4,599,578	J. & J.	Jan. '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	Jan. '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '79 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic....50	377,400	quarterly	Apl. '80 3½
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June '79 5
Catawissa*.....50	1,159,500	Oct. ber.	Oct. '79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific 100	54,275,500	.....	Feb '80 3
Chemung*.....100	380,000	quarterly	Apl. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn....	6,168,000	A. & O.	Apl. '79 2½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	June'80 3
" " pref.100	22,025,603	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Feb '80 4
Concord.....50	1,500,000	M. & N.	May 80 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River.....10	2,100,000	J. & J.	Jan. '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '79 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	Jan. 80 3
Del. & Bound Brook*....100	1,500,000	quarterly	Feb. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania* 50	1,309,200	J. & J.	Jan. 80 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June 80 2½
Eel River.....	3,000,000	— & —	Mar. '80 1
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	Jan. '80 3
Han. June., Han. & Get. 50	116,850	M. & N.	Nov.'77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Apl. '80 2
Illinois Central.....100	20,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May 80 1½
Io. Ce. & Mo. Northern. 25	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.100	000,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May '80 1½
Kentucky Centra 1 0	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,500	F. & A.	Feb. '80 4
" (guar.)100	583,530	F. & A.	Feb. '80 5
Lawrence*.....50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,332,550	quarterly	July '80 1
" " pref. 50	106,300	quarterly	July '80 2½
Little Miami*.....50	5,871,486	quarterly	June 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '80 2½
Michigan Central 100	18,738.204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '80 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apl. '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Mar. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Apl. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,149,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 6
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S. C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J.	Jan. '80 3
Oregon Railway & Nav.100	4.455,0. 0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*.100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Apl. '80 1½
" Special Imp.100	5,504,300	quarterly	Apl. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	Jan. '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Petersb.....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,800,000	.....	.....
" " pref.100	4,800,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*..100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,968,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	Apl. '80 1½
United Cos. of N. J*....100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J.	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl.'n 0	500,000	— & —	Apl. '78 3
Continental (Phila.).....100	180,000	J. & J.	Jan. '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. 80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	Mar. '86 $7½
Delaware and Hudson...100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat.. 50	10,848,850	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,898,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express.....100	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80 $10
Central Mining Co.....	.....	Annual.	Feb '80 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Jan. 80 3
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common...100	5,700.000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,760,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	July '80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,866,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,893	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	469,543	602,624	537,326	602,132	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,807	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	1,453,611	1,260,319	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,641	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17.
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,213	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,103	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,958	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,261	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	303,228	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,468
1877	78,571	80,579	84,320	90,113	85,011	80,009	74,359	121,374	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94,878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,856	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,316
1880	93,306	105,101	128,453	92,242	119,720	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	.....	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	890,137	946,186	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, June 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,963,000	6	Jan. & July.	1880	102
.. ..coupon	3,064,000	6	" "	1880	106
Oregon War Bonds of March 2, 1861...coupon	747 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	118,471,100	6	Jan. & July	1881	106½
.. ..coupon	42,943,600	6	" "	1881	106½
Loan of March 3, 1863.....registered	50,069,250	6	Jan. & July.	1881	103½
.. ..coupon	13,737,900	6	" "	1881	106½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s)....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	291,978,050	5	F. M. A. & N.	1881	103½
.. ..coupon	196,870,650	5	" "	1881	103½
.. ..registered	170,298,800	4½	M. J. S. & D.	1891	109½
.. ..coupon	79,701,200	4½	" "	1891	109½
.. ..registered	527,921,400	4	J. A. J. & O.	1907	108
.. ..coupon	211,513,300	4	" "	1907	109
Refunding certificates of Feb. 28, 1879.....	1,413,100	4	....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	8,124,965	...	.....	.....	....
Debt bearing no interest.....	395,424,350	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	123
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	58½
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,988,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), con. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,718,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	96½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	110½
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	44½
.. * Loan to N. O. & P. R.R ('78) $2,000,000	.....	..	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7,3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
Bounty Loan bonds 1864.....	2,330,000	6	June & Dec.	1889	113½
Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
Loan (1839) to Balt & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
Loans to Railroads and Canals.....	1,149,395	6	Various.	'85-'90	108
Defense and bounty (1868) bonds.....	3,326.750	6	Jan. & July.	1883	108½
State Loans (1870 to 1874).....	916,...	6	'	'87-'93	....

Marked (*) signifies " interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,455	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	104
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109½
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110½
.. Renewal (Act, March 29, 1875)..... ..	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	110
.. Han. & St. Jo. R. R. Loans (& renewals.	3,000,000	6	" "	'87-'96	107½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	140
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	88
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	18
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	3½
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	3,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½ gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7[illegible]	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1859	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	431,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,264	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	29
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,504,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered..	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1906	....
.. *Deferred Certificates, (W. Va.).....	15,239,270	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	106½
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	109½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	118½
Special Mortgage to Penn.	3,000,000	5	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	117
Land Grant Mortgage (gold)	3,110,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	110
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	25,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,020,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., ass'd by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	121½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	39
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1900	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	87
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	2 50,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L. S. & M. S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	110
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	540,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1882	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	109
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	....
Camden and Burlington County:						
Consolidated 1st Mortgage	250,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	90½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	286,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	115
Chattel Mortgage	209,850	6	May and Nov.		88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1900	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	107
1st Mort. (W. to Minn. Line)	1,84 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	100½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	74
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	101
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	114
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	109
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	105
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	105
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	....
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	65
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103½
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....
Sinking Fund Gold Bonds. ...	3,000,000	6	May & Nov.	" "	1903	108
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.,J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,551,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	119½
Bonds of 1875, Sinking Fund...	418,000	5	June & Dec.	"	1895	100
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	122½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	999,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	Jun & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $4,500,000	2,200,000	7	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	114½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	111
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	114½
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	113½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	130
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1903	102½
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	116
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	109½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	105
Appleton Ext. (23 m.& 76,000 ac.)	176,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	116½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1885	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	118
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112½
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	682,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	119½
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,347 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	581,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1850.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	108,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,498,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	102
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	506,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit& Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1876	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	110
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1906	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,800,000	2,999,000	7	Jan. & July.	New York.	1900	108
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1883	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (K.T.& Ga.,old)	635,000	6	"	" "	'80-'86	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'68-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,800	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1870 ..	13,351,500	4½*	" "	Boston.	1906	94
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	55½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	107
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	N Y & London.	1920	110
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	54½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	100
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p m.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & F. Beg. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 500,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,400	8	Jan. & July.		1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. k. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1893	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"		....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	110
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	99½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1862	300,000	6	April & Oct.	Bpt. & Bost	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	109½
1st Mortgage (Western Div.)	2,305 000	7*	" "	" "	1891	107
1st Mort. (Waco & N W. Div.).	940,000	7	" "	" "	1903	107½
Income and Indemnity bonds	1,359,500	7	May & Nov	"	...	98½
Consolidated Mortgage	2,884,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000.	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund..	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	74
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	60
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	897,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1868	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (I., D., L. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,980,000	7	April & Oct.	New York.	1917	108
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1890	....
Jamest'n & Frank. (L.S. & M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept.	" "	1890	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	114
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108½
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	96
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	9,411,000	7	J. A. J. & O.	" "	1900	121½
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	115
Bonds of 1892 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	116
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	....
2d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	819,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,900	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	600,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	600,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1899	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg...		6	" "	"	1898	115
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	127
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered....		6*	" "	"	1922	111½
Lewisb. Centre & Spruce C.(Pa.R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	93
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	108½
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	800,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol.M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	114
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,675,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7e	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	758 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	108
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	74½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	85½
4th Mortgage.....	4,000,000	6	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	3-10	Various.	" "	'94-'95	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,203,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	75-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	117½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	100
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	8*	May & Nov.	London	1908	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	6	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.)	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	103½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	59
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds.....	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds..	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	129
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	113½
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	107½
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	107½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	114
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	107
Newark & New York (C. of N.J.)						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	500,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (NY. & OM.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	301,000	6	April & Oct.	New York.	1885	104
2d "	593,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F..	1,794,000	7		" "	1885	111
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	128½
1st Mort., reg'd }	7	" "	"	" "	1903	127½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	125½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	113½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	109½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	...	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118½
Norfolk & Peteraburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	282,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	117
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	104½
Consol. General Mort. Coupon.	1,836,000	6*	" "	" "	1894	....
Second General Mort. coupon..	3 000,000	5	" "	Baltimore.	1926	80
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400 000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	114½
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	115
Consolidated Mort., Sterling...	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	109
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	76
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	118½
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	....
Omaha and Northern Nebraska						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold		7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas						
1st Mortgage (5-20 years)		10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage		8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage		7	May & Nov.	New York.	1915	....
Income Mortgage		7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.&W.):						
1st Mortgage, guaranteed		7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage		7	March & Sept	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C.,B. & Q		8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108
2d Mortgage sinking fund	2,650,000	7	Jan & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	...
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	103½
General Mortgage	19,999,760	6	J. A. J. & O.	"	19.0	....
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	28,361,540	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Co. Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	105½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,062,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	119,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.)						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val.(C.R.I.&P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia	1897	117
1st Mort. ($3,000,000 are sterling	5,000 000	6*	" "	Phil. or Lond.	1881	102½
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	112
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debentures	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mor gage Loan of 1836, stg.	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1856, stg.	134,400	7*	" "	"	1893	112
Consolidated Mortgage June 1, 1871.	Do'lar coupon.. 7,310,000	7	June & Dec.	Philadelphia.	1911	112½
	Dollar registered 3,339,000	7	" "	"	1911	....
	Gold or stg coup 6,999,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg. 663,000	6*	" "	" "	1911	....
	Dollar coupon.. 305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($50 000,000)	19,686,000	6*	Jan. & July.	" "	1908	....
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	....
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	80
Funding Income	515,933	7	" "	"	1896	62½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,061,600	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	90½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	800,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1880	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114½
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	...
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1878	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 3,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	101
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	90½
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	62
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	60½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	100
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	110
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	104
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	100
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	100
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	99½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1885	42½
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	98
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M. (W.D) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	100
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	102
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	99
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,800,000	7	May & Nov.	" "	1898	102
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	91
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	70
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	.....	....
2d M. (do.) R. R. & Lands.	8,600,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	96
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,870	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,000,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	101
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	90
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	62
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	109
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	116
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	105
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	104
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	100
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	100
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	99
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	98
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (o) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6o	Jan. & July.	N. Y. & Bost.	'96-'99	114
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	111½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling..	2,225,000	8o	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6o	May and Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6o	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5o	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6o	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6o	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7o	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guarnteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102½
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9o	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	76½
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	105½
3d Mort. " ")	600,000	8	May and Nov.	"	1873	76
4th Mort. " ")	700,000	8	March & Sept.	"	1880	44
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	217,932	....	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000	....	May and Nov.	New York.	1898	....
1st Mortgage for $2 [illegible]	456,000	7o	Apr. and Oct	" "	1901	35
Westchester and P[illegible]						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114½
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)....	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7o	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	114
Sterling Bonds, Sinking Fund..	981,234	6o	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	106½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	876,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6o	Jan. and July.	New York.	1899	108
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105½
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7o	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7o	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	56
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6o	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7o	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7o	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109½
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115½
Extension mortgage bonds.....	4,313,000	7o	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,000	7o	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	...
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5o	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	107
reg. (3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109½
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	108½
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6o	March & Sept.	"	1894	103½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6o	June & Dec	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	130½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	98
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	55
Improvement bonds.....	260,000	6	May and Nov.	"	1880	....
Boat and Car Loan	766,550	6	" "	"	1913	70
Boat and Car Loan	621,600	7	" "	"	1915	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	70
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1888	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1878	....
2d Mortgage.....	293,000	6	" "	"	1886	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Property and Assets. Rolling Stock. $	Property and Assets. Assets. $	Liabilities. Accounts and Cash. $	Liabilities. Stocks. $	Liabilities. Bonds. $	Liabilities. Accounts. $	Liabilities. Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Operations. Passengers. Number.	Operations. Freight. Tons.	Earnings. Gross. $	Earnings. Net. $	Dividends. pc.	Value of Shares. Par. $	Value of Shares. Market. p.c.
Dec 31 1878	196.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	200.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	389.9	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,093,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	106
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	375,531	2,126,643	1,910,222	915,726	—	59	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,667	1,500,000	37,500	1,944	62.6	241,709	54,174	433,529	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	22.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	119½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia.	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,286,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,465,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	3,484,000	.....	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,577	12,116,258	57,305,252	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	597.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	151
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	.....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,348,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	64
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,353	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,888	64,639	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,649	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.5	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	164	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,612,556	6,033,538	2,219,536	8	100	144
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,762	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,064	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,428	550,164	970,648	286,519	—	100	19
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	12½
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	86,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	307,873	2	500	92½
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	203,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,681	4,564,171	582,851	2,100,741	741,378	7	100	126
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	37
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,893	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	128
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	*	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	.....	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	364,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	5.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,853,473	*	.....	.....	943,800	1,099,707	.....	197,696	67.2	162,729	101,024	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	242.6	188.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	660,311	—	100	61
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,800,377	9,300,800	10,958,800	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,825	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,780	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California.	18,800,673	395,014	131,150	390,890	12,000,000	6,859,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,549	540,985	198,128	55,641	1,215,711	987,000	142,656	369,417	67.0	278,180	.....	.....	399,061	121,218	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,378,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	.....	.....	.....	.....	.....	.....	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	54½
Mar. 31, 1879	242.0	—	12.3	—	22	17	6	273	Carolina Central.....N. C.	10,202,500	*	4,915,026	161,534	15,000,000	6,000,000	.....	.....	242.0	403,589	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,207,000	1,802,350	.....	.....	.....	.....	.....	.....	.....	.....	—	50	20
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	4,359,500	1,887,000	.....	44,818	75.6	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	271.6	2.0	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	.....	.....	7,020,000	3,814,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	115½
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	1.5	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	185.9	—	253	229	64	18763	Central of New Jersey.....New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	81,850,276	4,293,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	82
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,963	420 587	349,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	30
Dec. 31, 1878	882.8	330.4	169.4	—	237	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,389,421	54,275,500	94,249,680	7,200,255	12,389,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	71
Sept. 30, 1878	195.0	—	13.0	—	22	17	5	215	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,580	195.0	415,353	58,570	97,948	441,357	152,228	—	100	97½
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	17½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,239	322,266	177,285	145,719	2,163,300	836,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123,885	1pf	100	52
Dec. 31, 1878	243.5	121.9	122.0	—	100	75	23	3,261	Chicago and Alton .....Illinois.	13,274,828	*	7,230,766	269,408	12,490,872	11,391,850	2,001,033	—	677.8	2,709,408	781,991	1,967,206	4,691,519	2,156,385	7	100	107½
Dec. 31, 1878	486.5	1,117	456.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,658	3,327,845	27,956,916	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,580	8	100	118½
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,636,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,672	235,533	533,595	260,947	—	100	76½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,485	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	103.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	21.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,587	10	100	144
Dec. 31, 1878	881.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.&M.	58,755,184	*	2,848,298	1,480,429	27,633,744	32,088,500	791,598	2,520,074	1,585.3	5,991,705	1,412,663	1,955,699	8,481,768	3,659,484	7pf	100	74½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,200	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,211,088	4,342,772	1,616.5	11,135,639	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	93
Mar. 31, 1879	600.2	222.0	161.7	30.0	259	110	37	5,857	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,563,630	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,566,000	1,500,980	2,236,270	10,409,333	4,829,961	10	100	203½
Dec 31, 1878	549.0	22.6	60.0	—	100	84	28	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	—	.....	3,663,650	17,247,351	120,695	.....	.....	471.6	1,818,819	227,184	436,158	2,819,019	818,725	—	100	27½

Sept.30,	187	177.7	—	8.5	—	38	14	7	157	Chicago St. Paul & Minneapt's.	Wis.	5,000,000	*				5,000,000					177.7	276,932	72,749		739,836	787,942	—	50	53
Dec. 31,	1878	[illegible]	75.6	28.2	—	26	13	6	497	Chicago & West Michigan.	Michigan.	6,570,475	*	31,758	52,711	6,180,000	480,000	23,944	—	—	245.6	387,[illegible]56	206,294	197,687	488,784	80,908	—	100	60
Mar. 31	1879	39.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Day'ton.	Ohio.	3,827,078	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,584,794		59.9	567,951	950,520	759,669	907,211	141,193	—	100	....
Mar. 31,	1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.& D.)O.& Ind.		2,436,088	229,072	60,080	.....	.....	2,500,000	1,180,356	.....	.....	98.4	388,764	152,062	210,283	341,676	78,167	—	—	....
June 30,	1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,089,000	*	.....	.....	1,929,200	1,898,000	300,000	.....	.....	75.3	328,970	.....	.....	408,188	127,569	—	100	....
Mar. 31,	1879	96.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&I.).	Ohio.	926,733	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	83,175	146,8/1	188,449	33,458	—	50	....
June 30,	1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland.	Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189	—	—	190.0	838,667	268,831	364,976	647,202	112,284	6pf	50	23½
June 30,	1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&L.)	O.	3,751,000	—	.....	.....	1,100,000	2,651,000	1,342,782	.....	.....	80.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31,	1878	409.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan.	Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	.....	109.5	230,022	.....	.....	195,710	52,263	—	100	....
Dec. 31,	1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,325		391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	71
Jun. 30,	1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.).	Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335		123.4	188,619	63,007	524,032	403,400	309,459	7	100	....
Dec. 31,	1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.).	O.	4,629,871	*	208,148	37,678	1,768,798	2,969,000	669,275	—	—	156.5	410,716	228,698	259,[illegible]23	382,698	64,971	—	100	....
Dec. 31,	1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.).	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	733,214		225.8	1,885,556	584,237	1,434,207	2,474,684	1,168,580	7	50	116
Dec. 31,	1878	118.0	74.2	13.0	—	19	19	5	186	Colorado Central.	Col. & Wy.	4,430,300	*	.....	.....	3,971,300	2,459,000	.....	.....	.....	192.2	.....	[11 m	onths.	669,448	280,558	—	100	....
Dec. 31,	1878	520.3	60.3	87.5	407.0	125	61	28	1,691	Col., Chic. & Ind. C. (Pa.Co.).	O. Ind & I.	28,851,097	*	58,000	.....	13,966,823	24,359,724	79,556	.....	.....	580.5	4,178,285	668,917	1,791,981	3,488,665	411,514	—	100	14½
Dec. 31,	1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley.	Ohio.	3,701,748	1,265,711	603,827	80,025	2,030,150	2,500,000	165,530	455,631		105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30,	1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.& C.).	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	23,250	.....	.....	.....	.....	.....	.....	230,797	65,942	—	50	....
Dec. 31,	1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo.	Ohio.	2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496		117.7	416,536	145,283	345,605	517,871	222,269	—	50	....
Mar. 31,	1879	35.0	7.0	78.0	—	38	44	16	946	Concord.	New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226		141.7	617,254	509,203	673,471	733,004	318,847	10	50	166½
Jun. 30,	1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,600	263,883	436,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	60
Sept. 30,	1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River.	Massachusetts.	2,306,038	241,859	175,675	226,486	2,100,000	206,400	164,862	578,887		79.8	377,739	946,900	332,900	504,670	199,034	8	100	144
Dec. 31,	1878	68.0	11.0	8.4	—	19	11	5	750	Corning, Cowanesque & Antrim.	N.Y.&P.	2,400,000	*	.....	.....	1,900,000	500,000	.....	.....	.....	64.0	181,905	58,582	507,185	404,665	113,384	6	50	....
Dec. 31,	1878	82.2	—	12.1	—	21	25	5	276	Cumberland Valley.	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878		135.0	321,495	325,551	516,696	612,121	199,560	10	50	....
Sept. 30,	1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk.	Connecticut	973,940	164,740	15,254	26,711	600,000	500,000	.....	80,645		33.8	97,380	222,212	51,81g	187 953	41,279	—	100	....
June 30,	1878	128.4	32.2	8.5	—	8	7	3	96	Davenport and Northwestern.	Iowa.	5,230,000	*	.....	.....	3,520,000	1,710,000	196,827	.....	.....	160.6	187,487	51,582	67,043	222,627	17,788	—	100	....
Mar. 31,	1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.).	Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921		142.7	683,849	209,674	422,303	545,288	271,482	3½	50	....
July 31,	1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.).	Ohio.	971,368	*	.....	.....	457,817	413,500	152,701	.....	.....	69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31,	1878	83.8	16.7	10.1	—	—	—	—	—	Delaware [illegible] (P.W.& B.).	Delaware.	2,367,508	—	.....	75,198	1,450,323	760,000	160,400	69,993		94.8	268,998	...	.....	365,580	109,674	6	25	....
Dec. 31,	1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook.	N. Jer.	3,136,584	*	.....	.....	1,514,000	1,500,000	279,621	.....	.....	30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31,	1878	115.0	92.5	223.7	—	150	82	22	16139	Delaware, Lack. and Western.	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,400	2,196,542	4,346,125		207.5	2,458,764	474,16.	3,193,581	3,699,601	2,320,481	—	50	76½
Dec. 31,	1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.).	Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350		106.0	.....	.....	.....	147,022	38,068	—	100	....
Dec. 31,	1878	250.6	78.9	120.6	600.0	26	13	9	489	Denver and Rio Grande (3 ft.).	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,938	47,552	132,828	773,322	342,676	—	100	74
June 30,	1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge.	Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....	.....	87.2	111,664	48,646	66,945	182,812	52,477	—	100	....
Oct. 31,	1878	189.0	2.6	29.6	—	34	35	9	528	Detroit, Grand Haven & Milw.	Mich.	.....	*	.....	.....	.....	.....	.....	.....	.....	191.6	.....	.....	[9½ mos.	828,657	265,893	—	100	....
Dec. 31,	1878	166.6	40.7	30.2	—	27	15	6	1,298	Detroit, Lansing & Northern.	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	158,540		197.3	785,106	372,722	364,737	970,034	372,199	—	100	90
Dec. 31,	1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.).	Iowa.	5,882,000	—	31,453	.....	5,000,000	882,000	.....	31,453	.....	.....	.....	.....	.....	925,228	323,830	5½	100	68
June 30,	1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga.	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	3,423,721		272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....
Sept. 30,	1878	41.4	7.6	176.2	—	75	136	35	1,281	Eastern.	Massachusetts.	7,000,000	905,000	1,691,481	249,876	4,997,600	13,589,022	1,488,349	—	—	—	1,557,776	4,197,991	697,987	2,422,394	841,208	—	100	32
Dec. 31,	1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash).	Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	78,562	93.8	197,896	64,796	208,595	206,555	67,842	2	100	50
Dec. 31,	1878	81.0	3.5	24.3	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.).	Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	—	—	84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30,	1878	114.2	—	17.6	—	12	15	7	253	European & North Am.	Maine.	.....	*	.....	.....	.....	3,223,800	.....	74,934	.....	153.0	250,406	154,015	141,533	356,858	128,507	—	100	....
Aug. 31,	1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute.	Indiana.	3,167,288	*	46,066	132,871	1,120,416	1,017,000	41,006	1,167,303		109.0	336,938	143,603	332,700	664,809	160,538	4½	50	80
Apr. 30,	1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,649,600	*	17,068	5,815	458,661	1,100,000	118,822	—	—	69.3	.....	.....	.....	242,896	94,238	—	100	....
Sept. 30,	1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg.	Massachusetts.	4,013,121	801,636	1,678,145	134,042	4,500,000	1,000,000	632,499	494,435		189.1	1,638,610	2,166,508	1,115,771	1,794,387	439,715	7	100	124
Dec. 31,	1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*.	Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826	—	—	280.0	1,095,422	540,556	408,053	1,066,017	438,203	—	100	18
Dec. 31,	1878	193.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich. & Ind.	2,702,247	373,551	3,920	30,879	1,196,450	2,000,000	1,564	—	—	100.0	247,733	96,932	136,029	245,061	95,071	—	100	....
Dec. 31,	1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.	Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....	—	—	104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31,	1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo.	Indiana.	485,000	*	315,000	.....	600,000	200,000	.....	—	—	26.0	.....	.....	.....	88,397	19,196	—	100	25½
Dec. 31,	1878	31.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C.& P.).	Neb.	1,310,000	—	.....	.....	690,000	690,000	.....	—	—	51.1	55,218	19,772	45,352	138,159	46,053	—	100	4½
Dec. 31,	1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio.	Tex.	9,474,077	809,723	2,239,241	491,660	6,450,000	6,686,927	494,500	373,574		215.0	488,151	60,191	157,938	1,325,846	792,014	—	100	....
Dec. 31,	1878	50.0	—	8.4	—	17	9	6	256	Galv., Houston and Henderson.	Tex.	3,495,385	*	15,805	81,488	1,000,000	1,500,000	275,596	817,032		50.0	122,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30,	1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.).	N. Y.	1,481,297	*	.....	.....	850,000	600,000	192,249	—	—	75.6	388,086	95,811	501,852	264,996	def. 16,138	—	100	....
Mar. 31,	1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking).	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,931	511,823		275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31,	1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.).	Mich. & Ind	11,095,085	*	65,504	246,787	2,800,000	5,000,000	2,164,707	—	—	423.6	1,183,106	309,326	383,310	1,200,629	242,458	—	100	....
Dec. 31,	1878	856.0	158.2	218.5	—	434	274	84	8,173	Grand Trunk.	Canada.	152,444,870	*	2,311,530	.....	118,498,280	35,812,710	45,510	—	—	1,390.2	8,884,271	2,025,737	2,387,942	9,581,320	2,349,255	—	100	....
Jan. 31,	1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western.	Canada.	33,424,480	7,877,010	2,851,045	.....	33,106,856	18,221,095	.....	—	—	1,089.3	8,616,829	1,206,332	1,854,663	4,216,385	1,297,055	—	100	....
Sept. 30,	1878	218.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota.	Wisconsin.	12,297,805	*	1,459,135	.....	8,000,000	3,979,000	1,777,941	—	—	213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31,	1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.).	S Car.	3,623,905	*	374,200	193,895	1,515,166	2,178,763	989,222	—	—	164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31,	1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific.	Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....	.....	66.8	242,592	4,840	202,684	112,358	29,706	—	100	....
Jun. 30,	1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern.	Canada.	.....	....	.....	.....	.....	.....	.....	.....	.....	146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec. 31,	1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph*.	Missouri.	13,492,427	....	.....	.....	14,251,724	8,700,000	.....	.....	.....	202.3	1,354,767	247,916	543,472	2,045,450	780,355	—	100	30
Sept. 30,	1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South.	N. Y. & Vt.	.....	....	.....	.....	.....	.....	.....	.....	.....	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept. 30,	1878	74.0	—	3.0	—	19	21	10	436	Housatonic.	Connecticut.	2,581,006	*	225,836	78,762	2,000,000	550,500	161,348	154,256		126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30,	1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central.	Texas.	21,370,021	1,581,342	6,864,922	353,302	7,722,900	14,901,996	2,773,600	5,521,092		521.7	1,499,283	242,569	457,840	3,031,361	1,326,905	—	100	63
Dec. 31,	1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	366,935	2,052,800	2,288,500	564,393	11,929		61.3	172,915	43,618	394,788	238,889	114,145	—	50	14
Dec. 31,	1878	364.7	349.8	139.7	—	212	130	56	4,894	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	—	2,013,892		1,256.5	4,247,628	1,725,236	2,067,832	7,111,184	3,681,559	6	100	103½
Dec. 31,	1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland.	Illinois.	6,175,000	*	.....	.....	2,000,000	4,175,000	1,154,299	—	—	175.7	278,504	79,952	128,132	256,895	20,661	—	100	....
Nov. 30,	1878	202.3	131.6	64.0	—	46	27	15	1,135	Ind., Bloomington & Western.	Ind. & Ill.	19,040,490	2,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119	—	—	333.9	1,415,561	284,543	460,028	1,342,823	266,078	—	100	29
Jan. 30,	1878	158.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.	O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200	—	—	194.5	896,503	549,587	457,185	1,309,057	494,388	—	50	3
Dec. 31,	1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.).	Ind.	4,232,911	*	50,301	346,200	600,000	3,500,000	2,245,300	—	—	266.6	1,585,274	243,093	538,619	1,347,246	313,903	—	100	....
Dec. 31	1878	116.6	—	8.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.).	Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602	—	—	116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31,	1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern.	Tex.	15,943,528	1,479,294	1,274,746	133,207	5,500,000	12,307,000	3,625,806	—	—	519.3	822,430	117,055	224,113	1,636,585	571,983	—	100	50
Dec. 31,	1878	188.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).	Ia.	7,577,500	—	.....	.....	4,625,000	2,952,500	.....	—	—	183.7	.....	.....	.....	476,266	166,093	—	100	39
Mar. 31,	1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n.	Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	—	—	.....	.....	.....	.....	.....	769,600	5	100	....
Dec. 31,	1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw*. (M.C.).	Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,133	—	—	236.6	420,577	296,456	397,841	711,174	276,876	7	100	....
Dec. 31,	1878	111.0	118.6	34.3	—	44	33	12	745	Jeffersonv., Madison & Ind. (Pa. Co.).	Ind.	6,508,713	*	182,640	86,155	2,900,000	5,000,000	82,738	—	—	224.8	1,046,156	667,981	1,536,880	1,150,015	422,998	7	100	....
Apl. 30,	1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.).	Kansas.	1,008,000	*	.....	.....	504,000	504,000	.....	—	—	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1878	638.6	84.0	63.8	—	94	41	17	1,521	*Kansas Pacific*.	Kansas & Col.	34,559,541	—	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484	—	—	672.6	1,506,813	198,173	667,736	3,610,224	1,198,662	—	50	96½
Dec. 31,	1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern.	Mo.	475,000	*	.....	.....	36,000	348,000	.....	—	—	43.0	.....	72,704	39,315	84,678	33,867	—	100	....
Dec. 31,	1878	159.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf.	Kansas.	10,760,000	*	.....	.....	6,750,000	4,000,000	.....	—	—	155.9	777,592	142,236	455,266	833,825	115,567	—	100	46½
Dec. 31,	1878	144.1	1.8	9.2	—	20	20	9	265	Kan. City, Lawrence & Southwest'n.	Kan.	10,000,000	*	.....	.....	5,000,000	5,000,000	.....	—	—	208.8	320,322	.....	.....	343,343	92,989	—	100	76
Dec. 31,	1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl.	Mo. & Ia.	9,250,128	1,231,878	116,232	458,279	2,789,414	7,485,197	698,465	83,451		253.8	1,168,361	229,622	674,194	1,583,651	448,059	—	100	67
Dec. 31,	1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West.	(A.,T.& S.Fe.).	3,199,800	—	174,200	190,729	2,250,000	1,064,000	37,206	226,524	—	.....	.....	.....	.....	708,515	208,387	—	100	112½
Apl. 30,	1879	99 0	49.5	16.8	—	19	17	7	351	Kentucky Central.	Ky.	6,045,060	*	.....	188,956	4,000,000	1,045,000	23,523	115,732		198.5	379,111	.....	.....	553,389	206,750	4	100	....
June 30,	1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines.	(C.,R.I.& P.).	6,479,427	*	26,187	624,406	3,924,600	2,436,300	459,180	—	—	162.2	402,461	157,078	202,985	566,762	148,433	—	100	9
June 30,	1878	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi.	Ill.	1,923,725	—	1,456	49,894	1,000,000	1,520,000	6,485	—	—	80 3	155,503	67,012	91,553	177,545	55,485	—	100	....
Apl 30,	1878	118.2	—	11.2	—	10	6	2	213	Lafayette, Muncie & Bloomington.	Ind.	.....	.....	.....	.....	.....	.....	.....	.....	.....	118.2	246,858	78,087	237,664	245,864	67,019	—	100	....
Dec. 31	1878	100.0	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville.	Ohio.	1,699,997	*	4,732	7 289	1,500,000	—	202 018	—	—	110.0	196,599	107,743	77,688	183 161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Items occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec, 31, 1878	40.4	484	3.671	6	—	495	178	86	10882	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,057	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,082	6,098,445	13,979,766	5,959,501	—	100	102
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—		Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	88.8	—	—	—	—	—		Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,238	1,178,763	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	368,536	275,994	1,874,053	961,579	4	50	....
Nov. 30, 1878	161.0	192.7	346.6	—	235	72	36	....	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,380,670	27,228,865	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,788	3,075,811	4	50	99
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,224,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .....Ark.	6,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	35
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	107
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24.006,920	*	7,505,120	803,939	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	120
Dec. 31, 1878	288.8	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	90
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36,569	—	50	....
Jun. 30, 1878	187.8	87.9	153 5	—	66	33	11	1,378	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	—	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	.....	200,000	3,844	3,530,000	20,115	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	—
Dec. 31, 1878	68.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	17
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,062	5,312,725	4,220,000	1,309,525	—	292.0	645,928	.....	158,458	682,412	307,445	—	100	31
Dec. 31, 1878	135.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	.....	*	(No report since reorganization.)		.....	.....	.....	.....	115.0	156,463	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,988	*	6,159,161	345,173	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,580,787	6,872,094	2,707,353	4	100	85
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western....Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,068	245,026	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	265,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).....Minnesota.	2,529,000	—	.....	.....	2,000,000	360,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)....Minn.	136,380	—	.....	.....	28,669	15,000	150,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	.....	163,917	825,400	1,982,900	324,445	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	7	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	308,672	1,457,225	1,800,000	329,969	559,678		85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,000	2,981,682	348,483	—	100	34
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,448	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	*	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	3,166,261	557,454	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,909	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	2,098,500	879,351	—	100	14
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex.....New Jersey.	17,710,791	12,144,240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	316,183	80,764	120.6	.....	.....	.....	2,710,117	782,328	7	100	108
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	53 7	424,020	869,726	271,417	497,456	168,403	2	100	113
Jun. 30, 1878	321.0	132.5	46.1	—	47	28	16	1,030	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	48.8	.....	.....	.....	95,932	45,275	5	100	....
Jun. 30, 1878	122.8	—	13.3	—	—	—	—	—	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 308	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	57
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	293	Naugatuck .....Connecticut.	1,928,845	234,087	108,797	57,969	2,000,000	.....	20.696	309,002	122.3	356,841	77,706	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37.500	59,647	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	2	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	44.0	233,732	.....	.....	135,295	60,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	46	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	55,358	52,472	605,000	.....	881	336,032	120.0	120,841	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp.Conn. & Mass.	4.005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.).....Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	231,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile.La., Miss. & Ala.	6,000,000	—	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,459	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	.....	4,000,000	4,000,000	279,741	.....	149.9	297,702	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	59	New York Central & Hudson River.N.Y.	82,163,689	17,730,466	29,967,488	.....	89,428,200	39,801,233	582,050	.....	1,018.3	5,998,041	8,927,565	7,695,413	26,405,017	10,869,040	8	100	127
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y.	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	——	Included in Lessees returns.						8	100	180
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	City Line.....									5.5				743,964	427,326	3		
Sept. 30, 1878	460.0	96.5	1.179	—	475	311	96	—	N. Y., Lake Erie & Western..N. Y. &Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	36
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	329,000	45.000	82,829	22.1	181,874	1,058,871	16.740	298,147	138,147	—	100	36
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	58,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,867	1,006,287	197,890	—	100	35
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15.500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	164
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,465	10	100	138
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	.....	.....	4,000,000	.....	.....	.....	....	.....	.....	.....	.....	60,000	6	100	....
Sept 30, 1878	402.0	—	8.1	—	13	13	6	142	Northeastern ¶ .....S. C.	2,148,131	*	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494,022	169,659	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern .....New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Central.....Md. & Pa.	12,184,505	4,196,107	5,156,440	560,456	5,842,000	15,893,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	6
Dec. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn .Dak., Wash.&c.	19,588,650	1,115,378	130,694,587	120,347	100,000,000	.....	50,349,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	26
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	6,834,418	1,748,208	4,619,667	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	96
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	578	Norwich & Worcester..... Ct.&Mass.	3,205,485	179,761	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	960	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	28
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,961,476	*	50,578	377,737	24.030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	29
Sept. 30, 1878	249.4	62.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,664,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	113
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	186,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1879	175.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4.277,634	*	56,606	22,674	2,868,000	1,428,194	66,644	10,079	185.6	352,451	83,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24.921	152,478	2,114,859	1,569,515	12	100	185
78	67.4	—	7	—	—	—	—	128	Pekin Line and Decatur..... Ill	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

Nantasket Railway.

The workmen have laid a mile of this new railroad, which commences near the head of the steamboat wharf and is to extend to Point Alderton. It is a broad gauge road, and the new cars which are to be used are very elegant. It will be used for pleasure travel this season, but ultimately it will connect with the Old Colony Railroad. It will develop a large section of the beach now of little value on account of a want of means of access, which the road will supply. It is proposed to have a branch of the road to run to Tudor's Point, with a view to secure a connection with a line of steamboats from Boston, which will shorten the trip to Nantasket about ten minutes. The new station at the head of the wharf is to be 175 feet in length, and is to be a very ornamental structure. There will be several stations on the road.

Statement of the Public Debt of the United States, June 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$16,032,000 00	$400,822 00
6 per cent. bonds, 1881 (Oregon,) 1861	747,050 00	18,676 25
6 per cent. 1881 bonds, 1861..	161,414,700 00	4,035,367 50
6 per cent. 1881 bonds, 1863..	63,807,150 00	1,595,178 75
5 per cent. funded loan of 1881	488,848,700 00	2,036,869 58
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	739,434,700 00	4,929,564 67
Refunding Certificates	1,413,100 00	9,420 66
3 per cent. navy pension fund, 1868.....	14,000,000 00	175,000 00
Aggregate of debt bearing interest	$1,735,698,400 00	$16,013,402 41
Interest due and unpaid		2,890,785 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,550 00	5,118 17
6 per cent. 5-20 bonds, called June, 1864	65,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,158 21
5 per cent. 10-40 bonds, called, 1864.....	2,389,300 00	263,017 51
6 per cent. Consol. bonds, called, 1865.....	631,700 00	7,737 91
6 per cent. Consol. bonds, called, 1867.....	2,487,200 00	275,614 24
6 per cent. Consol. bonds, called, 1868	871,450 00	94,337 19
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	864 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,775 00	2,350 85
5 per cent. 2 year notes, 1863.	36,050 00	1,867 99
6 per cent. compound interest notes, 1863-64.....	243,210 00	49,450 46
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,134,965 26	$830,556 75

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,030 00
Legal tender notes, 1862-63...	346,681,016 00
Certificates of deposit.....	12,815,000 00
Fractional currency, 1862-3-4	15,502,924 37
Coin certificates, 1863.....	8,050,100 00
Silver certificates, 1878.....	12,224,270 00
Unclaimed interest.....	7,777 08
Aggregate of debt bearing no interest.....	$396,424,350 37 $7,777 08

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$212,601,900 00	
Bonds at 5 per cent.....	488,848,700 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,434,700 00	
Refunding certificates.....	1,413,100 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,735,698,400 00	$18,904,187 41
Debt on which interest has ceased since maturity.....	8,134,965 26	830,556 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,046 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency.....	15,592,934 37	
Coin and Silver Certificates.	20,274,370 00	
	$395,424,350 37	
Unclaimed interest.....		7,777 08
	$2,139,257,715 63	$19,742,521 19
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,159,000,236 82

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,890,785 00
Debt on which interest has ceased.....	8,134,965 26
Interest thereon.....	830,556 75
Gold and silver certificates.....	20,274,370 00
U S Notes held for redemption of certificates of deposit.....	12,815,000 00
Cash balance available June 1, 1880.....	161,667,339 96
	$206,613,516 97
Debt, less amount in Treasury, Jun. 1, 1880.	$1,952,386,719 85
Debt, less amount in Treasury, on the 1st ult.	1,968,314,753 12
Decrease of debt during the month.....	$15,928,033 87
Decrease of debt since June 30, 1879.....	$74,820,536 52

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,084,815 67; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Pennsylvania Railroad.

Mr. A. J. Cassatt, First Vice President of the Pennsylvania Railroad Company, "who is now about 40 years of age, is a native of Pittsburg, and an able and experienced engineer. He is a graduate of the Rensselaer Polytecnic Institute, Troy, N. Y., where he received a first-class scientific education, afterward completing his studies at the University of Heidelberg, Germany. In 1861 he entered the service of the Pennsylvania Railroad Company as rodman in the office of the Resident Engineer of the Philadelphia division. In the year 1863 he was appointed Assistant Engineer, in connection with the construction of the Connecting Railway; and in 1864 Resident Engineer of the Middle Division of the Philadelphia and Erie Railroad, with office at Renova. In 1866 he was appointed Superintendent of Motive Power and Machinery on the same road, with office at Williamsport; and November 16, 1867, he was appointed to a similar position in the Pennsylvania Railroad Company's service, with his office at Altoona. April 1, 1870, he was appointed General Superintendent of the Company, and on the lease of the New Jersey lines by the Pennsylvania Railroad Company he was appointed General Manager of all the Company's lines east of Pittsburg and Erie. On the 1st of July, 1874, he was elected Third Vice President, upon the death of J. Edgar Thomson.—[Phila. Record.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Allegheny Val. 7 3-10s..	118¾	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883....	....	....	....	....	....	....
6s, 1889	....	....	....	....	108¾	....
Mort. 6s, 1889.....	112	....	112	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	11	10	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	116	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	26¾	26¾	26¾	26¾	24¾	26¾
6s, 1884.....	107	107	....	....	107	....
Gold Loan.....	....	....	....	....	....	....
Railroad Loan.....	110	....	....	....	....	....
Conv. Gold Loan...	....	106	....	....	....	....
Consol. Mort. 7s.....	....	101	....	100¾	100¾	....
Lehigh Valley 4½	49	49	49	49	49¾	....
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	127	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	111¼x	111¾	....	....	....
Little Schuylkill...	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	54	....	....
North Pennsylvania	....	48	....	47¾	....	....
1st mortgage 6s.....	108	....	....	....	....	108
2d mortgage 7s.....	....	116¾	....	....	....	....
Gen'l mort. 7s, coup.....	110¾	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. .. 31	....	....	30¾	31	....	....
6s.....	79¾	....	....	79¾	80	....
Northern Pacific 23¼	24	25¾	25¾	26	25¾	....
Preferred 44	....	47	....	....	47¾	....
Pennsylvania R. R. .. 49¾	50	50	50¾	50¾	50¾	....
1st mortgage..... 103¾	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	117	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	108¾	....
do. 5s, new.....	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 10¾	10¾	10¾	10¾	10¾	10¾	....
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	112
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	109	....	....	....	....	112¾
Consol. mortgage reg.....	....	....	....	....	....	....
Gen'l mortgage 6s.....	....	....	....	....	....	....
Philadelphia and Erie. 12¾	13	12¾	....	....	....	13
1st mortgage, 6s.....	102	102¾	....	....	....	....
2d mortgage, 7s.....	....	....	112	....	....	....
Pittsb., Cin. & St L. 7s 116	....	....	116	....	....	....
Pittsb., Titusv. & Buf.. 15	15¾	15¾	15	15¾	15¾	....
7s..... 76	76	....	....	....	....	....
Schuylkill Navigation..	....	....	....	....	....	....
Preferred..... 7	....	....	....	....	....	....
6s, 1872..... .. 98	98	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey 159¾	....	160	160	159¾	160	....
Hestonville, (Horse).....	....	18	....	18	18¼	....
Chestnut & Wal. (do).....	....	....	....	....	....	....
Green and Coates (do).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending June 8.

	W.2.	Th 3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore and Ohio .. 146	....	146¾	....	151	....	
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	107¾	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	107¾	107¾	....	....	....	109
2d mortgage, 7s..... 71	72	72	71	71¾	....	....
3d mortgage, 8s..... 33¾	35	34¾	....	34¾	34¾	....
Northern Central ($50) 31¾	....	....	....	....	....	....
2d mortgage, 6s 1885. 108¾	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold..... 110	....	....	....	....	....	....
6s, 1904, gold.....	....	104¾	....	....	....	104¾
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s..... 105¾	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	77¾	....	77¾	....	....	76¾
Pittsb. & Connellsv. 7s 114¾	115	115	115	115	....	
Virginia 6s, Consol .. 58¾	59	59¾	59¾	59¾	59¾	
Consol. Coupons 94	....	97	....	97¼	98¾	
10-40 bonds..... 40¾	41¾	41	41¾	41¾	41¾	
Deferred Certificates.	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed...110	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 9.

	Th.3.	F.4.	Sat 5.	M.7.	Tu.8.	W.9.
Adams Express.. 111	....	....	111	111	111
Albany and Susq.....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....
2d mortgage.....	....	....	....	108½	....
American Express..... 55½	....	54½	56½	54½	55½
Atlantic & Pacific Tel.....	37½	37	39½	39½	40½
Burl., C.R. & Nor.....	62	....	61½	61	....
1st mortgage 5s..... 89½	89½	89½	....	90	....
Canada Southern..... 54	57½	57	54	58½	53
1st mortgage guar.....	89	89	89½	89½	90½
Central of N. Jersey .. 58½	58½	59½	61½	61½	64
1st mortgage 1890 .. 116	115½	....	....	....	....
7s, consolidated, ass.. 99½	100½	100½	100½	101	....
7s, convertible, ass..100½	99½	100½	....	101	100½
7s, Income.....	....	....	74	....	....
Adjustment.....104	104	....	....	....	....
Central Pacific.....	....	69	66	68½	....
6s, gold.....	119½	114	....	....	....
1st M. (San Joaquin).....	105	....	....	----	....
1st M. (Cal. and Or.).....	....	....	....	....	....
Land grant 6s.....	....	....	....	....	....
Chesapeake and Ohio... 16	....	....	17	17	17½
Chicago and Alton ..107½	....	107	106½	107½	108
Preferred.....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....
Sinking Fund.....	....	108	....	....	....
Chic., Burl. & Quincy 115	115	115	116½	116½	117½
7s Consol, 1903..... 122½	122½	....	....	122½	....
Chic., Mil. and St. Paul. 70½	70½	71½	74½	74½	75½
Preferred..... 100½	....	100½	102	101½	102½
1st mortgage, 8s.....	....	....	....	130	....
2d mortgage, 7 3-10s.....	....	....	....	....	....
7s, gold.....	....	114½	114½	114½	....
1st M. (La Crosse div. 114½	....	....	....	....	....
1st M. (I. and M. Div.).....	....	....	....	....	....
1st M. (I. and D. ext) ...	....	111	111	....	111
1st M. (H. & D. div.).....	....	....	....	....	....
1st M. (C. & M. div. 116	....	....	....	116	....
Consolidated S. F... 114½	....	....	114½	....	116
Chic. & Northwestern. 90	90½	91½	93½	93	94½
Preferred..... 108½	108½	108½	109	....	109½
1st mortgage.....	....	....	....	....	....
Sinking Fund.....	....	....	....	....	....
Consolidated 7s 122	....	121½	....	122½	....
Consol. Gold bonds.. 116½	116½	116½	116½	....	....
Do. reg.....	....	....	....	116½	....
Chic., Rock Isl. & Pac 191	194	197	202	205	203
6s, 1917.. 118	118	....	118	....	....
Clev., Col., C. and Ind.....	67	67	69½	68½	69½
1st mortgage..... 119	....	....	....	....	....
Clev. & Pittsburg guar 113½	113	113	113	114	....
7s, Consolidated.....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....
Col., Chi., & Ind Cent 12	12½	12½	13½	13½	14½
1st mortgage.....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....
Del. & Hudson Canal. 67½	68½	67½	68½	68	69½
Reg. 7s, 1891.....	109½	....	....	109½	....
Reg 7s, 1884.....	....	....	....	....	....
7s, 1894.....	....	....	....	....	....
Del., Lack. & Western. 75½	74½	74½	75½	75½	77½
2d mortgage 7s.....	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....
Erie Railway	....	....	....	....	....
1st mortgage.....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....
3d mortgage.....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....
5th mortgage.....	....	....	....	....	....
7s, Consol. gold.....	118½	....	118½	118½	118½
Great Western 1st mort.....	....	....	110	....	....
2d mortgage..... 98	98½	98½	99½	99½	99½
Hannibal & St. Joseph 25	2 ½	26	28½	28½	30½
Preferred..... 67½	69	69½	70½	71½	71½
8s, Convertible..... 107	....	107	107½	107½	107½
Houston & Tex. Cent... 60	60	60	....	60	63
1st Mortgage.....	....	....	....	109½	109½
Illinois Central..... 101½	101½	102½	103½	103½	103½
Lake Shore & Mich So. 97	97½	98	101½	101½	103½
Consol. 7s	....	....	....	....	....
Consol, 7s, reg.... ..121½	....	....	....	....	....
2d Consolidated.....115	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....
Long Dock bonds.....	....	....	....	....	....
Louisville & Nashville..124½	121	....	120½	120½	120½
7s, Consolidated.....	....	....	....	....	....
Manhattan 27½	28½	28½	31½	30½	32
Metropolitan Elevated.....	96	96	93½	96	98
1st Mortgage 101½	101½	....	101½	....	....
Michigan Central..... 79½	79½	81	84½	84	86
7s, 1902..... 117½	117½	....	....	117½	117½
M. S. and N. I. 1st, S.F.....	....	....	....	109	....
Morris and Essex 106½	106½	106½	106½	108	....
1st mortgage.....	....	....	....	....	....
2d mortgage.....	....	....	113½	....	....
7s of 1871.....	....	....	....	....	107½
7s, Convertible.....	....	....	....	....	....
7s, Consolidated..... 107½	....	....	....	107½	....
N. Y. Cent. & Hud. Riv 125	125	125	127½	127½	129
6s, Sinking fund, 1883	....	....	....	....	....
6s, Sinking fund, 1887.....	....	....	....	----	....
1st mortgage 127½	....	128½	....	....	....
1st mortgage, reg... 127½	----	....	....	....	....
N. Y. Elevated..... 113½	113½	115	115	116½	118
1st mortgage..... 113½	113½	....	113½	113½	113½
N. York and Harlem..180	....	....	....	....	....
Preferred	....	....	....	....	....
1st mortgage.....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
N.Y., Lake Erie & W.. 22½	32½	33½	35	26½	27½
Preferred..... 51	53½	52½	55½	57½	59½
2d Consolidated..... 81½	82½	82½	83½	84½	84½
New 2d 5s fund..... 75	....	76	77½	78	79½
N.Y., N.Haven & Hart	164	....	....	165½	164
North Missouri 1st M.....	....	....	....	....	....
Northern Pacific..... 24½	25	24½	26	26	26½
Preferred 46½	46½	47	47½	47½	48½
Ohio and Mississippi.. 25½	25½	25½	27½	26½	58½
Preferred..... 69	68½	....	71	71	71½
2d mortgage 109	109	109	....	....	....
Consolidated 7s.....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	115
Pacific Mail S. S. Co.. 34½	34½	33½	34½	35½	39½
Pacific R. R. of Mo.....	....	....	....	....	....
1st mortgage..... 108	....	....	....	....	....
2d mortgage.....	....	....	....	....	....
Panama	....	....	....	....	185	....
Philadelphia & Reading 20½	21	20½	21½	22	22
Pitts., Ft. W. & Chi. gtd	119	120	....	120	....
1st mortgage..... 120½	....	....	....	....	....
2d mortgage..... 126½	126½	..	....	....	126½
3d mortgage	....	120	....	....	....
Pullman Palace Car....112	..	....	112	....	112½
Quicksilver Mining Co. 10	....	....	....	....	....
Preferred.....	....	....	50	50	53
St. Louis & San Fran.....	....	....	32	....	33
Preferred..... 42½	42½	42½	43½	44	44½
1st Preferred.....	....	65½	....	65	....
St. L., Alton and T. H.....	....	....	....	15	17
Preferred.....	....	....	....	....	....
1st mortgage.....	....	113	....	....	....
2d mort. preferred.....	....	....	....	....	....
Income bonds.....	....	....	....	....	....
St. L., Iron Mt. & S. As 38½	39½	40	42½	42	44½
1st mortgage.....	114½	....	....	....	....
2d mortgage..... 98½	99	99	99½	99½	100
Tol., P. & War. 1st E.D.....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....
Union Pacific 86	86½	87	88½	88	89½
1st mortgage	113½	113½	114	114½	114½
Land Grant 7s.....	....	112	111½	111½	....
Sinking Fund 6s.... 116	116	116½	....	116	116
United States Express. 44	45	....	46	....	....
Wabash.....	....	....	....	....	....
1st mortgage	....	....	..	....	....
2d mortgage.....	99	99	99½	100	....
7s, Consolidated.....	96	....	98½	....	98½
St. Louis Division ...102	103	....	....	104	....
Wabash, St. L. & Pac. 30½	31½	31½	34½	33½	35½
Preferred 57½	57½	58½	63½	62½	64½
New Mort. 7s.....	....	....	93½	....	....
Wells-Fargo Express. 105	....	105½	105	....	107
Western Pacific bonds.....	....	108	....	....	....
Western Union Tel ... 88½	90½	92½	94½	96½	99½
7s, S. F. conv., 1900.....	113	....	....	114	....

Boston Stock Exchange.

Closing Prices for the week ending June 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Atch., Top. and San. Fe 117½	1				9½
1st mortgage..... .. 116½	....	117	....	....	117
2d mortgage.....	....	....	....	....	....
Land Grant 7s..... 113½	....	....	....	....	....
Boston and Albany.....	....	....	144	....	144
7s, reg.....	....	....	....	....	....
Boston and Lowell .. 92	92½	....	....	....	....
Boston and Maine.....125	....	....	....	....	126
Boston and Providence 238	....	....	....	....	....
Boston, Hart. & Erie 7s 36½	36½	36½	37½	38½	39
Burl. & Mo. R. L. G. 7s....	114½	114½	....	....	....
Burl. & Mo. R. in Neb.....	....	....	....	....	....
6s, exempt.....	108	108	107½	....	....
4s.....	78½	79	....	78½	....
Chi., Burl. and Quincy 115	115	114½	116½	116½	117½
7s.....	....	....	....	....	....
Cin., Sand. and Clev... 10½	10½	10½	11	11½	11½
Concord ($50).....	....	....	....	....	....
Connecticut River.....	144	....	....	....	....
Eastern..... 28½	30	30	30½	30½	32
New 4½ Bonds..... 92½	92½	....	93	94	....
Fitchburg..... 123½	....	....	....	124	124
Kan. C., Top. & West.....	....	....	....	....	....
Michigan Central.....	....	....	81½	....	....
N. Y. & New England.....	....	....	36½	36½	37
7s.....	110	109½	109½	109½	109½
Northern, N. H..... ...	96½	96	....	....	....
Norwich & Worcester.....	....	....	....	....	....
Ogden. & Lake Champ'n....	27	....	29	28½	28½
Preferred.....	....	....	....	75	....
Old Colony..... 112½	112½	....	112½	112½	113
Ph., Wil. & Balt. ($50).....	69½	....	69½	69½	70
Portl'd, Saco & Ports.....	....	....	....	....	....
Pueblo & Ark. Val.....	....	....	....	....	....
7s	....	....	....	110½	....
Pullman Palace Car... 110½	111	....	....	....	112
Union Pacific.....	....	....	88	88½	....
6s..... 110½	111	....	....	111½	....
Land Grant 7s.....	....	....	....	....	....
Sinking Fund 6s.....	114	....	....	114½	....
Vermont and Canada.....	....	....	....	....	....
Vermont and Mass..... ..	....	....	....	....	....
Worcester and Nashua.....	....	....	....	....	....
Cambridge (Horse).....	....	....	....	....	....
Metropolitan (").....	....	....	....	....	....
Middlesex (").....	....	....	....	....	....
Cal. & Hecla Mining Co. 220	220	220	221	....	223
Quincy..... 24½	26	....	25	....	....

New York Stock Exchange.

Closing Prices for the week ending June 9.

	Th.3.	F.4.	Sat.5	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....108½	....	....	....	108½	108½
U. S. 4s, 1907, coup.....109½	109½	109½	109½	109½	....
U. S. 4½s, 1891, reg..... 109½	....	....	....	....	....
U. S. 4½s, 1891, coup.....	109½	109½	....	....	....
U. S. 5s, 1881, reg.....	....	103½	....	....	....
U. S. 5s, 1881, coup.... 103½	....	....	103½	103½	....
U. S. 6s, 1881, reg.....	....	....	....	103½	105½
U. S. 6s, 1881, coup.....106½	....	....	....	....	....
U. S. 6s, 1880, reg.....	....	....	....	....	....
U. S. 6s, 1880, coup.....	104½	....	....	....	....
Dt. of Col. 3-65s, reg..... 96½	....	....	....	....	....
Dt. of Col. 3-65s, coup. 96½	....	97	97	97	96
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 21.	May 28
Atlantic & Gt. W. 1st mort., Certs.	66 — 70	64 — 66
Do. 2d mort., Certs.....	31 — 33	28 — 30
Do. 3d mort., Certs.....	14½ — 15½	14 — 15
Baltimore and Ohio (sterling).....	113 —115	113 —115
Central of New Jersey $100 shares .	68 — 72	60 — 65
Do, Cons. Mort. Oct. '79 coupon...	105 — 107	100 —105
Do. Adjustment bonds.....	105 —107	106 —108
Do. Income bonds.....	80 — 84	77 — 82
Det., Gd. Haven & Mil. Equip. bds.	109 —111	100 —111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	99 —101	99 —101
Erie shares $100 Recon. Ass: $6 pd.	37½ — 37½	38 — 38½
Do Pref. Shares, R. T. Ass. $3 pd	64 — 66	60 — 65
Do. 1st Con. M. ex-Certs. 6 Cou..	120 —122	119 —121
Illinois Central $100 shares.....	105 — 107	105 — 107
Lehigh Valley Consol. mortgage....	108 — 112	105 — 112
N. Y. Cent. & Hud. Riv. Mt. bonds	129 —131	129 —131
Do. $100 shares.....	128 —130	128 —130
Do. Mort. bonds (as.....	117 —119	117 —119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds.....	118 —120	118 —120
Do. do. 2d do.	85 — 87	82 — 84
Do. 2d Consol. Mort. bonds.....	90 — 92	87 — 89
Do. Gold Income Bonds.....	70 — 75	70 — 75
Pennsylvania, $50 shares.....	52½ — 53½	51½ — 52½
Do. Con. Sink. Fund Mort.....	113 —115	112 —114
Philadelphia & Read. Gen. Cons. M.	110 —112	98 —102
Do. Improvement Mortgage.....	98 —100	83 — 85
Do. Gen. Mort. '74, ex-defend. con.	82 — 84	56 — 58
Do. Scrip for the 6 def. & compons.	88 — 92	60 — 65
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	109 —111	107 —109
Do 1st pref. stock.....	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	112 —114	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 10, 1880.

There has been a thorough reaction in the Wall Street markets the past week based upon the "covering" and "twisting" of an enormous short interest created on the demoralization of the two preceding weeks following the collapse of Reading. The position is about this: on the decline from the top prices of last winter Mr. Gould and his following were credited with being the leading bears, and that the other great operators of the street were as a rule on the bull side of the market until near the time of the Reading collapse, before which it was understood that the Gould party had obtained a good line of stocks at prices which they regarded as low enough to be safe, and were getting ready to increase their operations and go in for a bull campaign. The demoralization caused by the failure of Reading disturbed the basis upon which their calculations were made and changed the relations of several of the large operators to the market. The great speculators outside the Gould family were then credited with turning bears, first on the coal and then on the Vanderbilt stocks, especially Lake Shore and Western Union, then Erie and Iron Mountain, on which they made heavy profits in a few days, which so emboldened them that they went short still more heavily of the whole list in large lines. This new bear clique was said to embrace Keene and his following, the "Twenty Third Street" party headed by Prince & Whitley, and their following. In the meantime Mr.

Gould who had shaped himself for an advance did not resist the decline, although he was credited with heavy buying at each new break, partly to permit a panic in the market and partly to average down the cost of his stocks principally bought at much higher prices. As this did not injure his plans, giving him a lower average for his line of stocks, he went with the current two weeks or more after he was ready to turn bull. In the meantime an enormous short interest had been put out by the other large operators, which it is now said Gould quietly took, until the past week when he put the screws to the market and twisted their shorts up steadily several points a day, without reaction until an advance of 5 to 15 points had been realized on the general list since a week ago.

These large operators are said not only to have resisted the movement and refused to settle but actually to have put out larger lines on the rise until they are now so heavily short that Gould has determined to hold them and the market where it is, or put it higher until he forces them to settle their short contracts. As a result the Vanderbilt, Gould, and Coal stocks, Grangers, Pacific Mail, Erie and Iron Mountain, followed by the balance of the list, have led the advance as they did the decline, and stocks have been made so scarce as to be worth a premium for borrowing in some cases. This is the basis of the whole supposed movement in Wall Street, and as it is purely speculative it will last so long as this short interest is unsettled, and afterwards there will no doubt be reaction, as the public do not come in and help the movement as they did last Fall, and hence it has none of the appearances of another boom. This is the key to Wall Street, and all other elements have been unimportant factors in this market. Railroad earnings are large and have been used to bull stocks.

The bank statement continues favorable, $205,600 being added to surplus of $16,334,050.

Money ruled easy at 2@4 on stocks and 2@3 on U. S. bonds.

Sterling Exchange has been dull and steady.

Government bonds have been dull but firm until after the Government purchase of $2,000,000 on Wednesday instead of $3,000,000, after which 4s fell off ½c.

State bonds have been quiet and without important change or feature.

The passenger as well as freight pool of the trunk lines has helped their stocks. Railroad bonds have sympathized with the stock speculation, the speculative securities being most active, while investments were quiet and firm.

Exports have increased to over $9,000,000, largely in consequence of the free movement of breadstuffs, especially wheat, which the combination have been shipping out freely on their account from all the Atlantic ports the past week, for which they have chartered more than 100 and nearly 150 vessels for June loading.

Imports are falling off in the iron line since the heavy losses on imports and failures here, noted in our editorial columns, since when, the failure of Arkell, Tuffts & Co., shipping merchants, of Pearl Street, this city and London, has been announced, on speculations outside their business in iron for $500,000, it is said.

The iron and metal markets are very much unsettled by these failures, and trade is in a very unsafe and unsatisfactory condition.

Breadstuffs have not improved in price with the increase in the movement noted above, for the reason there is too much stuff and the exports are not sales but consignments of the clique largely. Hence since the May "corner" was over and another in June anticipated and discounted, the prices have fallen back losing nearly all the advance thus obtained.

Provisions have advanced on a light speculation and some export demand, but at no material advance.

Mining stocks have been only moderately active and about steady here and in San Francisco without a sensation in either market and no change in the situation after all the talk of what the new Exchange would do for these stocks. Again has dividend day come for the Bonanzas and none yet declared although returns show nearly a million of dollars in the treasury of the Consolidated Virginia since its last dividend six months ago. There is money enough to pay a dividend of $1@1 50 and the gambling officials of this Co., ought to be compelled to divide this large amount among the stockholders and owners of this property or be brought into disgrace and retirement from its management.

The Quarterly Statement of the Western Union Telegraph Company, made on the 9th, together with a dividend of 1¾ per cent payable July 15th shows a surplus after April dividend of $824,299, instead of $1,108,288 as estimated in last statement. The Presidents report says the net profits for the year will be about $5,300,000, of which $1,543,000 has been invested in new property, including $40,000 increase in surplus. The balance has been paid in 8 per cent dividends. New property includes telephone exchange property, 3,500 miles new line, and 24,500 miles additional wire.

The Governors of the Stock Exchange have admitted to dealings at the board the following securities:

Chicago, Rock Island and Pacific Railroad—Stock of $50,000,000, of which $41,960,000 is issued in place of $25,000,000, the amount of the previously authorized capital. Each holder of the old stock of the same name is entitled to receive two shares of the new stock for one share of the old surrendered. The new capital stock represents the consolidation of the following companies with their respective lines of road: The Chicago, Rock Island and Pacific Railroad, consisting of main line from Chicago, Ill., to Council Bluffs, Iowa, 500¼ miles. The South Chicago branch, from South Englewood, Ill., to South Chicago, 7½ miles. The Washington or Oskaloosa Branch, from Wilton, Iowa, to Knoxville, in the same State, 128 miles. The Iowa Southern and Missouri Northern Railroad, consisting of main line, completed from Washington, in the State of Iowa, to a point on the Missouri River in the State of Missouri opposite or nearly opposite the city of Leavenworth, in the State of Kansas 271 miles. The Atchison Branch, completed from Edgerton Junction, on the line above mentioned in the State of Missouri, to a point on the Missouri River in said State opposite the city of Atchison, in the State of Kansas, 29 miles. The railroad completed from Des Moines, in the State Iowa, to Indianola, in said State, 21½ miles. The railroad completed from Somerset Station, on the line last above described, to Winterset, in said State, 26½ miles. The Newton and Monroe Railroad, completed from Newton, in Jasper County, Iowa, to Monroe, in said County, 17 miles, The Atlantic Southern Railroad, consisting of the railroad completed from Atlantic, in Cass County, Iowa, to Lewis, in said County, 9 miles, and the railroad being constructed to Griswold, an additional distance of 14 miles. The Avoca, Macedonia and Southwestern Railroad; the railroad being constructed from Avoca, in Pottawattamie County, Iowa, to Carson, in the same county, 17 miles. The Atlantic and Audubon Railroad, completed from Atlantic, in Cass County, Iowa, to Audubon, in Audubon County in said State, 25 miles. The Consolidated Company will be the lessee of the following lines: The Peoria and Bureau Valley Railroad, completed from Bureau Junction, in Bureau County, Ill., to Peoria, in Peoria County, in said State, at a rental of $125,000 per annum, 46¾ miles. The Keokuk and Des Moines Railway, completed from Keokuk, in the County of Lee, in the State of Iowa, to Des Moines in said State. The interest on $2,750,000 5 per cent bonds guaranteed as rental, 162 miles. The Fort Leavenworth Railroad, completed from the western terminus of the Kansas and Missouri Bridge, on the Fort Leavenworth military reservation, in the State of Kansas, to the City of Leavenworth in said State, 2 miles. The Avoca, Harlan and Northern Railroad, completed from a point on the main line of the Chicago, Rock Island and Pacific Railroad near Avoca, in the County of Pottawattamie in the State of Iowa, to Harlan, in Shelby County in said State, 12 miles; the Guthrie and Northwestern Railroad, being constructed from a point on the main line of the Chicago, Rock Island and Pacific Railroad, near Guthrie Station, in Guthrie County, to Guthrie Centre in said county, 15 miles; the Hannibal and St. Joseph Railroad, from Cameron, in the State of Missouri to Kansas City in said State, 54 miles; the Keosauqua and Southwestern Railroad, being constructed from Mount Zion Station, on the Keokuk and Des Moines Railway, in Van Buren County in the State of Iowa, to Keosauqua in said county, 4½ miles.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 40@40¼; Burlington, Cedar Rapids and Northern, 60@62; Canada Southern, 54@54½; Central of New Jersey, 62@62⅛; Central Pacific, 69@71; Chicago and Northwestern, 92¾@93; do. pref., 109@109⅝; Chesapeake and Ohio, 17⅛@17½; do. 1st pref., 25@26; do. 2d pref., 18½@20; Chicago, St. Paul and Minneapolis, 53@53½; Chicago, Milwaukee and St. Paul, 74¾@75; do. pref., 102@102⅛; Chicago, Rock Island and Pacific, 200½@202; Chicago and Alton, 107½@108; do. pref., 124@—; Chicago, Burlington and Quincy, 118@120; Chicago, St. Louis and New Orleans, 27½@28½; Cleveland, Columbus, Cincinnati and Indianapolis, 70¾@71; Col., Chicago and Indiana Central, 14⅛@14½; Delaware and Hudson Canal, 70@70¼; Delaware, Lackawann aand Western, 76½@76⅝; Hannibal and St. Joseph, 30@30¼; do. pref., 71¼@72; Houston and Texas Central, 62½@62¾; Illinois Central, 103@103½; Lake Erie and Western, 25¼@25¾; Lake Shore and Michigan Southern, 102¾@102⅞; Louisville and Nashville, 120¾@122½; Michigan Central, 84⅛@85¼; Morris and Essex, 108@108½; Manhattan Railway, 31@31⅝; Metropolitan Elevated, 97½@98; New York Elevated, 117@118½; New York Central and Hudson River —@127¼; New York, Lake Erie and Western, 36⅛@36⅜; do. pref., 59@59¾; New York, Ontario and Western, 28⅝@28¾; Northern Pacific, 26¼@26½; do. pref., 47⅛@48; Ohio Central, 19½@20; Ohio and Miss. 29@29⅛; do. pref., 70@71½; Pacific Mail, 38@38⅛; Panama, 175@—; Philadelphia and Reading, 21⅜@21½; St. Louis and San

Francisco, 34⅛@35; do. pref., 45⅛@45⅞; do. 1st pref., 66@68½; St. Louis, Iron Mountain and Southern, 44¼@44½; St. Paul and Sioux City, 39½@40⅛; do. pref., 74@75; St. Louis, Alton and Terre Haute, 16@18; do. pref., —@60; Union Pacific, 89¼@89½; Western Union Telegraph, 100⅞@101; Wabash, St. Louis and Pacific, 34⅝@34¾; do. pref., 62¾@62¾.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, ass., 105; Buffalo and Erie 7s, new, 117½; Boston, Hartford and Erie 1st, 38½; Boston and New York Air Line, 43⅛; Buffalo, New York and Erie 1st, 1916, 119; Col., Chi. and Ind. Cent. inc., 38⅛; do. 1st, Trust Co. certif. ass. sup., 84; Chicago, St. Louis and New Orleans, 27½; do. 1st consol., 105; Chicago, St. Paul and Minn., 52; do. 1st, 102⅛; Chesapeake and Ohio 1st pref., 25; do. 2d pref., 19; do. cur. int., 37½; do. 1st, Series B, 65; Cairo and Fulton 1st, 109; Chicago, Milwaukee and St. Paul 1st, S. Minn. Div., 102; do. S. W. div., 6s, 102½; Central Iowa 1st, 98⅛; Cedar Falls and Minn. 1st, 107; Clev., Col., Cin. and Ind. consol., 110½; Cleveland and Toledo 7s, new, 117; Denver and Rio Grande 1st, 102; Delaware and Hudson 1st, Penn. div., 112; East Tenn., Va. and Ga. 1st, 108; Frankfort and Komomo 1st, 90; Galena and Chicago 1st, 105; Houston and Gt. Northern 2d, pur. com. rec., 31; Indianapolis, Decatur and Springfield 1st, 96; Ind., Bloom. and Western, 25; do. 1st, 74; do. 21, 60; do. inc., 15; International and Gt. Northern 1st, 98½; do. 2d inc., 68; do. 2d pur. com. rec., 30; Houston and Texas Central 2d, M. L., 109; Hudson River 2d, S. F., 111; Hannibal and Central Missouri 1st, 110; Keokuk and Des Moines 1st, 96; Kansas Pacific 1st, consol., 91½; do. 6s, J. & D. 1896, with coupon certif., 114; do. ex-coupon, 100⅛; do. 6s, Denver Div., ass., with coupon certif., 108½; Lehigh and Wilkesbarre consol. ass., 93½; Laf., Bloom. and Muncie 1st, 97; do. inc., 63; Lake Erie and Western, 25; do. 1st, 99; do. inc, 53½; Marietta and Cincinnati 1st pref., 9¼; do. 2d pref., 6¼; do. 1st 109; Missouri, Kansas and Texas, 34½; do. consol. ass., 103½; do. 2d, 59⅞; Mobile and Ohio, 17½; do. 1st deben., 71; do. 2d deben., 39¼; do. 1st, 100⅛; Memphis and Charleston, 81; Nashville, Chattanooga and St. Louis, 57¼; New York, Ontario and Western, 27; New York and Manhattan Beach 1st, 105; Nevada Central 1st, 98; Ohio Central, 19⅞; do. 1st, 89; do. inc., 44; Oregon Railway and Nav., 108; do. 1st, 93⅝; Peoria, Decatur and Evansville, 21½; do. inc., 51; do. 1st, 96; Rensselaer and Saratoga 1st, 125; Rome, Watertown and Ogdensburg, 1st consol., 60⅜; South Pacific 1st, 103⅛; St. Louis and San Francisco 2d, class A, 91⅛; do. B, 70⅛; St. Paul and Sioux City, 40⅛; do. pref., 74⅛; do. 1st, 101¾; St. Louis and Iron Mt. 1st pref. inc., 83; do. 2d pref. inc., 73⅛; do. Arkansas Branch, 102; do. Cairo, Arkansas and Texas 1st, 99; St. Louis, Kansas City and Northern 1st, Omaha div., 108½; do. 7s, R. E. 1895, 107; do. St. Charles Bridge 1st, 106; Texas and Pacific 40; do. 7s, inc. L. G., 61; do. 6s, consol., 90⅛; Toledo and Wabash fund. int. consol., 80; Alabama, Class A, 58¼; Arkansas 7s, issued to Central R. R., 6¼; Georgia 7s, new, 110¼; Missouri 6s, 1886 and 1887, 108; do. 1888, 109½; do. 1889 or 1890, 110; do. 6s, 1886, issued to H. and St. J. R. R. 107; do. 1887, 107⅜; North Carolina 6s, S. T., 3d class, 3½; South Carolina 6s, nonfund., 4⅜; Tennessee 6s, new, 25; Virginia 6s, consols, ex mat. coupon, 59¼; Am. Dist. Tel., 76; Sutro Tunnel, 2¼; Consol. Coal and Iron, 30½; Maryland Coal, 18; New Central Coal, 24½; Central Mining, 5¾; Climax, 2½; Caribou, 2⅝; Deadwood, 17; Excelsior, 16½; Homestake, 29; Little Pittsburg, 6⅜; Ontario, 34; Standard, 27½; Silver Cliff, 3¾.

Boston.—Atchison and Nebraska R. R., 80; Atchison, Topeka and Santa Fe 8s, income, 107½; Boston and Lowell 5s, 1899, 100¾; Boston Water Power, 8¼; Boston Land, 6⅝; Boston, Revere Beach and Lynn R. R, 100¾; Chicago, Clinton, Dubuque and Minnesota R. R., 76½; Chicago and West Michigan R. R., 59; Connotton Valley 7s, 1909, 91¼; Cheshire pref., 49¼; Connecticut and Passumpsic Rivers 7s, 1893, 110; Detroit, Hillsdale and Southwestern, 25; Flint and Pere Marquette R. R., 18; Kansas City, Lawrence and Southern R. R., 76; do. 4s, 87⅝; Kansas City, Fort Scott and Gulf, 46½; do. pref., 79; Kansas City, St. Joseph and Council Bluffs 1st, 111¼; Little Rock and Ft. Smith R. R., 35; do. 7s, 99½; Louisiana and Missouri River R. R., 7½; Mansfield and Framingham 6s, 1883, 100; Maine Central R. R., 26; New Mexico and Southern Pacific 7s, 108¼; Nodaway and Tarkio 7s, 104½; Portsmouth, Gt. Falls and Conway R. R., 22; do. 4½s, 1937, 78¼; Republican Valley 6s, E. D., 102; do. W. D., 102; Rutland R. R., 5½; do. pref., 25¼; do. 6s, 93; Summit Branch, 10½; Wisconsin Valley pref., 76; do. 7s, 107; Cincinnati 7.30s, R. L., 1902, 124; Minneapolis 8s, 111⅝; Allouez Mining Co., 2½; Atlantic, 15½; Blue Hill, 8⅞; Brunswick Antimony, 20; Catalpa, 1⅞; Copper Falls, 9⅛; Duncan, 2; Franklin, 2; Huron, 8¾; Harshaw, 19; National, 1¾; Osceola, 33; Phœnix, 8; Pewabic, 15; Ridge, 4¼; Silver Islet, 14; South Hite, 1⅝; Sullivan, 8; Winthrop, ⅝.

Philadelphia.—Am. S. S. Co., 6s, 101¼; Central Transp., 48¾; Hestonville R. R. 6s, 100; Lehigh Nav. Scrip, 90; Nesquehoning Valley R. R., 54; Pennsylvania Canal 6s, 81½; Pennsylvania R. R. dividend scrip, 103; Pennsylvania and New York Canal 7s, 1906, 123; do. 1896, 120; Pittsburg, Titusville and Buffalo income bonds, 62½; Philadelphia and Reading consol. gold 6s, 102¼; Philadelphia, Germantown and Norristown R. R., 101; Pennsylvania Co. 6s, 105¾; Sunbury, Hazleton and Wilkesbarre 5s, 84; Sunbury and Erie 7s, 117; Steubenville and Indiana 6s, F. & A., 104; do. A. & O., 103; do. M. & N, 2½; Texas Pacific R. R., 35; do. L. G. 7s, 58; Union and Titusville 7s, 86; Western Pennsylvania 6s, A. O., 105¼; Warren and Franklin 7s, 102¼. The latest quotations are: City 6s, 106@108; do. free of tax, —@123; do. 4s, new, 103@104; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 107½@108¼; do. 5s, new loan, 114@116, do. 4s, new, 104@107; Philadelphia and Reading, 10⅞@11; do. consol. mort. 7s coup., 112½@115; do. reg., 110⅝@110¾; do. mort., 6s, 100@103¼; do. 7s, 1893, 111½@112½; United New Jersey R. R. and Canal, 160⅛@160¼; Pittsburg, Titusville and Buffalo R. R., 15⅛@15¼; do. 7s, 80@82; Camden and Amboy mort. 6s, 1889, 111⅛@112; Pennsylvania R. R., 51⅜@51⅝; do. 1st mort., 103@103¼; do. gen'l mort., coupon, 117@—; do. reg., 116¾@118; do. consol. mort. 6s, reg., 112@115½; Little Schuylkill R. R., 44@49; Morris Canal, 50@64; do. pref., 149@150¼; Susq. Canal 3@12; do. 6s, —@—; Schuylkill Nav., 2@6; do. pref., 3@8; do. 6s, 1882, 56@57½; do. 1872, 98@100; Elmira and Williamsport pref., 50@54; do. 6s, 109@111; do. 5s, 82@84; Lehigh Coal and Navigation, 27⅝@27¾; do. 6s, 1884, 106¼@107½; do. R. R. loan, 110@112; do. Gold Loan, 105½@106½; do. consol. 7s, 100¾@101¼; Northern Pacific, 26½@27; do. pref., 48¼@48½; North Pennsylvania, 47¾@48; do. 6s, 108@108; do. 7s, 116@116¼; do. Gen'l mort. 7s, reg., 116½@118; Philadelphia and Erie, 13¼@13½; do. 6s, 102¼@102½; do. 7s, 111@112; Minehill, 54@54½; Catawissa, 10@12; do. pref., 38@40; do. new pref., —@40; do. 7s, 1900, 110@115; Lehigh Valley 49½@50; do. 6s, coupon, 115@120; do. reg., 115@116; do. 24 mort. 7s, 124@127; do. consol. mort., 111@111½; Fifth and Sixth streets (horse), 115@117; Second and Third, 100@105; Thirteenth and Fifteenth, 72@80; Spruce and Pine, 51@54; Green and Coates, 99@103; Chestnut and Walnut, 76¼@80; Hestonville, 18⅛@—; Germantown, 67@68; Union, 100@112; Lombard and South, 12@18; West Philadelphia 77@80; People's, 13⅞@14; Ridge Av., 70@80; Continental, 96@100.

Baltimore.—Atlanta and Charlotte Air Line 1st, 90; Atlantic Coal, 1.35; Baltimore and Ohio 2d pref., 108⅞; City 5s, 1894, 111⅝; do. 5s, 1900, 112; do. 5s, 1916, 113; do. 6s, 1884, 109; do. 6s, 1890, 115⅝; Citizens Pass. R. R., 20½; Norfolk Water 8s, 117⅛; Northern Central 5s, 80; Parkersburg Branch, 7. The latest quotations are: Chesapeake and Ohio Canal 6s, —@82½; Baltimore and Ohio, 149@152½; do. 6s, 1880, —@102¾; do. 6s, 1885, 108¼@108⅜; Northern Central, 81@82; do. 6s, 1900, 111@—; do. 6s, 1900, gold, 110½@—; do. 6s, 1904, gold, —@105; do. 5s, 79@80½; Marietta and Cincinnati 1st mort., 1892, 108@—; do. 2d mort. 7s, 72⅛@72¼; do. 3d mort. 8s, 85@85¼; Pittsburg and Connellsville 7s, 115@115⅛; Orange, Alex. and Manassas 7s, 76⅝@78; Virginia consol. 6s, 59¼@59½; do. 2d, 22¾@23½; Virginia Consol. coupons, 93½@—; do. coupons July, '80, 86@88; Virginia 10-40 bonds, 41@41¼; Virginia 10-40, coupons, 98@—; City 6s, 1902, —@125; do. 1884, 109@—; do. 1890, 115½@—; do. 6s, exempt, 115@—; do. 5s, 1894, 111½@—; do. 1900, 112@—; do. 1916, 112½@—.

☞ The regular monthly dividend of Fifty cents per share has been declared for May by the Ontario Silver Mining Company, payable June 15, at the office of Wells, Fargo & Co. No. 65 Broadway.

☞ The Cincinnati Railroad Company has been granted authority to increase its capital stock from $1,000,000 to $1,100,000, in shares of fifty dollars each.

☞ A street railway will soon be in operation in Austin, Nev.

Russian Railways.

The Railways of Russia are not doing much to promote the interests of producers and shippers. They are not able to carry forward the grain anything like as fast as it is received, and yet they furnish no accommodations for storing it and protecting it from the weather and pilfering. It is said that on the lines all the way from Charkoff and Kieff to Odessa last year's wheat may be seen lying about the railroad stations in sacks on the ground. The only way to get grain forward is to bribe the station agent to ship it out of its turn. This it is said is frequently done. The trouble is that the government forbids railroads from buying rolling stock in foreign markets. They must take the inferior Russian manufacture or none, and the consequence is that their repair shops are filled with broken cars and engines. Freight is handled very rudely and carelessly, competition is unknown, damages are never paid, and the system is so defective and so obsolete that it will probably be many years before the Russians can put their wheat in the English market in such a condition as to injure the supremacy of the United States in that field.

Pittsburg, Titusville and Buffalo Railroad.

The earnings of this road for the year ending December 31, 1879, was as follows:

From merchandise		$306,874 52
From passengers		138,109 12
From express		8,873 94
From United States mails		6,288 50
From telegraph		375 78
From rents		2,528 19
From miscellaneous		4,074 75
		$467,135 80
Expenses, viz:		
Conducting transp	$93,220 30	
Motive power	77,415 24	
Maintenance of cars	18,451 45	
Maintenance of way	68,184 45	
General expenses	19,583 76	
	276,805 20	
Net earnings		$190,330 69
To which add:		
Balance reserved fund 1878	$52,004 10	
Less drawback on traffic of 1878	2,646 88	
	49,357 22	
Balance to credit of profit and loss, December 31, 1879, applicable to interest on bonded debt, &c		$239,687 82
Out of which has been paid one year's interest on:		
Warren & Franklin Railway Co. bonds	$105,000 00	
Oil Creek Railroad Co. bonds	40,600 00	
Union and Titusville Railroad Co. bonds	35,000 00	
	180,600 00	
		$59,087 82

Of this amount, $40,425 has been appropriated to the payment of the coupons of the consolidated bonds due February 1, 1880.

The result of the year's business, as compared with 1878, is as follows:

	1878.	1879.
Gross receipts	$526,701 04	$467,135 80
Gross expenses	342,138 33	276,805 20
Net profits	$184,562 71	$190,330 60

—showing a decrease in gross receipts of $59,565 24, or 11.3 per cent; a decrease in expenses of $65,333 13, or 19 per cent; and an increase in net profits of $5,767 89, or 3.1 per cent. The percentage of expenses to earnings in 1879 was 59.25; in 1878, 64.95.

The following statement shows the tonnage moved during the year, as compared with 1878:

	1878 Tons.	1879 Tons.
Coal	207,772	290,257
Oil	161,551	181,961
General mdze	153,109	152,451
	522,432	625,669

The following statement shows the results of the business for the quarter ending March 31, 1880, as compared with the same time in 1879:

	Gross receipts.	Expenses.	Net profits.
1880	$112,604 34	$63,677 86	$48,926 48
1879	111,162 38	78,352 76	32,809 62
Inc	$1,441 96	.....	*$16,116 86
Dec	.....	$14,674 90	.....

*Equal to 49 per cent.

The business for April, 1880, as compared with April, 1879, is as follows:

	Gross receipts.	Expenses.	Net profits.
April, 1880	$55,700	$23,900	$31,800
April, 1879	41,704	21,883	9,821
Increase	$13,996	.....	*$21,979
Decrease	.....	$7,983	.....

* Equal to 223. 8 per cent.

General Balance Sheet.

Cost of road		$8,473,622 16
Cost of equipment		587,500 00
Materials on hand		22,188 29
Freight bills receivable in January, 1880		6,626 82
Debts due to the company from connecting railroad companies, &c		20,798 15
Miscellaneous assets		12,000 00
Cash on hand		84,343 80
Total		$9,207,078 82
Capital stock		$4,959,450 00
First mortgage bonds Warren and Franklin Railway Company		1,500,000 00
First mortgage bonds Oil Creek Railroad Company		580,000 00
First mortgage bonds Union and Titusville Railroad Company		500,000 00
Consolidated mortgage bonds		1,155,000 00
Income bonds		315,933 00
Old scrip		84,597 50
Coupon scrip		40,425 00
Vouchers and pay rolls for December		26,862 92
Interest due January 1, 1880, on Union and Titusville bonds		17,500 00
Coupons due prior to January 1, 1880, not presented		1,746 00
Due other railroad companies		16,476 48
Balance to credit of profit and loss		59,087 82
Total		$9,207,078 72

☞ The Savannah and Memphis Railroad, running 60 miles from Opelika, Ala., to Goodwater, was resold on the 7th inst. to Oliver H. Palmer, Mason Young, and H. W. Sibley, of New York, for $834,500 and was bought for the bondholders.

☞ In the case of the Selma, Rome and Dalton Railroad, Chief Justice Waite of the U. S. Court at Washington, has granted a writ of error, but refused the application for a supersedeas and postponement of the sale under the decree heretofore rendered. The road will be sold on June 14.

The Southern Railroad System.

The Indianapolis Journal says that railroad men are of the opinion that there are to be further changes at an early day in the Southern system of railroads. They say that neither the Louisville and Nashville nor the Cincinnati and Southern will be content to be shut out of a Southwestern port, and they predict that there will be three through lines—W. E. Cole's from St. Louis, Chicago and Evansville to Brunswick; the Cincinnati Southern and Central Georgia to Savannah, and the Louisville and Nashville, over a line yet to be completed to Atlanta, and the Georgia road through Augusta to Port Royal.

The Chattanooga Times states that surveys will at once be made for an extension from Red Clay, Ga., on the Dalton arm of the East Tennessee, Virginia and Georgia railroad, to Oltewah, on the Chattanooga arm. This road will give Chattanooga a second connection with Dalton, only one mile longer than the Western and Atlantic connection. The East Tennessee, Virginia and Georgia railroad own the Selma, Rome and Dalton railroad from Dalton to Rome, and the interest will be a stiff bidder for the balance of that line when the judicial sale of it comes off June 15.

The Times has besides, positive and direct information that the Knoxville and Ohio railroad will be extended from Clinton—about forty miles from Knoxville— to connect with the Cincinnati Southern at Emory Gap, and that work on the extension will begin at an early day. The surveys have already been made. The management of the East Tennessee, Virginia and Georgia railroad also controls this road. The extension of the Memphis and Charleston railroad from Stevenson, Ala., to Chattanooga, which is projected will let freights from the Mississippi Valley pass through the Valley of Tennessee without breaking bulk or paying tolls to roads controlled by Louisville. This connection will prove a great leverage for the Cincinnati Southern. There is no doubt but that the Cincinnati Southern trustees and the company controlling that line have a full understanding with this new and heavy combination of roads under the ablest manager of the South, Mr. Cole, who has recently been made president of the consolidated roads from Bristol, to Memphis, Tenn.

The Balance of Trade.

The chief of the Bureau of Statistics, in his tenth monthly statement for the current fiscal year of the imports and exports of the United States, states that the excess of imports or of exports of merchandize stated in specie values was as follows: Month ended April 30, 1880 (excess of imports), $3,850,648. Month ended April 30, 1879 (excess of exports), $12,205,761. Ten months ended April 30, 1880 (excess of exports), $155,241,872. Ten months ended April 30, 1879 (excess of exports), $241,477,822. Twelve months ended April 30, 1880 (excess of exports), $178,425,716. Twelve months ended April 30, 1879 (excess of exports), $272,269,969.

The excess of imports or of exports of gold and silver coin and bullion was as follows: Month ended April 30, 1880 (excess of imports), $725,643. Month ended April 30, 1879 (excess of imports), $2,452,655. Ten months ended April 30, 1880 (excess of imports), $76,296,825. Ten months ended April 30, 1879 (excess of exports), $2,356,560. Twelve months ended April 30, 1880 (ex-

cess of imports), $73,951,944. Twelve months ended April 30, 1879 (excess of exports), $5,270,647.

Novel Steam Car.

The St. Louis Journal of Commerce thus describes a small steam car built by Mr. Jay Noble, of that city, for the private use of the officers of the Blairstown Railroad Company, of New Jersey:

In exterior appearance it resembles a handsome, well-built street car, with a head light on the front end. The body of the car carrying the machinery and load is very low, being only four inches above the rail; hence she would be very difficult to turn over. Her engines are outside, connected at right angles direct to the hub of the 24-inch drivers. The cylinders are 24 inches by 6 inches, and are handled by links and radius bar, as is usual in railroad practice. The valves are of the rotary type, but of special design by Mr. Noble, and have the faculty of cutting off very sharp. The boiler is of the vertical tubular type, with submerged flues. It is a little dinky for its duty, being only 28 inches diameter and 42 inches high, with 38 2 inch tubes, 12 inches long, the top tube sheet being submerged. The fire-box is 24 inches diameter and 18 inches high. A peculiar feature about the boiler is a chimney only 5 inches in diameter. She carries a horse-shoe water tank in the rear end, which also serves as seats for engineer and fireman. She has tankage for a 50 mile run and coal room for 100 miles. She will carry six persons comfortably in her forward cabin, which is handsomely upholstered. This car will run 50 miles per hour, as others of very similar construction by Mr. Noble have done. And now comes the funny part about the machine. In order to make this speed her 24-inch drivers, to which the engines are connected direct must make 695 revolutions per minute, since her wheel covers 6.25 feet each revolution, and her speed is 0.83 mile, or 4,349 feet per minute. Now, using as she does a mean effective pressure of 80 pounds to the square inch, carrying 125 pounds in her boiler, she would develop 21.15 horse power per engine, or 42.30 horse power per car. The interesting question is, where does this 42 horse power of steam come from, when there is only a little pot of a boiler, with 22.07 square feet of heating surface, which, according to usual rating for vertical tubular boilers, allowing 15 square feet to the horse power would be only 2.14 horse power? By these results the average steam theorist is badly upset. Here is a boiler giving off a horse power for each three-quarters of a square foot of heating surface.

Baltimore and Potomac Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 2d inst., William T. Walters in the chair, John T. Crowe secretary. The report of President Oden Bowie and the Board of directors showed that the gross earnings from all sources were $699,772 05, of which the Washington line and tunnel were $661,193 49, and the Pope's Creek line $38,578 56, showing an increase of $60,695 51, namely: an increase on the Washington line of $60,979 24, and a decrease on the Pope's Creek line of $283 73. The total expenses were $526,201 69, of which the Washington line and tunnel were $469,399 78, and the Pope's Creek line $56,801 91, showing a decrease of $19,984 50, making the net earnings $173,570 36, and an increase in them for the year of $80,680 10.

The operations of the first quarter, ended April 30, of the present year, are still more satisfactory. The increased net receipts over the same quarter of last year were $37,677 54. The cost of movement per passenger per mile on the Washington line was 2.619 cents, and on the Pope's Creek line 9.915 cents. The average was 2.738 cents, a decrease of 0.245 cent per passenger per mile as compared with 1878. The cost of movement of freight per ton per mile on the Washington line was 1,689 cent, and on the Pope's Creek line 5.846 cents. The average cost was 1.931 cent, a decrease of 0.876 cent per ton per mile as compared with the year 1878. In construction and equipment account no charge was made during the year 1879.

The track and roadbed have been greatly improved. During the year 1,115 tons of steel rails, 44,950 new cross ties, and 4,768 feet of new siding were laid. Of the 48.85 miles of single and second track between Baltimore and Washington, 47.22 miles are now laid with new steel rails, leaving only about a mile and a-half of iron rails at this date on the main tracks. Particular attention has been paid to repairs and renewals of bridges. In addition to repairs of others, new boiler plate girder bridges were erected at Herbert's run and Rogue's Harbor, of 60 and 50 feet span, respectively. At Big Patuxent river the pier was pointed and grouted, and the wooden superstructure renewed with a wrought iron bridge at a cost of $11,546. The cost of the two girder bridgers was $3,236. The Patapsco bridge has been strongly trestled, preparatory to its renewal during the year with an iron structure.

The officers and directors for the ensuing year were elected as follows: Officers, Hon. Oden Bowie, president, A. J. Cassatt, vice president; John S. Leib, treasurer; John Crowe secretary and auditor. Directors, A. J. Cassatt, Geo. B. Roberts, Geo. Small, B. F. Newcomer, Wm. T. Walters, Dr. Eli J. Henkle, Samuel Cox, Jr., to succeed his father.

Railroad Construction in Oregon.

A correspondent, writing from Portland, Oregon, under date May 27th, says that a wonderful degree of activity is manifested in railroad matters, and then adds:

The Oregon Railway and Navigation Company now has five surveying parties in the field in different portions of Eastern Oregon and Washington, locating the various proposed lines of road. The company has determined to construct a road from Portland to The Dalles, and with that purpose in view will commence active operations at once. Two parties will make a final location for route from Portland to The Dalles. Preliminary lines were run early this spring. In order to facilitate the work one party will start at The Dalles and come west, while the other will start here and work east. It is expected that the rock work on the Wallula and Celilo division will be done by August 15th, and after that date all available workmen will be put at the rock work on the Portland division. Much of this work is of such a difficult character that much labor must be performed this year in order to have the road completed to Portland in time to move next year's crop. There will be three tunnels—two between the Dalles and the Cascades, and one between here and the Cascades—each 900 feet long.

☞ At the annual meeting of the Boston and New York Air Line Railroad Company, held at Middletown, Conn., on the 1st inst., the followong officers were chosen: President, H. B. Hammond of New York; Treasurer, D. B. Hatch of New York; Secretary, Thomas L. Watson of Bridgeport; Superintendent, J. H. Franklin of New Haven. The gross earnings of the road for the year ending May 1, 1880, were $274,177, and the net earnings $148,689. The net earnings were applied to the liquidation of floating debt, instead of being divided among the shareholders.

Cheshire Railroad.

At the adjourned annual meeting of the Cheshire Railroad Company, held at Keene, N. H., on the 2d inst., the following Board of directors was chosen: Hon. Wm. A. Russell of Lawrence, President; Captain E. Murdock, Jr., Winchendon, Samuel Gould Esq, of Boston, George P Williams Esq., of Boston, John B. Meer, Esq., of Boston, Edward C. Thayer, Esq., of Keene, Hon. James H. Williams of Bellows' Falls.

It was voted to accept and ratify the lease of the Monadnock Railroad. The lease as read by the clerk, requires the rent to be paid quarterly—the lease to run 6 years at an annual rent of $12,000; the privilege of continuing the lease for the next five years is granted, the rent to be increased to $13,000; for the next 5 years, an increase to an annual rent of $14,000; for the next 5 years an increase to $15,000, the Cheshire Company to pay taxes, equip and furnish rolling stock in a suitable and proper manner.

It was also voted to issue only $550,000 new six per cent bonds of the $586,000 authorized to be issued to retire bonds due in 1880, thus reducing the debt about $36,000.

The President stated, in reply to a question from a stockholder, that for seven months last year and the same time this year an increase was seen in the gross earnings of $56,000, while expenses had increased $17,000 for the same time.

☞ At the annual meeting of the Pennsylvania Co., held in Pittsburg on the 1st inst, the following gentlemen were elected directors: Geo. B. Roberts, J. N. McCullough, William Thaw, Thos. D. Messler, Henry H. Houston, A. J. Cassatt, Witter Morris, Samuel M. Felton, John P. Green, Henry M. Phillips, Joseph N. DuBarry and John Price Wetherill. The recent lease of the Jeffersonville, Madison and Indianapolis Railroad was ratified by the shareholders.

☞ A. J. Steers, Wm. B. Smith, H. E. Hayes, E. E. Jones and others are named as trustees of the Family Seaside Excursion company. The company are to charter and navigate steam vessels for tranportation of passengers and freight to and from New York and adjacent landings on Long Island, Staten Island, New Jersey, Hudson River and Long Island Sound. The capital is placed at $100,000.

☞ John A. Foley, Alvin Walker, William T. Brown and others are named as trustees of the Union Railroad Safety Gate company. The company are to manufacture and sell the patent Meehan & McLean railroad gate. The capital is fixed at $300,000.

☞ The Milwaukee and Marthon and Menasha and Appleton Railroads were sold in Milwaukee on the 5th inst., under a decree of the U. S. Court. They were bid in by representatives of the principal stockholders for $1,500,000

☞ The last rail on the West Jersey and Atlantic Railroad was laid on the 31st ult., and on the 12th instant passenger trains will commence to run.

Pittsburg, Titusville and Buffalo Railway.

The managers of the Pittsburg, Titusville and Buffalo Railroad have taken another step in their efforts to restore that company to its former prosperity by negotiating a contract for consolidation with the Buffalo and Southwestern railroad, thus extending their line into Buffalo.

The Buffalo and Southwestern Railroad extends from Buffalo to Jamestown, a distance of 67 miles and forms a connection with the New York Central and Hudson River, the New York, Lake Erie and Western, the Grand Trunk, the Lake Shore and Michigan Southern, and the Canada Southern Railroads and the Erie Canal. The company owns a large freight yard at Buffalo sufficient to accommodate any traffic. The capital of the company is represented by $471,900 of common stock, $471,900 of preferred stock and $1,500,000 of 6 per cent bonds.

A new company is to be formed by the consolidation, which shall be known as the Pittsburg, Titusville and Buffalo Railway Co., which will assume the payment of all the bonds of both companies; will issue share for share of the common and preferred stock of the Pittsburg, Titusville and Buffalo Company; will issue four shares of common stock for each single share ($100) of the Buffalo and Southwestern Co., and will also issue three shares of preferred stock ($100) of the Buffalo and Southwestern Co.

The consolidated company will then own the following lines of railroad: Oil City to Irvineton, 50 miles; Jamestown to Buffalo, 67 miles; Oil City to Brocton, 89 miles; Titusville to Union, 28 miles; in all 231 miles.

The capital of the consolidated company will be: Common stock, $7,500,000; preferred stock, $1,500,000: first mortgage bonds $4,330,000; second mortgage bonds, $1,155,000. The annual interest of the Buffalo and Southwestern Railroad Company assumed by the Consolidated Company, is $90,000, but the net earnings of that company for several months past have averaged $16 500 per month, or at the rate of $198,000 per annum, which looks like a clear gain of $108,000—a sum equal to 6 per cent on the amount of the common and preferred stock to be issued to the stockholders of the Buffalo and Southwestern Railroad. These earnings should be increased by the reduction of expenses consequent upon the merger and by the large additional traffic expected from the New York, Pennsylvania and Ohio Railroad (formerly the Atlantic and Great Western) when it is standard gauged, which is expected to be finished by the 23d of this month.

The Buffalo and Southwestern Railroad is now connected with the Titusville road by the New York, Pennsylvania and Ohio Railroad from Corry to Jamestown (27 miles), and by the Dunkirk, Allegheny Valley and Pittsburg Railroad from Irvineton to Jamestown (29 miles). The profits of the Pittsburg, Titusville and Buffalo Railroad and of the Buffalo and Southwestern Railroad Companies for the past three months are said to have been sufficient to meet the proportionate interest on all the bonds of both companies, 6 per cent per annum on the preferred stock and 1½ per cent on the common stock as it will stand after the merger.

Railway Passenger Traffic.

After several years of successful pooling of freight receipts by the Trunk lines, their managers have at last applied the system to passenger traffic and will hereafter pool their receipts and do away with agents and commissions to agents for selling tickets which they have often tried to do before without success.

☞ The directors of the Boston and Albany Railroad Company have voted to accept the purchase of the Springfield, Athol and North-Eastern Railroad, subject to the approval of the stockholders.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool....	$410,116	$842,249
" cotton...	934,394	1,474,852
" silk	1,328 515	1,616.252
" flax.....	664,101	851 994
Miscellaneous dry goods..	345,814	509,788
Total.....	$3,682,940	$5,295,135

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool.....	$289,262	$240,478
" cotton ..	128,575	191,165
" silk	243.905	328,998
" flax	175,912	217,732
Miscellaneous dry goods..	163,866	140,836
Total	$974 020	$1,119,209
Add entered for consump.	3,682,940	5,295,135
Thrown upon market...	$4,656,960	$6,414,344

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool....	$214,212	$760,511
" cotton...	142,771	412,394
" silk.....	209,717	389,779
" flax.....	145,725	510,438
Miscellaneous dry goods.	91,837	102,532
Total.....	$804,262	$2,175,654
Add entered for consump.	3,682,940	5,295,135
Total entered at the port.	$4,487,202	$7,470,789

The imports of dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$5,458,262	$8,540,826
" cotton ..	7,152,838	11,529,861
" silk.....	9,994,894	13,221,652
" flax.....	4,587,186	7,577,484
Miscellaneous dry goods	2,783,906	4,285,459
Total	$29,977,086	$45,155,282

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$2 415,470	$2,401,744
" cotton ..	1,287,843	1,491,602
" silk	1,732.217	2,153,764
" flax	1,582,534	1,846,501
Miscellaneous dry goods.	978.406	986,355
Total withdrawn from warehouse.....	$7,946,470	$8,879,966
Add entered for consump.	29,977,086	45,155,282
Total thrown on the market	$37,923,556	$54,035,248

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$2,426,435	$3,166,287
" cotton..	1,277,445	1,629,598
" silk	1,945,815	2,200,924
" flax....	1,264,117	3,000,938
Miscellaneous dry goods	824,221	1,039,952
Total entered warehouse.	$7,738,033	$11,036,699
Add entered for consump.	29,977,083	45,155,282
Total entered at port.....	$37,715,119	$56,191,881

☞ The earnings of the Central Pacific Railroad Company for May show an increase of $151,409 over the same month in 1879, and the earnings for the first five months of the present year show an increase of $303,780 over the same period in 1879. The earnings of this road monthly for a series of years will be found on page 649 of our present issue.

Trouble Brewing in the Trunk Line Freight Pool.

In relation to the action of the Trunk Line Managers at their late meeting in this city the Chicago Tribune, after referring to the fact that charges against the Grand Trunk for cutting rates were passed over, says:

"The 'High Joints' were evidently afraid to tackle this subject, lest it might lead the combination into complications which might prove quite serious and make a reduction of rates necessary. There is not the least doubt among railroad managers in this city that the Grand Trunk is acting outside of the pooling arrangement, and is giving such inducements to shippers as to get the business. While the pool lines from this city, during the last two weeks, have done hardly any business, the Grand Trunk has done quite well. The latter does not report its shipments to the Board of Trade, as do the other lines running East from here, but it is asserted that its grain shipments from this point last week amounted to as much as those of all the other lines combined. The Trunk line managers evidently find it more profitable to allow the Grand Trunk to take this business than to have the rates reduced which would reduce greatly their earnings on the business they receive from the lakes at Lake Erie ports. The 'High Joints', however, to show their determination to investigate violations of the agreement, tackled the Baltimore and Ohio for alleged charges of cutting rates from Sandusky, knowing full well that the Baltimore and Ohio would not kick, because it understood the game. The Baltimore and Ohio was not proved guilty, but the agitation served the purpose of showing the Western lines that the trunk lines will even investigate themselves if necessary. 'It is hardly necessary to say that nearly all the Western members of the trunk line pool are highly disgusted with the 'Joints' humbug, which seems to have been organized simply for the purpose of placing the Western roads under the thumb of the New York trunk lines. It is safe to predict that the Western managers will soon break the shackles and free themselves from the yoke under which they allowed themselves to be placed. By the time Commissioner Fink returns from Europe he may find the Eastern pool in a very fragmentary condition, which no amount of his circulars can cement together again."

☞ A conference was held at Newburg, N. Y., on the 2d inst., of the freight agents of the New York, Lake Erie and Western, the Newburg, Dutchess and Connecticut, and the Connecticut Western Railroads, regarding an arrangement for a through freight line between the East and West via Newburg. It is expected that the new line will soon be in operation. It will be known as the Newburg line. Part of the plan is to narrow gauge the Newburg branch. Freight will be transported across the Hudson River to the terminus of the Newburg, Dutchess and Connecticut Railroad. The latter connects with the Connecticut Western, and reaches New England cities via Hartford. The three companies will share the expense and the profits.

☞ The Worthington Pump, at the City Mill, Wilmington, Del., ran during the month of May, 23 days, made 471¼ hours and 378,999 revolutions, and raised 121,279,680 gallons of water to Cool Spring reservoir; an increase of 16,197,340 gallons as compared with May, 1879. The Worthington pump at Cool Spring reservoir ran 27 days, made 802 hours and 811,556 revolutions and

raised to Rodney street reservoir 11,589,019 gallons.

The Texas Pacific Land Grant.

It looks very much as if the Texas Pacific Railroad would lose its grant. There is a bill before Congress asking for an extension of the grant, and the sub-committee, which has the bill in charge, has prepared a report adverse to the bill. The grounds for this report are, first, that the Texas Pacific Company has not built any part of its road in either California or Arizona, where the land is situated, although the charter of the company provides that the construction of the road shall begin simultaneously at San Diego, California, and Marshall, Texas. Second, that the Southern Pacific road has been constructed through the land grant of the Texas Pacific without government aid, and third, that the Texas Pacific admits that it will not be able to complete its road in accordance with its charter for ten years, that it would be against public policy to prevent settlers for so long a time from occupying the land grant in question, which comprises about 18,000,000 of acres.—[N. O. Times.

Vermont and Massachusetts Railroad.

At the annual meeting of the stockholders of the Vermont and Massachusetts Railroad Company, held in Boston on the 2d inst., the following gentlemen were elected directors: Daniel S. Richardson of Lowell, William H. Hill of Brookline, James A. Dupee of Winchester, Francis Goodhue of Brattleboro', Vt., George F. Fay of Fitchburg, Thornton K. Ware of Fitchburg, Edward L. Davis of Worcester. The annual report showed the receipts (being the rent from the Fitchburg Railroad and interest) to have been $180,666 43. The expenditures were: for dividends, $177,300; for keeping up the organization, salaries and miscellaneous expenses, $3,366 43—total, $180,666 43.

The sale of the Brattleboro' Branch to the New London Northern Railroad Co. was ratified by an unanimous vote.

The Northern Pacific.

The Northern Pacific Railroad Company has promised to build 200 miles of railroad in Eastern Washington this year, and is acting as if the promise would be kept. Grading, track laying and shipment of rails are pushed forward with great energy. The track has been laid for 17 miles from Ainsworth; the grading is done for 33 miles beyond; steel rails for 125 miles of road were shipped from New York between January 1st and March 17th, and ships have been chartered to carry rails for 61 miles more. The company having bought its rails (and shipped most of them) and contracted for its ties, has no motive for delaying construction. The grading is not expensive, the land is good, ready saleable, and will produce an immense amount of way freight. The construction of the road will attract a great number of immigrants, and there is a strong probability that for several years Eastern Washington will be one of the most prosperous and progressive portions of the United States.—[San Francisco Alta.

☞ The tracks of the Baltimore and Cumberland Valley railroad have been completed, and it is expected that trains will be run in a short time. The new line is seven miles long, from Edgemont, on the Western Maryland railroad, to Waynesboro', Pa.

☞ Judge Westbrook has handed down his decision on the attorney general's motion for a receiver of the Rochester and State Line railway company, granting the motion. The decision holds that the previous appointment of a receiver in the suit of the Union Trust company against the railway company was procured by collusion and fraud.

Savannah and Charleston Railroad.

The whole property and franchise of the Savannah and Charleston Railroad was sold at Charleston, S. C., at auction under a decree of foreclosure of mortgage, to H. B. Plant, President of the Southern Express Company, for $300,200. The terms require the immediate payment of all undisputed claims reported by the Referee, and the latter's costs and fees, amounting to $50,000. The bonds and coupons entitled to priority by the decision of the State Supreme Court, soon to be rendered, may be used in payment of the credit portion of the purchase money, payable in one year.

The purchasing syndicate have organized a new company with a capital stock of $500,000, and chosen the following-named directors to serve for one year: H. B. Plant, William Cutting, W. T. Walters, B. F. Newcomer, W. H. Brawley, C. G. Memminger, and A. F. Ravenel. The last three are Charleston men. Mr. Plant will be President of the company. The road will immediately be put in complete repair and thoroughly equipped. This, with the early completion of the road from Way Cross to Jacksonville, which is now being rapidly pushed forward, will establish a first-class coast line from Florida to New York.

☞ The Manchester Horse Railroad has proved a financial success, and its lines of communication will probably soon be extended. From May 1, 1879, to April 1, 1880, 272,174 passengers were carried. The average daily number of patrons was 745. The officers of the company are: Samuel N. Bell, President; Frederick Smyth, Treasurer; James A. Weston, Clerk; and George W. Riddle, Superintendent.

☞ At the annual meeting of the Franklin Telegraph Co., held in Boston on the 2d inst., the following directors were chosen: E. D. Morgan, H. McK. Twombly, Augustus Schell, Samuel F. Barger, Norvin Green, John R. Duff, W. J. Syms, John B. Mortimer, A. B. Chandler. James G. Harris was re-elected clerk, and William H. Baker, treasurer.

☞ The gross earnings of the Philadelphia and Erie Railroad Company for the month of April, 1880, were $334,947 07, the expenses $198,812 23 and the net earnings $136,134 84. Net earnings for the four months of 1880, $432 281 10; four months of 1879, $268,676 47—increase, $163,604 63.

☞ A car tracing association has been organized, with headquarters at Buffalo, New York. Fourteen roads are already represented in the organization, which promises to be a very useful one, the object of which is to be able at any time to inform the officials of any road in the association the whereabouts of their cars and the mileage they are making.

☞ The annual report of the Cincinnati, Hamilton and Dayton Railroad states that the floating debt, which in 1877 amounted to nearly $700,000, has been paid. The interest on the bonded debt is reduced and the payment of dividends resumed.

☞ The Delaware and Hudson Canal Company are affixing Nunn's patent train signals to all their station buildings and switch boards in the northern railroad department.

Dining Room Car.

A dining room car, patented by W. J. Akers, of Wheeler, Russell & Co., is thus described by the Ohio State Journal:

The car is built of walnut and ash lumber principally. In the front part of the car is a lunch room. A dining hall is arranged in the middle of the car, and tables sufficient to accommodate forty persons, four at a table, are built on either side. The tables are made of ash timber, and also the seats, with bamboo bottoms. The castors are fastened on the sides of the car, a few inches above the table. In the rear part of the car are the pantry and kitchen. The latter is supplied with a range, and shut off from the pantry by means of a sliding door. The car is provided with two refrigertors and ice chest for meats and vegetables.

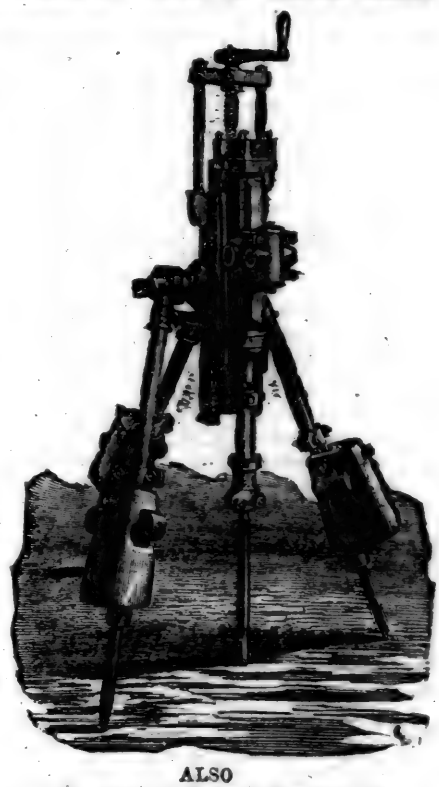
OFFICE OF THE ONTARIO SILVER MINING CO.,
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DIVIDEND NO. 56.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending May 29, as reported by the several carrying companies, amounted to 874,156 tons, against 594,139 tons in the corresponding week last year, a decrease of 219,982 tons. The total amount of anthracite mined for the year is 8,405,726 tons, against 9,456,443 tons for the same period last year, a decrease of 1,050,717 tons. The quantity of bituminous coal sent to market for the week amounted to 100,093 tons, against 74,040 tons in corresponding week last year, an increase of 26,053 tons. The total amount of bituminous mined for the year is 1,504,523 tons against 1,216,537 tons for the correponding period last year, an increase of 287,986 tons The total tonnage all kinds of coal for the week is 474,250 tons, against 668,179 tons in corresponding week last year, a decrease of 183,929 tons, and the total tonnage for the coal year is 9,910,249 tons against 10,672,980 tons to same date last year, a decrease of 762,731 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of May was 143,392 tons, of which 108,374 tons were coal and 35,018 tons coke. The total tonnage for the year thus far has been 2,819,040 tons of which 2,099,139 tons were coal and 719,911 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended May 29 were 50,710 tons, and for the year to that date 802,219 tons—248,805 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 21,482 tons, and for the year 561,232 tons, an increase of 209,240 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 25,432 tons, and for the year 142,838 tons, a decrease of 2,366 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,796 tons, and for the year 98,149 tons, an increase of 32,200 tons as compared with 1879. The canal shipments for 1880 show an increase over 1879 for the first time.—Phil. Ledger, June 7.

Coal Tonnage.

The leading coal carrying companies make the following reports of their tonnage for the year ending May 29, compared with their respective amounts carried to the same time last year :

	1880.	1879.
Reading Railroad	3,172,943	3,489,004
Schuylkill Canal	149,776	298,322
Lehigh Valley	1,980,970	1,844,698
Delaware, Lackawanna and Western	1,320,936	1,345,984
Shamokin	314,035	298,624
Central New Jersey	1,325,227	1,489,667
United Railroad New Jersey	396,119	359,941
Pennsylvania Coal	367,165	525,500
Delaware and Hudson	1,202,827	1,173,839
Huntingdon and Broad Top	206,809	131,985
Pennsylvania and New York	539,105	580,429
Clearfield, Pa	493,900	583,429

☞ A surveying instrument called the temnograph was exhibited at the annual reception of the Royal Society of London this spring. Its inventor is Mr. A. M. Rymer-Jones. The instrument is intended to be rolled over the ground, and it records the distance traveled, at the same time tracing upon a continuous sheet of paper a line from which all the levels may be accurately measured.

☞ The Carson and Colorado Railroad Company have begun the work of construction of the first 150 miles between Carson and Candelaria, Columbus mining district, Nevada. D. O. Mills, Nicholas Luning, William Sharon, and other large capitalists of California and Nevada, are the principal stockholders,

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, June 18, 1880.

The Trouble with the Coal Roads.

BONDED TO FULL CAPACITY WHICH IS DOUBLE WHAT THEY EARN OR ARE WORTH.

Since the collapse of the Philadelphia and Reading Coal and Iron Co., and with it that of the Philadelphia and Reading Railroad, its other self, we have stated that the distrust engendered thereby was affecting badly the value of the stocks of all the coal roads, because they are all in the same boat and in the same position, varying only in degree, but we have not explained what those conditions were. It is found in the caption of this article. The trouble with the Reading was mismanagement and speculation on the part of its managers, as we have shown, and hence its more disastrous and speedy fall; but it is like all the other companies, except in degree, in the fundamental trouble with all the coal roads, namely, they are capitalized and most of them bonded even to their full capacity to earn returns while their capacity is nearly if not twice the ability of the country to consume anthracite coal.

To show this, we refer our readers to our bond tables and stock and mileage lists of these roads for a verification of our statement, and then they will be able to judge for themselves if our statement of the causes of their troubles is correct, and ergo our conclusions therefrom correct also. From these any one will be able to judge of the present and prospective value of their several securities. From the tables referred to, made up from the last report of the Philadelphia and Reading Railroad and Philadelphia and Reading Coal and Iron Co., we find—

Bonded debt of the road	$67,000,000
Floating debt of the road	11,500,000
Coal and Iron Co. bonds guaranteed by the Railroad	14,767,500
Total bonded and floating debt	$93,267,500
Capital stock of road	34,278,000
Total, less stock of Coal and Iron Co. held by Railroad but worthless, beside some $17,000,000 of its unissued bonds	$127,545,500
Annual interest on same, less $17,000,000 Coal and Iron bonds	$8,300,000
Annual net earnings, including unpaid indebtedness Coal and Iron Co	6,300,000
Annual net earnings, excluding loss of Coal and Iron Co. annually	2,150,000
Annual net earnings received by Railroad	$4,150,000

Thus it will be seen that the chief coal road in the past most favorable year in ten, only earned half its interest on its bonded debt, leaving out of all account $17,000,000 of Coal and Iron Co.'s bonds held by the road for money advanced on which it has never received interest, which would add $1,190,000 to the $4,150,000 deficit on the interest on the cost of the property of the two companies, or a total deficit of $5,340,000 against $4,150,000 earned.

As to the value of the property bonded for these amounts, the showing is no better. The Reading has 98 miles of main line and 228 of branches, with 763 miles of second track and siding, which is valued as follows: Railroad and realty, $30,513,089; 416 engines and rolling stock, $9,355,442—total value of road and equipment, $39,868,531. The same report gives its total assets at $68,859,752, leaving the difference to cover the Coal and Iron Company's property and equipment owned by Road, represented in its $17,000,000 bonds and Coal and Iron Co.'s stock, which is worthless and other securities pledged as collateral for floating debt, $28,981,201.

Should the plan proposed be adopted and the General Mortgage Sinking Fund for $60,000,000 of which $20,000,000 are outstanding, be foreclosed and wipe out all the Coal and Iron Co.'s indebtedness, leaving the holders of the latter company's bonds to take back the lands for which they were given and the improvements therewith, the property of the road would then simply be the roadbed, equipment and real estate valued in report at $40,000,000 in round numbers as lately stated by us against debts of $138,000,009 which would be reduced by foreclosure and riddance of the outstanding Coal and Iron Co.'s bonds, $15,000,000 in round numbers, to $113,000,000 for which the Philadelphia and Reading would still be originally liable with $40,000,000 at their own valuation to pay it. Of course foreclosure would wipe out $34,000,000 stock which would reduce the indebtedness to be paid out of the $40,000,000, to $79,000,000, which bears out our proposition in the caption of this article that some of these roads are bonded for double their value. Outside these the leases and guarantees of Reading are for millions more of obligations.

The Reading is of course the worst illustration of the condition of the coal roads since the Central of New Jersey was reorganized. But an examination of our tables will show that the other Coal roads are not in so much better condition in this respect except Central

of New Jersey which has been reorganized. It will thus be seen how much these stocks are worth hereafter as investment securities. Taking them next in order of importance as coal miners and carriers, for that is what is understood now by coal roads, one can see what is their financial condition in the order above indicated.

Lehigh Valley's bonded debt is per same authority $25,000,000; stock, $27,228,000; value of road, $14,647,000; rolling stock, $8,282,000. Main Line, 101 miles; Branch Line, 192 miles; second track and sidings, 346 miles; 235 engines; gross earnings, $5,532,000; net earnings, $3,075,000, of which $1,575,000 goes for interest, leaving $1,500,000 for dividends on $27,000,000 stock and bonds issued in excess of $25,000,000 and to pay guarantees and leases. This road makes a better showing from the fact that it is less a coal miner and more a coal carrier than the others, and yet the company's own valuation of this whole property is only $22,784,000 or less than either their bonded debt, $25,000,000, or stock of $27,000,000. Hence this conservatively and well managed road by comparison is capitalized for thrice the values of its property though it appears somehow to earn fair interest on this more than double capitalization.

Delaware, Lackawanna and Western's bonded debt is $5,888,100 on 115 miles main line, 92 of branches and 223 of double track and siding; stock, $26,200,000; gross earnings, $3,699,000; net, $2,320,000; Value of road $30,000,000, and 150 engines.

But to this should properly be added the Morris and Essex Railroad leased, its bonds and stocks guaranteed. Stock, $15,000,000; bonds, $20,000,000; earnings, $2,710,000; net earnings, $78,000; road and rolling stock, $30,000,000 on 84 miles main line, 36 miles branches, 205 of second track and sidings, with 111 engines. This gives a total of $25,888,000 bonded debt, $41,000,000 of stock, $6,409,000 gross, and $3,048,000 net earnings, for which the Delaware, Lackawanna and Western is holden for 7 per cent interest and guaranteed dividends for the amount of $2,870,000, against total net earnings of $3,048,000, leaving only $78,000 for other leases, guarantees, and interest on floating debt of $1,000,000 to $2,000,000, which leaves no dividend and none in prospect for its own stock of $26,000,000, now selling at 75 and 78, which at 7 per cent would require $1,820,000 more. This road is therefore, on its own showing, which is of course favorable, over capitalized $26,000,000 or earns $1,820,000 less than interest.

Delaware and Hudson: Capital, $20,000,000; its bonded debt, $19,300,000. Capital of leased and owned lines, $15,000,000; bonded debt, $23,500,000; mileage of all, 953; engines, 131; value of roads, $44,000,000 including canal; gross earnings exclusive of canal, $3,500,000; net earnings exclusive of canal $1,340,000. The last statement of this company showed about $600,000 loss on leased lines and on general balance sheet after failing to pay dividends on their $20,000,000 capital which added would make $2,000,000 short of making their interest, and shows a capitalization of nearly $30,000,000 in excess of their earning capacity, even in such a phenomenally good year as last for the coal and iron trade.

Here then we have outside of Reading's leases on some of which it has defaulted so as to make a computation of its earned and paid liabilities thereon, too doubtful to embrace in this calculation:

Over capitalization on part of Reading more than	$63,000,000
Over capitalization on part of Lehigh Valley more than	29,000,000
Over capitalization on part of Delaware, Lackawanna and Western more than	26,000,000
Over capitalization on part of Delaware and Hudson more than	30,000,000
Or a total for the four roads, excluding Jersey Central, of	$148,000,000

The condition of the debt of the Central of New Jersey is so changed by the reorganization that we are unable to give accurate figures in time for this issue, but doubt not it will furnish its proportionate quota to the above total.

CORRECTION.—We are satisfied that our information in our last issue relating to Morton, Bliss & Co. and a certain iron importing house in Pine Street was incorrect. The latter house have had no dealings with Mr. Lissberger, and Messrs. Morton, Bliss & Co. inform us they hold no indebtedness of the Pine Street firm. Our informant was one of the usually best reporters on the iron market, and as we had before tried him and not found him wanting we felt safe in publishing what we did in our last. But we most gladly make this correction in hopes of undoing all injury our former article may have done those named.

Baltimore and Delta Railway.

A mortgage to secure the issue of $600,000 of bonds, with six per cent interest coupons, of the Baltimore and Delta Railway Company, to Henry V. Archer and John S. Gittings and their survivors, has been filed for record in the office of the clerk of the Superior Court, at Baltimore, Md. The money is to be used for the construction of the road, which will run from Baltimore to Delta, on the Pennsylvania line. The property, franchises, revenues, &c., of the railroad are conveyed in the mortgage as security. The bonds are payable in the year 1910, and there are the usual provisions for taking possession of the road on default in the interest, and for selling it on one year's default in payment of principal and interest after due notice.

☞ Articles of incorporation of the Nevada and Oregon Railroad were filed at Reno on the 5th inst. The road runs from Aurora on the south to the Oregon line on the north. Reno will be its headquarters. Surveys will be made at once, and the work of construction pushed ahead. The directors are ex-Governor Woods, John T. Davis, Mr. Moore, Mr. McMeachan, Colonel Ellis, T. Coffin, J. C. McTarnahan—the last three named being residents of Nevada.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the years ending March 31, 1879 and 1880 was as follows:

	1879.	1880.
From passengers	$328,041 02	$383,442 41
" freight	505,161 52	448,429 83
" mails and express	21,284 33	21,485 44
" rents	22,820 90	22,303 61
" miscellaneous	29,903 06	74,962 95
	$907,210 83	$950,924 24
Expenses:		
Transportation	$537,860 93	$513,464 06
Taxes	36,706 64	26,176 92
Interest on bonds	191,450 00	191,520 00
General interest		26,640 62
	$766,017 57	$757,801 60
Net earnings	$141,193 26	$192,822 64
Add net earnings from—		
Cincinnati, Hamilton and Indianapolis R. R		50,810 93
Dayton & Michigan R. R.		45,488 61
Cincinnati, Richmond & Chicago R. R.		12,356 75
Total		$301,478 93

The income from operations of the Dayton and Michigan Railroad during the year was $1,040,862 66; and the operating expenses were $629,427 96, taxes $42,693 86, interest on bonds $190,995, general interest $336 73, dividend on preferred stock $36,900, and dividend on common stock $35,021—total, $995,374 05, showing a profit to C., H. and D. R. R. Co., lessors, of $45,488 61.

The income from operations of the Cincinnati, Richmond and Chicago Railroad was $214,556 66; and the operating expenses were $155,124 91, taxes $3,918 15, interest on bonds $43,120, general interest $36 85—total, $202,199 91, showing a profit of $12,356 75.

The income from operations of the Cincinnati, Hamilton and Indianapolis Railroad was $372,773 04; and the expenses for operating were $312,150 83, taxes $9,811 28—total, $321,962 11, showing a profit of $50,810 93, applicable to payment of coupons due July 1, 1880.

The gross income from operations of all the roads was $2,578,816 60, viz: from passengers $837,335 75, freight $1,493,977 48, mails $32,993 21, express $50,134 87, rents $31,225 67, miscellaneous $133,149 52; the operating expenses were $1,610,167 76, taxes $82,599 71, interest on bonds $425,635, general interest $27,014 20, dividends Dayton and Michigan R. R. Co., as above, $131,921—total, $2,277,337 67, showing a profit for the year of $301,478 93; from which deduct dividend No. 86, C. H. & D. R. R. Co., $122,500, leaving a surplus of $178,978 93. The report says:

The net earnings of the C. H. & D. R. R., show an increase over last year of $51,629 38. In addition to this there has been added 70 new freight cars at a cost of $36,034 71, making the actual increase of net earnings $84,664 09.

The Dayton and Michigan R. R. shows a net earning of $45,488 61 as against a deficit of $51,949 47 last year, making a net gain of $97,438 08. In addition there has been added one first class passenger coach and 25 new freight cars, at a cost of $14,000, which makes the actual gain $111,438 08. This gain is attributable almost entirely to the increase in local business on the line of road caused by the general improvement in the country adjacent thereto. There has been expended

for real estate and permanent improvements at Lima and Toledo $29,066 85.

The Cincinnati, Richmond and Chicago R. R. road shows a net profit of $12,356 75 as against a loss of $9,738 18 last year, making the actual net gain $22,094 93.

The earnings of the Cincinnati, Hamilton and Indianapolis R. R. for the year show $50,810 93 towards the payment of interest, which if paid on the $1,800,000 of bonds—as contemplated in the future under the award of the arbitrators from January 1, 1880—would have left a deficiency of $75,189 07. Fifty new box cars were added during the year at a cost of $30,624 71, and charged operating expenses, which if taken out, would still leave a deficiency of $44,564 36. There was also charged expense account $27,328 18 for steel rails.

Since the last report the controversy between this company and the C. H. & D. R. R. in relation to endorsement of the bonds of the Cincinnati, Hamilton and Indianapolis R. R. Co. has been settled by arbitration, substantially in accordance with the proposition authorized by the stockholders of the C. H. & D. R. R. Co. at their annual meeting, June 10, 1879, and as fully set forth in the copy of the award of the arbitrators hereto annexed.

The 700 C. H. and I. bonds held by the company are in the Safe Deposit Company, subject to the conditions of the terms of the award of the arbitrators, awaiting the full execution of said award. No entries of this transaction have as yet been made in the accounts of the company. Up to the present time the holders of 1,336 out of the 1 800 bonds have accepted its terms, and the interest on such bonds, with all others assenting to said award will be paid on the 1st of July next.

The bills payable account as it appears on the Secretary and Treasurer's balance, shows as compared with March 31, 1879, a reduction of $286,528 90, leaving a balance at the end of the year of $13,185 48, not then due which has since been paid.

The company now owes no floating debt except $28,076 48 on account of its guarantee of interest on the Cincinnati, Richmond and Fort Wayne R. R. bonds, now in controversy in the United States Court, as to the legality of the obligation of this company.

The working of the pool with the I. C. & L. has been satisfactory, and has resulted, substantially, as was expected when the pool was made, The amount of earnings for the year was $44,429 27, as against $26,477 84 last year, and appertioned as follows, viz :

	Passenger.	Freight.	Total.
Cin., H. & Day.	$6,738 21	$2,066 60	$8,804 81
Cin., H. & Ind.	26 876 46	8,297 80	35,174 26
Cin., R. & Chi.	450 20	.....	450 20
	$34,064 87	$10,364 40	$44,429 27

The working of the pool between this company and the C. C. C. & I. Railway has been very satisfactory, and quite evenly divided, as during the three years and seven months of its existence, the actual excess is only $2,982 56 paid by this company to the C. C. C. & I. R. R.

The amount received from this pool for the year was $20,413 94, against $16,203 25 paid out last year, making a gain to this company of $36,617 19 viz :

Amount received on freight	$51,103 59
Amount paid on passenger	30,689 65
Balance	$20,413 94

The average rate per ton per mile on all the liner was 1,310 cents, against 1,398 cents the previous year.

The average rate per passenger per mile was 2.202 cents against 2,193 cents last year.

Passenger trains earned per mile run 1.074 cents against 1.08 cents last year.

Freight trains earned 2.25 cents against 2.27 last year.

Payment of the outstanding first mortgage seven per cent bonds, amounting to $1,242,000, maturing May 1, 1880, has been provided for by a sale, at par, of consolidated mortgage bonds having 26 years from October 1879 to run, and bearing interest at the rate of six per cent per year.

The directors are gratified upon being able to report to the stockholders the improved condition of this company. Its floating debt, which in 1877 amounted to nearly $700,000, has all been paid off; the credit of the company, which was then exhausted, has been fully restored; the interest on the bonded debt has been reduced, and dividends upon the stock have been resumed with good promise of continuance, and all the affairs of the company are in a prosperous condition.

The following is a statement of engines and cars owned by C., H. & D. and connecting lines, April 1st, 1880 :

	C.H&D.	D &M.	C.R.&C.	C.H.&I.	Tot.
Engines	34	29	3	16	82
Passenger cars	38	15	2	7	62
Mail cars	2	1	...	...	3
Baggage cars	11	3	3	4	21
Box cars	340	383	89	323	1135
Stock cars	24	87	22	44	177
Coal cars	75	100	19	24	218
Flat cars	189	126	38	86	449
Caboose cars	10	12	1	8	31
Hand cars	18	25	7	22	72
Truck cars	24	26	6	15	71
Wrecking cars	3	1	..	1	5

CONDENSED BALANCE SHEET, March 31,

	1879.	1880.
Construction	$3,827,078 37	$3,827,078 37
Equipment	1,119,250 96	1,118,931 71
Real estate	371,548 40	372,193 40
Fuel and materials	96,644 43	123,416 31
Iron rails account	36,133 90	37,170 60
Wood lands	3,565 00	365 00
Bills receivable	2,167 15	4,167 15
Stocks and bonds	965,907 34	947,886 87
Due from P. O. Dept.	8,254 75	8,256 28
Due from R. R. Cos.	42 095 02	45,271 17
Due from individuals	36,879 51	45,293 14
F. H. Short, trustee.	86,924 57	86,924 57
C., R. & Ft. W. R. R. Co	149,912 72	158,500 18
D. & M. R. R. lessees	531,732 89	542,214 74
C., H. & I. R. R. Co.	917,856 40	867,045 47
Cash and cash assets	174,932 80	445,800 02
	$8,370,879 21	$8,630,544 38
Capital stock	$3,500,000 00	$3,500,000 00
1st Mortgage bonds.	1,245,000 00	1,242,000 00
2d Mortgage bonds.	494,000 00	494,000 00
Consol Mort. bonds 7 per cent	996,000 00	997,000 00
Consol. Mort. bonds 6 per cent	....	227,000 00
Surplus earnings	1,534,793 84	1,650,605 09
Interest on bonds	57,756 78	73,906 34
Dividends unclaimed.	881 00	865 00
Dividend No. 36	.....	122,402 00
Due to R. R. Cos.	46,299 90	71,178 49
Due to individuals	72 783 90	91,696 68
Dividend on D. & M. preferred stock	24,431 00	24,431 00
Dividend on D. & M. common stock	19,578 99	20,049 74
C., R. & C. R. R. lessees	9,000 00	21,856 97
Pay rolls	71,139 20	80,867 59
Bills payable	299,714 38	13,185 48
	$8,370,879 21	$8,630,544 38

President.—R. M. SHOEMAKER.

Vice President.—RUFUS KING.

Directors.—R. M. Shoemaker, Rufus King, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, L. B. Harrison, Martin Bare.

Secretary & Treasurer.—FREDERICK H. SHORT.

General Superintendent.—LEWIS WILLIAMS.

North River Railroad.

Samuel A. Strang, George W. Farlee, Theodore Houston, Conrad N. Jordan, Charles R. Flint, Jose F. Navarro, Charles J. Canda, Vincent P. Snyder, Robert Hyslop, William H. Carey and John W. Simpson, of New York, with Charles G. Hodge and Stephen A. Lathrop, of Passaic, N. J., are named as Directors of the North River Railway Company. The line will extend from a point near Fort Montgomery, Orange County, and on the line of the Jersey City and Albany Railroad to a point in the City of Albany. A branch will be constructed to some point in Schenectady, and another branch from near the Hudson River in Orange County to a point on the railroad of the New York, Ontario and Western Railway Company east of Wurtsborough, in Sullivan County. The capital is placed at $10,000,000, with power to increase.

St. Louis, Arkansas and Texas Railway,

Articles of association of the St. Louis, Arkansas and Texas Railway Company, of Missouri, were filed with the secretary of state in Missouri, June 4, capital $500,000—incorporators, James D. Fish, Jesse Seligman and Edward F. Winslow, of New York; Charles W. Rogers, Alexander Douglas and Alexander Graydon, of St. Louis: John O'Day and Charles E Harwood, of Springfield, Mo., and George A. Purdy, of Pierce City, Mo. Length of road about 35 miles, running from a point on the St. Louis and San Francisco Railway, in Barry County, to the southern boundary line of said county, dividing the States of Missouri and Arkansas, where it will form a connection with the Missouri, Arkansas and Texas Railway, of Arkansas, a railway which will be constructed from said point of intersection in a southwardly direction through the counties of Benton and Washington, in said State of Arkansas, to a point at or near Fayetteville, the object being to hereafter consolidate and merge said lines of railway and operate the same as one road and in one interest.

☞ Two railways have been begun with a view to reach the Atlantic coast through Maine—the Megantic, starting from Sherbrooke, on the Grand Trunk, and the Levis and Kennebec, starting from Point Levis, opposite Quebec. It is stated that the Megantic Company has purchased the Bangor and Pittsfield road, with a view to connect its line with it at Moosehead Lake, thence via the European and North American road to the province of New Brunswick. The Levis and Kennebec proposes to follow up the St. Lawrence and the Du Loupe rivers, via the Kennebec River and the Forks, and thence to unite with the Maine railroads at north Anson, and thence to Wiscasset, or to the eastern provinces via the Maine Central and European and North American railroads, as the public interest may demand.

☞ Among the principal orders received by Rieble Bros., for the week ending June 12th, is one for a number of Hopper Scales for a new Pacific Elevator, building in Brooklyn N. Y., the largest Elevator in the Country, several Furnace Charging Scales for the Lackawanna Iron and Coal Co., Scranton, Pa., also scales for the U. S. Mint, Phila. They are full of orders and the prospect ahead is good.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,218,800	M. & N	May 80 4
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bel.100	1,247,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May 80 4
Attleborough Branch..100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*..100	960,000	J. & D	June'80 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl. '80 3.e
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J. & D.	June '79 3
Catawissa*.....50	1,169,500	Oct. ber.	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov'80 3
" " pref 100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific.....100	54,275,500	.....	Feb '80 3
Chemung*.....100	380,000	quarterly	Apl. '80 1½
Cheshire, preferred.....100	2,156,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref.100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,166	M. & S.	June 80 2
Chi., Clin., Dub. & Minn....	6,166,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3
" pref.....100	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	June'80 3
" pref.100	22,625,603	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord.....100	1,500,000	M. & N.	May 80 5
Concord and Porta.*.....100	350,000	J. & D.	Dec. 79 3½
Concord and Porta.*.....100	2,175,700	F. & A.	Feb '80 1½
Conn. & Passump Riv..1 0	2,100,000	J. & J.	July '80 4
Connecticut River.....10	1,292,950	J.A.J.O.	Apl. 80 2½
Cumberland Valley..... 50	241,900	A. & O.	Apl. '80 4
" 1st pref.. 50	243,000	A. & O.	Apl. 80 4
" 2d pref... 50	600,000	quarterly	Mar. '78 1½
Danbury and Norwalk.. 5	2,401,528	A. & O.	Apl. '80 1½
Dayton & Michigan*..... 50	1,211,250	quarterly	Apl. 80 2
" " pref. 50	1,230,950	J. & J.	Jan. 80 3
Delaware*.....50	1,500,000	quarterly	Feb. '80 1
Del. & Bound Brook*....100	26,200,000	quarterly	July '78 2½
Del., Lackaw. & Westn. 50	1,874,000	annually	Feb. '80 3½
Detroit, Lans. & Nor...100	2,503,300	F. & A.	Feb. '80 3½
" " pref 10	5,000,000	A. & O.	Apl. '80 3½
Dubuque & Sioux City*.100	1,309,200	J. & J.	Jan. 80 3
East Pennsylvania*..... 50	392,950	J. & J.	Jan. 80 3
East Mahanoy*.....50	1,988,274	.....	May '80 3
East Tenn., Va. & Ga....100	4,997,600	J. & J.	July '78 3
Eastern (Mass.).....100	492,500	J. & D.	June 80 2½
Eastern (N. H.).....100	3,000,000	— & —	Mar. '80 4
Eel River.....	500,000	Sept.	Sept.'79 5
Elmira, Jef. & Canand*..00	500,000	M. & N.	May '80 2½
Elmira & Williamsport* 50	500,000	J. & J.	Jan. '80 3½
" " pref. 50	1,090,250	quarterly	Mar. '80 1½
Erie and Pittsburg*..... 50	4,500,000	J. and J.	July '80 3
Fitchburg.....100	600,000	.....	Oct. '79 1½
Frankfort and Kokomo.100	4,200,000	J. and J	Jan. '80 3
Georgia.....100	116,850	M. & N.	Nov. '77 2½
Han. June., Han. & Oct. 50	1,182,500	J & J.	Jan. '80 3½
Harrisburg & Lancaster* 50	1,180,000	quarterly	Apl. '80 2
Housatonic, pref.....100	20,000.00	M. & S.	Mar. '80 3
Illinois Central.....100	4,625,000	quarterly	Jan 6'80 1
Iowa Falls & Sioux City*100	7,020,000	quarterly	May '80 1½
Iowa Railroad Land Co.100	000,000	quarterly	May '80 2
Ja. Riv. & Kan. Northern. 25	000,000	quarterly	Apl. '80 2
Jeffersonv., Mad. & Ind..100	1,750,200	quarterly	Mar. '80 1½
Joliet and Chicago*.....100	2,200,000	quarterly	May '80 1½
Kan. City, Top. & West.100	4,500,000	J. & D.	June'78 1
Kentucky Centra 1 0	500,000	J. & D.	June'78 3
" pref.100	49,466,600	F. & A	Feb. '80 4
Lake Shore & Mich. So..100	533,500	F. & A.	Feb. '80 5
" (grar.).100	450,000	quarterly	Apl. '80 2
Lawrence*.....50	27,382,566	quarterly	July '80 1
Lehigh Valley.....50	106,300	quarterly	July '80 2½
" " pref. 50	5,871,450	quarterly	June 80 2
Little Miami*.....50	2,666,100	J. & J.	Jan. 80 4
Little Schuylkill*.....50			

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,488	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence.....100	200,000	A. & O.	Apl. '78 2½
Lykens Valley.....100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '80 1½
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	July '80 2½
Michigan Central.....100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 5
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N	May '80 3.
Nashua and Rochester..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,52 0,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apl. '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418.800	quarterly	Mar. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	17,107,70	.....	.....
" " pref.....100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central..... 50	5 542,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	Jan. '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6.733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,456,0 0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 1½
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*.100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania.....50	68,870,200	M. & N	May '80 3
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,651,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	Apl. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J	Jan. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl '80 1½
" Special Imp..100	5,504 300	quarterly	Apl. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia....	.....	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J & J.	July '80 3
Republican Valley.....	858,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '76 3
Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....	2,433 shs	M & S.	Sep. '78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke.100	1,151,400	M & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	Jan. '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '77 3
Summit Branch*..... 50	4,125,600	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug. '79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific.....100	36,746,000	quarterly	July '80 1½
United Cos. of N. J*...100	19,890,400	quarterly	Apl. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass.....100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '79 3½
Warwick Valley.....100	225,000	J. & J	J n. '80 3½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J. A. J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Jambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark.....100	200,000	— & —	 3
42nd St. & G. St. Ferry...10	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. 80 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 78 1½
Highland.....100	100,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.) 25	105.000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston).....100	115,000	M. & N.	May '80 3
South Boston..... 50	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Union (Phila.)..... 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Apl. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'71 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" (pref.). 50	2.898,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express.....100	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec. '79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80 $10
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mol gona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000 000	quarterly	Jan. 80 3
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car.....100	6,938,200	F.M.A.N	May '80 2
Quicksilver, common...100	5,700 000	.....	.....
preferred...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	July '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '80 4
West. Union Telegraph.100	41,050,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,349,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	158,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	1[illegible],924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1.590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,632	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	4[illegible],543	602,624	537,326	602,132	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14 528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434.960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	1,453,611	1,260,319	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,641	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17.
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,965	666,853	663,640	784,507	798 665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,176	476,667	632,893	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,968
1880	392,632	375,619	393,787	281,650	303,906	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458 183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,7[illegible]6	206,757	207.514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	396,086	380,028	3,345,373
1880	367,327	326,306	355,508	348,275	274,626	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127.079	1,172.961	1,258.990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15.134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,381	1,252,218	1,644,953	1,643,151	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,668	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	113,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,428
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,356	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	.....	.....	.....	.....	.....	.....	.....	.....
Wabash St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	.....	.....	.....	.....	.....	.....	.....	.....
1880	750,147	762,558	982,480	890,137	946,186	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, June 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,965 000	6	Jan. & July.	1880	101¼
.. ..coupon	3,064,000	6	" "	1880	101¼
Oregon War Bonds of March 2, 1861...coupon	747 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	118,471,100	6	Jan. & July	1881	103½
.. ..coupon	42,943,600	6	" "	1881	106½
Loan of March 3, 1863.....registered	50,089,250	6	Jan. & July.	1881	103½
.. ..coupon	13,737,900	6	" "	1881	106½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	291,978,050	5	F. M. A. & N.	1881	103¾
.. ..coupon	196,870,650	5	" "	1881	103¾
.. ..registered	170,298,800	4½	M. J. S. & D.	1891	109½
.. ..coupon	79,701,200	4½	" "	1891	109½
.. ..registered	527,921,400	4	J. A. J. & O.	1907	4 7/
.. ..coupon	211,513,300	4	" "	1907	106½
Refunding certificates of Feb. 28, 1879.....	1,413,100	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	8,124,965	...	.....	.....	....
Debt bearing no interest.....	395,424,350	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	128
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	58½
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	74
.. Funded obligations, July 1, 1876.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,988,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	96½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	...
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	110½
.. Exchange (endorsed bonds) 1877.....	2,293,000	6	" "	1889	....
.. Funding (1879) bonds..... ..	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	...
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	.. .
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	40½
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($6,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bonds 1864.....	2,330,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt & Susq. R. R.....	269,600	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,326,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1874).....	916,391	6	'	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Pay-able.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862..	220,000	5	May & Nov.	1890	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	104
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109½
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110½
.. R newal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'96-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'96	110
.. Han. & St. Jo. R. R. Loans (& renewals	8,000,000	6	" "	'87-'96	107½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'98	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28½
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7 -'98	23½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	3½
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,288,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered s ock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,0	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1868) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7	....
.. *Funding bills receiva le (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire l oan (1838) bonds, stg	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1893	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidat d stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	29
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,969,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redempti n bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (⅓rds fundable), registered..	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (⅓rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be funded.	2,331,250	6	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered..	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,870	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,840,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,800	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	100½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	118½
Special Mortgage to Penn.	3.000.000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	117
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,000	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
	357,200	£	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	88½
1st Mortgage, guar. by Erie	5,000,000	7	" "	"	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	110
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1898	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	89½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1882	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	100½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108½
Mortgage Loan of 1889	3,000,000	6	May & Nov.	Philadelphia.	1889	112
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1888	....
2d Mortgage	497,000	6	April & Oct.	"	1899	....
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	91
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage -Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	115
Chattel Mortgage	299,850	6	May and Nov.	"	88-'99	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1899	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107
1st Mort. (W. to Minn. Lake)	134,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	101
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	105½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	72
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	101½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	114
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1893	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	104½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	" "	1900	105
Land bonds (Cen. Pac. Co.)gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	111
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	251
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	19
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	39
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	64
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	6	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80–'90	104
Chester Creek (Phil.&Balt.Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds..	3,000,000	6	May & Nov.	" "	1903	108
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,478	7	Jan. & July.	Boston.	1896	110½
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,830,500	7	June & Dec	Boston.	1903	121
1st Mort. (Dix., Peo. & Han)guar.	84,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	999,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
3d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....
Chicago Clinton and Dubuque						
at Mort. guar. C., B. and Q....	1,500,000	8	Jan & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $4,500,000	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1908	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	116
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	114½
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	115½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	131
2d Mort. (" ")	1,315,000	7.8	" "	" "	1898	117½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1907	103½
1st Mort. (La C. & Dav. Div.)..	1,785,000	6	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,900	7	Jan. & July.	" "	1905	115
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.)..	3,440,400	7	" "	" "	1885	109
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	105
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	108
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River)..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	117½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S. F.(Menominee Ext.)	2,700,000	7*	June & Dec	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7	" "	" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	119
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	660,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	90
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	688,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.		1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	663,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	119¼
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80¼
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43¼
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganep't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110
Coupon Notes.....	123,000	7	June & Dec.	"	1881	...
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1891	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	116
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102¼
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	...
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	100¼
Des Moines and Ft. Dodge:						
1st Mortgage(scrips).....	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1876	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	119
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	109
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'88	....
Company Bonds (" new)	135,400	6	" "	" "	1870	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	95
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85¼
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118¼
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105¼
3d Mortgage.....	4,852,000	7	" "	" "	1883	107¼
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104¾
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111¾
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	110*
1st Consol Mortgage gold....	16,655,000	7*	March & Sept.	NY&London.	1920	119¾
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	85¼
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	100
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1902	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly (L. F. ($25,000 p m.)	425,000	10	May & Nov.	"	1883	....
1st Mor.(Bay C. & Holly) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.&Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		902	86
Construction Loan.....	250,400	8	Jan. & July.		1870	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'79	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	110
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	94½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	107½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55 m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300 000	6	April & Oct.	Bost. & Brat.	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold	6,227,500	7*	Jan. & July.	New York	1891	109
1st Mortgage (Western Div.)	2,805 000	7*	" "	" "	189	107
1st Mort. (Waco & N. W. Div.)	940,000	7	" "	" "	1903	107½
Income and Indemnity bonds	1,359,500	7	May & Nov	"	....	94
Consolidated Mortgage	2,264,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	113½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200.000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	116½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000.000	7*	April & Oct.	New York.	1900	73½
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	60
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	108½
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 180 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept	" "	1899	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	114
1st M.(3dD. 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	104½
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	85½
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,411,000	7	J. A. J. & O.	" "	1900	121½
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	123
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	116
Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1892	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	116
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	....
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg... }		6	" "	"	1898	116
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	127½
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered.... }		6*	" "	"	1923	112
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Exter sion)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	108½
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	800,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds.	2,000,000	7*	May & Nov.	New York.	1883	103½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'83	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	117
Louisville Loan.....	850,000	6	" "	" "	'86-'8	....
Louisville Loan (Lebanon Br.).	225,500	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1897	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'80-'9	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	108½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	74½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	35½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'9	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1895	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'7	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	100
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	117½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	100
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.)	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.		1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.		1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	60
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1880	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	789,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	...	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Monticlair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	700,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,800	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	129
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	113½
Convertible bonds.	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	112½
Special Mortgage..	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,229,000	7	June & Dec.	" "	1915	106½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	" "	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	114
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	800,000	7*	March & Sept.	N.Y. & Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	303,000	6	April & Oct.	New York.	1885	104
2d Mortgage	693,200	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O. St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F..	1,794,000	7		" "	1885	111
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. / 1st Mort., reg'd } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	128½
		7	" "	" "	1903	127½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. / Consol. Mort. of 1872, reg... }	10,500,000	7	May & Nov.	" "	1900	125½
		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage	5,500,000	7	Jan. & July.	New York.	1906	114
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	109½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,800,000	7	.....	"	...	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	...
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	118
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage	1,500,000	7	May & Nov.		1896	116
General Mortgage	2 035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	109½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	105
Consol. General Mort. Coupon.	1,838,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	" "	Baltimore.	1926	80
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	110½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	...
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6*	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000	1,692,000	7	May & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	104

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	....
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 8	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	March & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C.,B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108¼
2d Mortgage sinking fund	2,656,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1895	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	...
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Eights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	103¾
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	117
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	28,501,540	6*	Jan. & July.	London.	1905	114
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Ca Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,250,000	6	J. A. J. & O.	"	1907	105¾
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,033,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	119,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val. (C.R I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000	8	Jan. & July.	New York.	'70-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36¼ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.).	200,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	117
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	102¼
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	112
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-43 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mor gage Loan of 1836, stg.	182,400	6*	Jan. & July.	London.	1910	....
Mortgage Loan of 1842, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg.	134,400	7*	" "	"	1893	112
Consolidated Mortgage June 1, 1871.	Do'lar coupon.. 7,310,000	7	June & Dec.	Philadelphia.	1911	111
	Dollar registered 3,339,000	7	" "	"	1911	....
	Gold or stg coup 6,999,000	6*	" "	Phil. or Lond.	1911	104
	Gold or stg reg.. 663,000	6*	" "	"	1911	103
	Dollar coupon.. 305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv.	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S.F. ($60 000,000)	19,686,000	6*	Jan. & July	" "	1908	....
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	....
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $20,000,000.	18,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	80
Funding Income	315,933	7	" "	"	1896	62¼

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1864	....
Consol. Mortgage for $10,000,000	6,841,000	7	Feb. and Aug	Philadelphia.	1900	116¾
Consolidated 2d Mortgage	2,500,000	7	April & Oct	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....
1st Mor gage (Se ies B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct.	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	116¾
1st Mort. (Turtle Cr. Div. 10¼ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1928	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000.	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	486,000	4½	June & Dec	Boston.	1937	....
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000.	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	...
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Bal'h.	1896	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,926,000	7	May & Nov.	New York.	1921	128
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	808,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	6	.....	"	1888	....
1st Mort. (Northwestern, N.O.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,227	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	60,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,250,000	7	April & Oct.	" "	1904	61
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1941	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,105,200	5	Feb. and Aug.	Boston.	....	....
General Mortgage	1,500,000	6	May & Nov.	"	1902	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M. rtgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M. (W.D) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	90
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	100
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	102
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	100
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7.	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	102
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1895	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	93
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	69
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	316,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS& MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,627,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	105
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-78	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage ..	1,750,000	7	April & Oct.	New York.	1906	114
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	105
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	90
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	61
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	112
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	112
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	110
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	104
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	100
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	100
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	99
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	97
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	260,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
'Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
'Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6a	Jan. & July.	N. Y. & Bost.	'96-'99	114
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	112
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	117
Omaha Bridge Bonds Sterling..	2,225,000	8a	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5a	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6a	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.'	1,310,000	6a	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.).:						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	80
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	105
3d Mort. " ")	600,000	8	May and Nov.	"	1873	76
4th Mort. " ")	700,000	8	March & Sept.	"	1880	44
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	11,032		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	11,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	456,600	7a	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7a	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	114
Sterling Bonds, Sinking Fund..	981,234	6a	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	108
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	.....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	.....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7a	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1899	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	56
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7a	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,600	7a	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1851	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. (3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	106
	5,000,000	7	" "	" "	1891	109
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	105
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6a	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,933	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6a	June & Dec.	"	1897	102
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	130
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	98
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	56
Improvement bonds.....	260,000	6	May and Nov.	"	1930	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1915	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1888	....
3d Mortgage (Susquch. Canal)	1,511,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1893	...
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	
2d Mortgage.....	298,000	6			1911	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31 1878	196.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	200.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,618,000	1,750,000	591,195	.....	869.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. §(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	104‖
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,076	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	42.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	15	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	118‖
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,436	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,586	*	18,829	1,013,294	4,476,677	3,586,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,052,955	2,051,625	7,121,900	14,865,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706,984	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,577	18,116,858	57,305,232	3,031,498	18,277,309	37,670,350	5,319,729	37,111,919	597.3	9,303,055	.....	.....	8,563,057	4,039,612	8	100	150‖
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6‖
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,L&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,833	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,538	64,638	3,533,250	6,500,000	288,366	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	—	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	—	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	8.3	27,380	7,689	88,005	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	182,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	—	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9¼ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,900	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	144
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	39	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	12‖
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,873	2	500	95‖
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	201,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	126‖
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	2,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	37
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	138
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	100‖
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany §.....Ga.	3,906,000	—	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.8	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,853,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	188,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	8	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,811	—	100	60
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	168,883	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.5	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	136,142	.....	62,828	25,007	33.5	28,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.5	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	—	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	—	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	39[illegible],014	131,150	390,890	12,000,000	6,850,000	1,498,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3 376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,863	75,691	—	100	....
une 30, 1878	29.2	—	61.6	—	42	25	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,916,026	161,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	55
Mar. 31, 1879	242.0	—	12.3	—	22	17	6	278	Carolina Central.....N. C.	10,292,000	—	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,639	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	 44,818	—	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	—	75.6	.....	.....	.....	.....	118.370	—	100	53‖
Dec. 31, 1878	271.6	2	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	118‖
Sept. 30, 1878	294.5	17.	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia	7,800,000	*	3,541,562	508,458	7,500,000	3,617,000	396,718	—	713.6	952,966	.....	.....	2,721,624	1,523,309	2[illegible]	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,058	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725.658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,436	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,438	4,501,718	3,226,822	5,580,526	2,302,770	—	100	60‖
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420 587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah	134,650,528	7,966,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,289,278	1,941.0	5,528,444	6,978,188	1,787,642	17,580,858	8,744,740	—	100	71
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,880	195.0	415,353	88,570	97,948	441,357	152,228	—	100	97‖
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	488,075	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	17‖
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,295,239	322,266	177,285	145,719	2,153,300	826,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123,835	1pf	100	52
Dec. 31, 1878	243.5	121.9	126.0	—	160	75	23	3,251	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,033	—	677.8	2,709,406	781,991	1,967,306	4,891,519	2,156,385	7	100	108
Dec. 31, 1878	486.5	1,117	456.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,966,816	27,058,725	13,568,351	1,482,847	1,624.	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	118
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,636,103	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,383	538,595	260,947	—	100	76‖
Dec. 31, 1878	50.2	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073.985	*	.....	.....	978,985	1,096,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,088	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779.700	.....	.....	82 4	.....	.....	.....	1,454,788	545,587	10	100	144
Dec. 31, 1878	831.5	581.0	182 0	122 0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.& M.	58,755,184	*	2,848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	75‖
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,385,059	36,514,220	34,598,000	3,241,088	4,342,772	1,616.5	11,125,699	3,328,427	4,283,937	13,420,606	6,816,812	7pf	100	92‖
Mar. 31, 1879	500.2	222 0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,646,000	1,600,960	2,236,270	9,409,838	4,829,961	10	100	102
Dec 31 1878	649.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	—	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	[illegible]227,184	[illegible]436,168	2,819,019	818,723	—	100	27‖

Sept.30,	187	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapt's.....Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749		739,336	787,943	—	50	53
Dec. 31,	1878	170.0	75.6	28.2	—	26	13	6	497	Chicago & West Michigan... .Michigan.	6,570,476	*	31,758	52,711		6,150,000	480,000	23,944	—	245.6	387, 56	205,294	197,637	488,784	80,908	—	100	60
Mar. 31	1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Day'n.....Ohio.	3,827,078	1,119,251	2,160,221	264,329		3,500,000	2,735,000	601,085	1,534,794	59.9	567,951	950.520	759,869	907,211	141,193	—	100	....
Mar. 31,	1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.& D.).O.& Ind.	2,436,088	229,072	60,080	.....			2,500,000	1,180,356	.....	98.4	388,764	152,052	210,283	341,676	78,167	—	—	....
June 30,	1878	58.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic...O. & Ind.	4,059,000	*	.....	.....		1,929,200	1,898,000	300,000	.....	75.3	328,970	.....	.....	408,188	127,599	—	100	....
Mar. 31,	1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&I.).Ohio.	826,733	184,562	700	9,000		382,600	625,000	8,190	5,195	42.0	131,114	83,175	106,371	188,448	33,458	—	50	....
June 30,	1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland...Ohio.	6,219,252	*	800,734	84,437		4,434,787	2,178,726	562,189	.....	190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	26
June 30,	1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,&I.)O.	3,761,000	—	.....	.....		1,100,000	2,651,000	1,342,982	.....	86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31,	1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	.....	.....		1,450,000	2,000,000	26,000	.....	109.5	280,022	.....	.....	195,710	52,268	—	100	....
Dec. 31,	1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind...Ohio & Ind.	17,998,528	*	3,582,539	907,964		14,998,561	6,109,000	713,906	674,325	391.2	4,178,285	695,955	1,314,674	5,528,714	707,899	—	100	69
Jun. 30,	1878	67.0	66.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. &Gt.W.).Ohio.	4,526,777	*	482,161	976,382		2,759,791	1,967,600	18,594	1,189,335	128.4	188,619	53,007	524,032	403,400	309,459	7	100	....
Dec. 31,	1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)....O.	4,629,871	*	208,148	87,678		1,768,798	2,969,000	669,275	.....	156.5	410,716	228,993	259, 28	382,698	64,971	—	100	....
Dec. 31,	1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	12,937,567	3,551,152	477,378	452,314		11,244,086	5,059,344	381,817	783,214	225.8	1,885,556	584,237	1,434,207	2,474,654	1,168,580	7	50	117½
Dec. 31,	1878	118.0	74.2	13.0	—	19	15	5	188	Colorado Central.. .....Col. & Wy.	4,430,300	*	.....	.....		3,971,300	2,459,000	.....	.....	192.2	.....	[11 m	onths.	669,448	280,558	—	100	..
Dec. 31,	1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.	28,851,097	*	58,000	.....		18,969,823	24,859,724	79,556	.....	580.5	4,178,285	663,917	1,791,981	3,488,665	411,514	—	100	16½
Dec. 31,	1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley .....Ohio.	3,301,748	1,265,711	603,827	80,025		2,030,150	2,500,000	165,530	455,631	105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30,	1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.& C.)...Ohio.	2,000,000	—	.....	.....		.....	1,000,000	23,250	.....	—	.....	.....	.....	230,797	65,942	—	50	....
Dec. 31,	1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo.....Ohio.	2,816,106	*	640.590	114,223		897,108	2,416,000	229,316	28,496	117.7	416,530	145,283	345,605	517,871	222,259	—	50	....
Mar. 31,	1879	35.0	7.0	13.0	—	38	41	16	946	Concord.....New Hampshire.	1,500,000	*	190,009	141,967		1,500,000	.....	178,750	153,226	141.7	617,354	509,203	673,471	733,004	318,847	10	50	166½
Jun. 30,	1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv..Vermont.	3,447,825	*	613,976	108,663		2,175,700	1,388,500	263,883	485,774	147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	60
Sept. 30,	1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River .. ..Massachusetts.	2,306,688	241,859	175,675	226,486		2,100,000	206,400	154,862	578,887	79.8	377,739	946,900	332,900	504,670	199,034	8	100	144
Dec. 31,	1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.NY.&P.	2,400,000	*	.....	.....		1,900,000	500,000	.....	.....	64.0	181,905	58,582	507,185	404,665	113,374	6	50	....
Dec. 31,	1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley .....Md. & Penn.	1,887,466	*	656,558	195,111		1,777,850	352,300	47,007	561,878	135.0	321,495	325,561	316,696	512,121	199,560	10	50	....
Sept. 30,	1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk .....Connecticut	973,940	164,740	15,254	26,711		600,000	500,000	———	80,645	23.8	97,880	222,212	51,819	157 963	41,279	—	100	....
June 30,	1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern.....Iowa.	5,230,000	*	.....	.....		3,520,000	1,710,000	196,827	.....	160.6	187,457	81,582	67,043	222,627	17,788	—	100	....
Mar. 31,	1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.).Ohio.	6,100,655	791,209	.....	12,903		3,612,778	2,728,800	531,733	164,921	142.7	683,849	309,674	422,303	545,288	271,432	3½	50	....
July 31,	1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.).....Ohio.	971,368	*	.....	.....		457,817	413,500	152,701	.....	69.7	.....	.....	.....	94,016	29,108	—	50	....
Dec. 31,	1878	83.8	16.7	10.1	—	—	—	—	—	Delaware & (P.W.& B.).....Delaware.	2,367,508	—	.....	73,198		1,450,323	760,000	160,400	69,983	94.8	268,998	... .	.....	365,580	109,674	6	25	....
Dec. 31,	1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook.....N. Jer.	3,136,584	*	.....	.....		1,514,000	1,500,000	279,621	.....	30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31,	1878	115.0	92.5	223.7	—	150	32	22	16139	Delaware, Lack. and Western.....Penn.	29,722,825	*	7,047,725	1,859,217		26,200,000	5,887,100	2,196,542	4,346,125	207.5	2,458,754	474,16.	3,193,631	3,699,601	2,320,481	—	50	75½
Dec. 31,	1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.).....Col. & Wy.	6,495,350	*	.....	.....		4,000,000	2,271,000	.....	224,350	106.0	.....	.....	.....	147,022	38,098	—	100	....
Dec. 31,	1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.).....Col.	15,394,500	*	787,756	747,771		8,500,000	6,628,751	540,922	215,383	329.5	704,938	47,552	132,828	773,322	242,676	—	100	74
June 30,	1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge.....Ia.	2,400,000	*	.....	.....		4,000,000	2,178,000	.....	.....	87.2	111,664	45,646	66,945	182,812	52,477	—	150	....
Oct. 31,	1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw'k'e.Mich.	———	—	.....	.....		.....	.....	.....	.....	191.6	.....	.....	[9¾ mos.	828,657	265,893	—	100	....
Dec. 31,	1878	166.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern.....Mich.	7,219,090	*	122,807	176,082		4,328,997	2,876,000	166,441	156,640	197.3	785,106	872,722	364,737	970,034	372,199	—	100	90
Dec. 31,	1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,882,000	—	31,453	.....		5,000,000	882,000	.....	31,453	—	.....	.....	.....	925,226	323,830	5½	100	68
June 30,	1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga.'s.....Tenn. & Ga.	9,185,633	*	469,381	148,250		1,967,074	4,186,100	226,269	2,423,721	272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	..
Sept. 30,	1878	41.4	76 6	105.2	—	75	136	35	1,281	Eastern.....Massachusetts.	7,000,000	905,000	1,691,481	249,876		4,997,600	13,589,022	1,498,349	—	—	1,557,775	4,197,991	697,987	2,422,894	641,2 8	—	100	35½
Dec. 31,	1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash).....Indiana.	2,799,128	*	8,261	85,514		2,792,120	.....	27,221	73,562	93.8	197,596	64,795	208,595	206,555	67,842	2	100	50
Dec. 31,	1878	81.0	3.5	26.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,395,725	251,325	18,438		1,998,400	3,322,000	57,987	—	84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30,	1878	114.2	—	17.5	—	12	25	7	253	European & North Am. 's.....Maine.	———	—	.....	.....		.....	3,223,800	.....	74,934	13.0	260,406	164,015	141,533	356,858	126,507	—	100	....
Aug. 31,	1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute.....Indiana.	3,167,288	*	46,066	132,371		1,120,416	1,017,000	41,006	1,167,303	109.0	335,938	145,603	332,700	564,809	160,538	4½	50	80
Apr. 30,	1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi..Ind.& Ill.	1,649,600	*	17,068	5,815		458,661	1,100,000	113,822	—	69.3	.....	.....	.....	242,896	94,286	—	100	....
Sept. 30,	1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg .....Massachusetts.	4,013,121	801,636	1,678,145	134,032		4,500,000	1,000,000	632,499	494,435	189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	124
Dec. 31,	1878	253.2	26.7	68.2	—	43	32	11	878	*Flint and Pere Marquette*.....Mich	6,876,163	1,467,595	2,564,945	144,885		3,298,300	7,157,905	1,920,826	—	280.0	1,095,422	540,556	408,053	1,086,017	438,203	—	100	15
Dec. 31,	1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag...Mich.& Ind.	2,702,247	373,551	3,920	30,879		1,196,450	2,000,000	1,564	—	100.0	247,733	96,932	136,029	245,051	95,071	—	100	....
Dec. 31,	1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.....Ind.	3,745,000	*	.....	.....		1,000,000	2,745,080	.....	.....	104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31,	1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo.....Indiana.	485,000	*	315,000	.....		600,000	200,000	.....	—	26.0	.....	.....	.....	38,397	19,196	—	100	25½
Dec. 31,	1878	51.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S C.&P.)...Neb.	1,300,000	—	.....	.....		690,000	690,000	.....	—	51.1	55,218	19,772	45,352	138,159	46,053	—	100	4½
Dec. 31,	1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio 's.....Tex.	9,474,077	809,723	2,239,241	491,660		6,450,000	5,686,927	494,500	373,574	215.0	488,151	60,19	157,988	1,325,846	792,014	—	100	....
Dec. 31,	1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson 's....Tex.	3,495,385	*	15,805	81,498		1,000,000	1,500,000	275,598	817,032	50.0	122,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30,	1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)..N. Y.	1,481,297	*	.....	.....		850,000	600,000	192,249	—	75.6	388,036	95,811	501,852	264,996	df.18,138	—	100	....
Mar. 31,	1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking).....Ga.	4,200,000	*	2,224,863	366,057		4,200,000	1,484,282	1,617,931	511,323	275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31,	1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)Mich. &Ind	11,095,085	*	65,504	246,737		2,800,000	8,000,000	2,164,707	—	423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec. 31,	1878	856.0	158.2	218.5	—	434	274	84	8,178	Grand Trunk 's .....Canada.	152,044,870	—	2,311,630	.....		118,498,280	35,812,710	45,510	—	1,890.2	8,884,271	2,025,737	2,387,942	9,531,320	2,349,255	—	100	....
Jan. 31,	1879	274.8	185.7	270.2	—	216	165	38	4,639	Great Western 's .....Canada.	33,424,430	7,877,010	2,851,045	.....		33,106,855	18,221,095	.....	—	1,089.3	3,616,829	1,206,332	1,854,663	4,216,335	1,297,055	—	100	....
Sept. 30,	1878	213.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota....Wisconsin.	12,297,805	*	1,459,185	.....		8,000,000	3,979,000	1,777,941	—	213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31,	1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)..3 Car.	3,623,905	*	374,200	193,895		1,515,166	2,178,763	989,222	—	164.8	287,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31,	1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific 's..Tex.	1,919,727	*	.....	.....		500,000	.....	.....	—	66.8	242,592	4,340	202,584	112,388	29,706	—	100	....
Jun. 30,	1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northw'stern.....Canada.	.....	—	.....	.....		.....	.....	.....	—	146.7	103,153	146,651	70,466	127,084	40,991	—	100	....
Dec. 31,	1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* 's.....Missouri.	18,492,427	—	.....	.....		14,251,724	8,700,000	.....	—	292.3	1,354,767	257,916	543,472	2,045,450	780,355	—	100	33½
Sept. 30,	1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South.... N. Y. & Vt.	.....	—	.....	.....		.....	.....	.....	—	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept. 30,	1878	74.0	—	3.0	—	19	21	10	436	Housatonic .....Connecticut.	2,581,000	*	225 856	78,762		2,000,000	550,500	161,348	154,256	126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30,	1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central 's.....Texas.	21,370,021	1,531,342	6,864,022	353,302		7,722,900	14 901,995	2,773,600	5,521,092	521.7	1,499,243	242,559	457,840	3,031,361	1,326,905	—	100	64
Dec. 31,	1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.....Penn.	4,367,820	*	179,067	365,935		2,052,800	2,283,500	564,393	11 929	61.3	172,915	43,618	394,788	238,889	114,145	—	50	14
Dec. 31,	1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central* .....Illinois.	35,513,173	*	6,628,792	868,927		29,000,000	11,997,000	———	2,013,892	1,255.5	4,247,628	1,725,236	2,067,832	7,111,184	3,631,559	6	100	.04½
Dec. 31,	1878	175.7	—	8.8	—	12	14	2	318	Illinois Midland.....Illinois.	6,175,000	—	.....	.....		2,000,000	4,175,000	1,154,299	—	175.7	278,504	79,952	128,132	256,895	20,661	—	100	....
Nov 30,	1878	202.3	131.6	64.0	—	46	27	15	1,135	Ind., Bloomington & Western..Ind. & Ill.	19,040,490	2,723,650	17,273	14,606		7,910,900	9,785,000	3,400,119	—	333.9	1,415,561	284,843	460,028	1,342,324	266,078	—	100	29
Jun. 30	1878	188.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette..O. & Ind.	16,854,416	*	67,274	789,260		7,024,450	8,958,300	1,728,200	—	194.5	896,503	549,587	457,185	1,309,087	494,388	—	50	5
Dec. 31,	1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.).Ind.	4,283,911	*	50,301	348,200		600,000	3,500,000	2,245,360	—	286.6	1,585,274	243,093	535,619	1,347,246	318,903	—	100	....
Dec. 31	187	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,450	*	36,528	24,624		1,402,000	3,150,000	174,602	—	116.6	300,467	101,892	136,628	282,558	8,349	—	100	....
Dec. 31,	1878	317.0	102.3	36.0	—	40	35	8	750	International & Great Northern 's....Tex.	16,943,628	1,479,394	1,274,746	133,207		5,500,000	12,307,000	3,826,806	—	519.3	822,430	117,055	224,113	1,636 685	571,983	—	100	50
Dec. 31,	1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia	7,577,500	—	.....	.....		4,625,000	2 952,500	.....	—	183.7	.....	.....	.....	478,265	166,693	—	100	39
Mar. 31,	1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n...Ia. & Mo.	6,200,000	—	.....	.....		3,200,000	5,000,000	.....	—	—	.....	.....	.....	.....	769,600	5	100	....
Dec. 31,	1878	236.0	—	34.3	—	—	—	—	—	*Jackson, Lans. and Saginaw*.(M.C.).Mich.	6,312,933	—	.....	.....		1,966,800	3,648,000	698,133	—	236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec 31,	1878	111.0	118.8	34.3	—	44	33	12	748	Jeffersonv., Madison & Ind. (Pa. Co.)Ind.	6,508,713	*	182,610	66,155		2,000,000	8,000,000	82,738	—	224.8	1,046,156	667,981	1,535,480	1,150,015	422,988	7	100	....
Apl. 30,	1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.).....Kansas.	1,008,000	—	.....	.....		504,000	504,000	.....	—	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1878	638.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*.....Kansas & Col.	34,359,541	*	3,807,520	3,989,461		9,689,950	28,433,100	4,747,484	—	672.6	1,505,813	198,178	667,736	3,610,224	1,198 662	—	50	96½
Dec. 31,	1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern.....Mo.	475,000	*	.....	.....		36,000	348,000	.....	—	43.0	.....	72,704	89,316	84,578	33,867	—	100	....
Dec. 31,	1878	109.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf....Kansas.	10,750,000	*	.....	.....		6,750,000	4,000,000	.....	—	155.9	777,592	142,236	456,265	833,825	115,567	—	100	46½
Dec. 31,	1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n.Kan.	1 ,00 ,000	*	.....	.....		5,000,000	5,000,000	.....	—	208.5	320,322	.....	.....	343,343	92,989	—	100	76
Dec. 31,	1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl Mo. & Ia.	9,260,128	1,231,878	116,232	458,279		2,789,414	7,485,197	698,466	83,451	258.5	1,168,361	229,622	674,194	1,533,651	448,059	—	100	67
Dec. 31,	1878	66.3	—	3.5	—	—	—	—	—	K. City, Top. & West. (A.,T.&S.Fe.).Kas.	3,199,800	—	174,200	190,729		2,250,000	1,054,000	37.205	226,524	—	.....	.....	.....	708,515	208,387	—	100	112½
Apl. 30,	1879	99 0	49.6	16.5	—	19	17	7	351	Kentucky Central.....Ky.	6,045,060	*	.....	188,956		5,000,000	1,045,000	23,523	115,782	198.5	379,111	.....	.....	553,389	208,760	4	100	....
June 30,	1878	162 2	—	19.2	—	18	16	5	439	Keokuk and Des Moines (C.,R.,I.& P.)Ia.	6,479,427	*	26,137	624,406		3,924,600	2,436,300	459,130	—	162.2	402,461	157,078	202,985	566,763	148,433	—	100	9
June 30,	1878	80.3	—	4.9	—	—	—	—	—	Lafayette, Bloomington & Mississippi. Ill.	1,923,726	—	1,466	49,894		1,000,000	1,520,000	6,585	—	80 3	155,608	67,012	91,553	177,845	55,485	—	100	....
Ap. 30,	1878	118.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington..Ind.	.....	—	.....	.....		.....	.....	.....	... .	118.2	246,858	78,087	237,684	245,884	67,019	—	100	....
Dec. 31,	1878	100.6	10.0	6.0	30.0	6	5	3	81	Lake Erie and Louisville.....Ohio.	1,699,997	*	4,782	7 289		1,500,000	———	202 018	———	110.0	195,599	107,743	77,588	153 161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Date ending.	Railroad. Main Line.	Main Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484	3.671	6	495	178	86	10.932	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,057	50,000,000	37,024,000	1,925,820	3,248,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501		100	104½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	98.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley..... Pa.	14,647,081	2,282,317	22,784,411	2,380,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	99½
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	274	Little Miami ..... Ohio.	6,561,375	*	490,632	27,421	4,636,200	2,104,000	27,419	811,809	194.9	1,157,971	850,950	624,564	1,223,601	384,621	8	50	....
Sept. 30, 1878	84.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ ..... Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165.2	169,845	47,805	47,284	228,648	116,857	—	100	35
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	8,248,000	—	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28.2	—	31	24	15	448	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	.....	.....	1,624,000	1,674,000	.....	.....	101.5	.....	.....	.....	231,890	138,370	—	100	107½
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	....
Dec. 31, 1878	288.9	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	7,500,120	803,939	9,007,819	17,400,722	2,502,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	120½
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	90
Jun. 30, 1878	187.3	87.2	188.5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,605,983	*	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,580,000	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	200,000	3 844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	28,667	132,436	4,565,627	4,942 200	102,588	106,025	88.5	196,998	59,411	663,276	566,453	299,181	—	100	17
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	428,792	1,271,052	5,312,725	4,220,000	3,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	31
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	.....	.....	.....	408,169	1,500,000	2,850,000	402,217	75,586	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,988	*	(No report since reorganization.)						115.0	156,463	.....	.....	203,671	61,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	87½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,918	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,350	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.) .. Minn.	136,330	—	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	....	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	308,672	1,457,225	1,800,000	329,969	569,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	21,466,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,483	—	100	34
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	2,010,311	—	.....	.....	800,000	1,223,000	.....	.....	423.5	.....	781,907	.....	3,984,446	1,660,087	—	100	17
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery ..... Alabama.	3,166,261	557,434	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,336	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio.. Ala., Miss., Tenn. & Ky.	18,126,866	*	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	268,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,999	*	2,437,577	859,751	5,320,000	15,484,249	719,739	.....	528.6	1,166,773	233,067	186,638	2,096,500	279,351	—	100	16
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex..... New Jersey.	17,710,791	12,144,940	49,967	77,273	1,149,354	1,810,000	2,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	28.5	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	104
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,029	869,726	271,417	497,456	158,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,276	5	100	....
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	679,152	329,726	6 576,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	55½
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	293	Naugatuck ..... Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	389,024	39 ,308	122.3	356.841	77,756	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	756	242,200	250.000	37,500	59,647	61.2	286,538	274.412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville .. Ohio.	1,731,000	*	31,504	73,998	937,400	800,000	149,102	.....	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3 ft)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada..... N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.).. Pa.	834,083	—	.....	.....	.....	.....	.....	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	63.2	15.1	25.7	—	20	18	8	468	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)..... Conn.	2,052,708	231,902	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,778	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	59	New York Central & Hudson River. N. Y.	82,163,689	17,730,406	29,967,488	.....	89,428,200	39,801,233	532,050	.....	1,018.3	5,998 641	8,927,565	7,695,413	20,405,017	10,109,040	8	100	126
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1,775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		.....	.....	8	100	126
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	3	100	180
Sept. 30, 1878	460.0	96.5	1.179	—	475	311	96	—	N. Y. & Manhattan Beach (3 ft.)... N. Y.	568,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	37
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,781,635	435,367	1,006,287	197,890	—	100	37
Sept. 30, 1878	85.7	56.2	39.1	100.0	36	65	13	319	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	.....	475.466	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	164
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., Providence & Boston.. Conn. & R. I.	2,645.022	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (N Y C & H R.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	—	.....	.....	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	Northeastern ¶..... S. C.	2,148,131	*	466,223	59,020	4,000,000	297,500	135,742	1,024,779	225.2	433,744	98,763	98,765	494.022	159,659	6	100	....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	142	Northern ..... New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern Central ..... Md. & Pa.	12,184,503	4 196,107	387,960	493,637	5,068,400	100	396,617	484,880	8.5	452.801	141,209	401,922	426,874	107,372	5	100	96
Dec. 31, 1878	137.0	13.0	192.9	—	152	64	42	5,296	Northern Pacific... Minn. Dak., Wash. & c.	19,588,650	1,115,378	5,166,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,803,371	3,723,456	1,118,960	—	50	61
Aug. 31, 1878	449.0	136 5	26.0	130.0	48	22	24	1,196	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,647	251,639	4,264 50	6,000,000	2,041,.55	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	96½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,526	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	27
Sept. 30, 1878	118 0	4.0	14.0	—	34	15	6	950	Ohio and Mississippi..... O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,186	861,547	—	100	28½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	681,190	2,077,616	703,278	6	100	111½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Oswego and Syracuse..... N. Y.	1,752,540	*	.....	.....	1,320,400	461,500	8,891	.....	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Sept. 30, 1878	85 0	—	15.6	—	14	13	6	285	Paducah and Elizabethtown..... Ky.	4,277,634	*	56,606	22,674	2,868,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223.882	319,542	38,266	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24.921	152,478	2,114,859	1,569,615	12	100	185
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....
	78	67.4	—	7	—	—	—	128	—																	

Dec. 31, 1878	329.0	100.9	622.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,696	*	77,082,509	11,969,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	19,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	101	
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.).	Penn.	4,658,535	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,466	518,012	—	50	....	
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	88	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	...	
Jan. 30, 1878	83.0	—	15.7	—	18	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	82,818	—	100	...	
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	..	
Dec. 31 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,920	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	50	....	
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....	
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70.	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	26	
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.).	Pa.	1,639,872	367,998	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	.....	.....	—	50	20	
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	84	—	Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,596,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,663	6,307,821	—	50	18	
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,637	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	42	
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,43 ,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....	
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	-	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 018,671	470,698	42,697	3,302	1,95 ,164	2,642,500	4,045,687	.....	174.0	1,679,169	761,307	1,829,466	1,542,754	578,312	—	50	....	
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,38 ,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,820,110	3,689,197	7	100	123	
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,353	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	..	
Dec. 31, 1878	95.0	25.0	83.0	—	32	19	6	283	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	28	
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitt sb., Wheeling & Kenucky	W. Va.	599,39	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....	
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,538	77,496	48,317	1,052,186	2,642,500	231,094	54,216	108.0	192,748	84,210	109,875	270,783	88,574	—	100	104	
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0.2	148,151	29,334	—	100	....	
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,760	.....	.....	.....	.....	.....	.....	90,000	6	100	104	
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,0.5	.....	47.5	76,503	51,040	18,647	55,296	11,121	—	100	....	
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,497	41,812	—	100	....	
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,180	110,595	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....	
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....	
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	863,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	764,346	8	100	118	
Sept. 30, 1878	140.5	11.0	13.3	-	55	37	20	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....	
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'bg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,582,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....	
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,2.7	10,741	24.8	73,787	102,3.5	80,760	62,553	4,479	—	100	....	
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....	
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	282	Rochester and State Line	N.Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....	
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....	
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	408.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	24	
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	186.0	.....	[rental, et c.		295,812	278,758	—	100	5	
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....	
Sept. 30, 1878	22.0	—	3.3	—	4	4	5	100	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	38,566	15,425	—	100	....	
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas.	9,500,000	*	51,689	.....	3,200,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....	
Dec. 31, 1878	389.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,986	103,792	75.2	395,390	184,988	473,648	555,302	534,932	—	100	16	
									Belleville Branch	Illinois.																				
Dec. 31, 1875	—	18.8	—	—	—	—	—	—	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	44	
Dec. 31, 1878	489.6	195.0	114.3	—	118	48	24	2,561	St. Louis, Jacksonv. & Chic.	(C. & A.). Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....	
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,824,496	1,347,500	—	100	....	
Dec. 31, 1878	265.5	113.3	67.2	—	106	42	20	2,600	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,38.	1,201,652	605,517	—	100	33	
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,203	183,359	.....	954,333	168,210	—	100	....	
Oct. 31, 1878	208.2	17.4	26.9	—	23	12	4	659	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,885	—	100	26	
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,6.0	46,568	224,767	483,349	121,008	—	100	28	
May 31, 1878	156.0	—	19.5	—	11	10	4	513	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,506	—	100	38	
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	657,632	234,227	—	50	....	
Sept. 30, 1878	116 3	—	24.0	—	35	18	14	684	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	393,883	26,046	—	100	....	
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....	
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	457,797	160,376	7	100	....	
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	....	
Sept. 30, 1878	79.0	—	4.3	—	5	6	6	143	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,583	349,229	254,039	135,231	—	50	....	
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,938	299,154	43,405	317,978	101,539	8	100	....	
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	158.5	165,745	59,316	136 055	414,477	100,090	—	100	....	
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,0 0	575,875	.....	190.0	552,986	79,038	713,952	844,689	293.649	—	100	....	
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,262	409,305	—	100	....	
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	Southern Central	N.Y.	3,273,492	337,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462 908	142,850	—	100	....	
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Minnesota ¶	Minnesota.	6,424.100	.....	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,086	311,152	—	100	....	
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,273	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....	
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339 000	.....	.....	310.5	441,590	.....	.....	789,223	352,631	8	100	....	
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	-	392	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,486	600 000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....	
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Sussex	New Jersey.	1,875,100	*	.....	.....	1,688,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....	
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Syracuse, Bing. and New York	N.Y.	4,089,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,582	224,624	3	100	....	
Dec. 31, 1878	81 0	—	23.0	—	18	9	2	380	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,129	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,341	1,092,035	876,865	356,278	8	50	100	
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,0 0,000	1,142,000	548,854	125,095	108.0	.....	86,398	220,137	74,284	.....	—	100	....	
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,675	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	47	
May 31, 1879	179.7	264.1	39.4	89.0	40	21	11	977	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	18	
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,901	560,344	274,747	2	100	....	
Sept. 30, 1878	84.7	—	13.1	—	15	15	7	459	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....	
Sept. 30, 1878	74.0	—	9.3	—	7	8	3	131	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,461	2,583,229	10	100	161	
Dec. 31, 1878	275.5	—	369.8	—	266	310	34	2,762	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	6,846,580	188,315	844,019	11,121,272	7,744,686	—	100	89	
Dec. 31, 1878	1,088	—	113.0	—	172	121	41	3,279	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,12.	62,069	—	100	....	
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utica and Black River	New York.	2,278,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,389	218 258	103,560	453,144	239,292	4	100	....	
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	118.0	211,252	108,565	88,120	147,542	def. 3,911	—	100	....	
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,264	88,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	118	
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	96	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....	
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	357	Virginia and Truckee	Nevada.	3,696,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	58.7	458,810	.....	507,922	1,604,443	725,092	12	100	....	
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,687	16,000,000	20,311,467	864,018	172,291	678.0	5,316,709	858,879	1 952,003	4,798,372	1,654,123	—	100	49	
Dec. 31, 1878	452.1	143.1	143.3	100.0	197	68	39	4,711	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....	
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	473	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....	
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	West Chester and Philadelphia	Pa.	1,641,105	200,260	447,922	65,159	821,300	1,100,000	95,601	237,485	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....	
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Jersey	New Jersey.	1,786,863	469,297	1,583,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	410,545	618,380	119,632	541,978	202,985	—	50	70	
Dec. 31, 1878	59.5	—	18.4	—	20	52	13	222	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	724,011	2,653,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....	
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western Maryland	Maryland.	4,568,306	*	20,000	43,701	682,280	3,675 000	5,147	287.610	90.0	419,331	368,966	136,021	347,201	129,926	—	100	71	
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	318,114	808,866	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	239,094	462,241	1,067,654	304,401	—	100	....	
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	360 000	1,248,000	1,008,944	.....	189.0	.....	.....	.....	509,698	98,658	—	100	55	
Sept. 30, 1878	163.5	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	68,078	1,456,200	1,619,100	52,132	315,434	105.5	406,277	.....	.....	812,171	176,277	3	100	..	
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,130,480	390,086	524,980	75,045	1,789,300	1,000,000	117,024	229,767	94.5	342,755	325,077	313,962	473,240	168,351	—	100	56	

Illinois Central Railroad.

During the month of May the traffic on the lines operated by this company was:

In Illinois	$497,134 00
In Iowa (leased lines)	129,720 00
Total	$626,854 00

The traffic for the same month in 1879, on the same mileage, was:

In Illinois	$445,332 62
In Iowa (leased lines)	130,128 16
Total	$575,460 78

During May, 1880, the land sales were 1,840 99 acres for $10,203 08, and the cash collected on land contracts was $13,648 08.

NEW YORK, June 10th, 1880.

L. A. CATLIN, Secretary.

Statement of the Public Debt of the United States, June 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$16,022,000 00	$400,925 00
per cent. bonds, 1881 (Oregon,) 1861	747,050 00	18,676 25
6 per cent. 1881 bonds, 1861..	161,414,700 00	4,035,367 50
6 per cent. 1881 bonds, 1863..	63,807,150 00	1,595,178 75
per cent. funded loan of 1881	488,848,700 00	2,036,869 58
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	739,434,700 00	4,929,564 67
Refunding Certificates	1,413,100 00	9,420 66
3 per cent. navy pension fund, 1868	14,000,000 00	175,000 00
Aggregate of debt bearing interest	$1,735,698,400 00	$16,013,402 41
Interest due and unpaid		2,890,785 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	393,550 00	5,118 17
6 per cent. 5-20 bonds, called June, 1864	66,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,156 21
5 per cent. 10-40 bonds, called, 1864	2,389,300 00	263,077 51
6 per cent. Consol. bonds, called, 1865	631,700 00	7,737 91
6 per cent. Consol. bonds, called, 1867	2,467,200 00	275,624 24
6 per cent. Consol. bonds, called, 1868	871,450 00	94,337 19
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,775 00	2,350 85
5 per cent. 2 year notes, 1863.	36,050 00	1,967 99
6 per cent. compound interest notes, 1863-64	243,210 00	49,450 45
7 3-10 per cent. 3 years' treasury notes, 1864-65	144,900 00	5,286 14
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,134,965 26	$830,556 75

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$61,030 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	12,815,000 00	
Fractional currency, 1862-3-4	15,502,994 37	
Coin certificates, 1863	8,050,100 00	
Silver certificates, 1878	12,224,270 00	
Unclaimed interest		7,777 08
Aggregate of debt bearing no interest	$395,424,350 37	$7,777 08

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$242,001,900 00	
Bonds at 5 per cent	468,948,700 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	739,434,700 00	
Refunding certificates	1,413,100 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,735,698,400 00	$16,964,187 41
Debt on which interest has ceased since maturity	8,134,965 26	830,556 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,046 00	
Certificates of deposit	12,815,000 00	
Fractional currency	15,592,934 37	
Coin and Silver Certificates	20,274,370 00	
	$395,424,350 37	
Unclaimed interest		7,777 08
	$2,139,257,715 63	$19,742,521 19
Total debt, principal and interest, to date, including interest due and unpaid		$2,159,000,236 82

AMOUNT IN TREASURY.

Interest due and unpaid	$2,890,785 00
Debt on which interest has ceased	8,134,935 26
Interest thereon	820,556 75
Gold and silver certificates	20,274,370 00
U S Notes held for redemption of certificates of deposit	12,815,000 00
Cash balance available June 1, 1880	161,667,339 96
	$206,613,516 97
Debt, less amount in Treasury, Jun. 1, 1880	$1,952,386,719 85
Debt, less amount in Treasury, on the 1st ult.	1,968,314,753 72
Decrease of debt during the month	$15,928,033 87
Decrease of debt since June 30, 1879	$74,820,516 52

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	40,708 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,084,815 67; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Chicago and Northwestern Railway.

An advance statement from the forthcoming report of the Chicago and Northwestern Railway Company for the year ending May 31, 1880, gives the following figures:

	1878 79.	1879-80.
Passengers	$2,844,062 77	$3,278,150 14
Freight	9,924,030 47	11,923,279 32
Express	264,653 51	269,986 38
Mail	261,694 23	256,967 60
Miscellaneous	136,165 00	103,655 74
Total	$13,420,605 98	$15,832,039 18
Proprietary roads.	1,160,315 41	1,436,409 64
Grand total	$14,580,921 39	$17,268,448 82

—showing an increase of $2,411,433 20; including the proprietary roads, the increase is $2,687,527 43.

The earnings of the Des Moines and Minneapolis railroad and the Sheboygan and Western railway are not included in the above statement. It will be seen that of the $15,832,039 earned by the Chicago and Northwestern proper, aside from the proprietary lines, over 74 per cent was received from freight, and only a little over 20 per cent from passengers.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 15.

	W. 9.	Th. 10.	F. 11	Sat. 12.	M. 14.	Tu. 15.
Allegheny Val. 7 3-10s	119½	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	25	....	....	....	....
6s, 1889	....	105½	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	112
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	39¾	....	....	....	....	....
7s, new	115	....	....	115	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	27¾	27¾	26	26¾	27¼	27
6s, 1884	107	....	....	....	....	....
Gold Loan	....	....	....	....	....	102½ x
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	106	....	....	....	....	....
Consol. Mort. 7s	100¾	....	....	....	....	....
Lehigh Valley	49¾	50	49¾	49	49¾	49¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	127½	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	112	....	....
Little Schuylkill	....	44¼	....	....	....	....
Minehill & Sch. Haven	54	54	....	54	....	....
North Pennsylvania	43	48	48¼	....	49	48¾
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	116	....	....
Gen'l mort. 7s, coup.	116	....	....	....	....	116
Gen'l Mort. 7s, reg	....	....	....	116	....	....
Northern Central	....	....	....	....	....	....
6s	79¾	80	80	80	....	....
Northern Pacific	26¼	26¼	26	....	26¾	25¾
Preferred	48	49	....	....	....	47
Pennsylvania R. R.	51¾	51¾	50¾	51	51¾	51¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	114	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series	108¾	108¾	....	....	108	107¾
do. 5s, new	115	....	115¾	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	11	10¾	8¾	9¼	9¼	9
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	112¾	....	....	112	112	
Consol. mortgage reg	113	....	....	....	....	....
Gen'l mortgage 6s	....	....	....	....	....	....
Philadelphia and Erie	....	13	....	....	....	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	116	....	....	....
Pittsb., Titusv. & Buff.	15¾	15¾	14	14	14¾	14¾
7s	80	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	55	55
United Co. of N. Jersey	160¾	....	....	....	....	161
Hestonville, (Horse)	18¾	19	19	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week end ing

	W. 9.				
Baltimore and Ohio	151	150¾	....	....	....
6s, 1880	....	....	....	....	....
6s, 1885	108¾	108¾	....	....	....
Central Ohio ($50)	....	....	40¾	....	....
1st mortgage	109¾	110	....	....	....
Marietta & Cincinnati	....	....	....	....	....
1st mortgage, 7s	....	....	....	108¾	....
2d mortgage, 7s	72¾	73	....	73	70¾
3d mortgage, 8s	35¾	35¾	36	35¾	35¾
Northern Central ($50)	....	30¾	....	....	....
2d mortgage, 6s 1885	109¾	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....
6s, 1904, gold	....	105	....	....	....
Orange and Alex. 1st	105	....	....	105	....
2d mortgage, 6s	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....
O., Alex. & Manassas 7s	....	77¾	....	....	79¾
Pittsb. & Connellsv. 7s	115	....	....	....	115¾
Virginia 6s, Consol	59¾	59¾	59¾	59¾	59¾
Consol. Coupons	....	....	....	....	....
10-40 bonds	41	41¾	41	41	41
Deferred Certificates	6¾	....	....	....	....
Western Maryland	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....
2d M. do.	....	....	....	....	....
3d M., do.	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....
City Passenger R. R.	....	....	....	38	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 16.

	Th.10.	F.11	Sat.12	M.14	Tu.15	W.16.
Adams Express..	.... 112¼	....	111¼	112	....	....
Albany and Susq.	....	....	....	....	....	104¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	55¼	55¼	....	....	55	55
Atlantic & Pacific Tel.	40 39¼	40	41¼	42	41	
Burl., C.R. & Nor.	....	60	60	....	....	
1st mortgage 5s	89¼	89¼	89	....	....	89¼
Canada Southern	54¼	54	54	56	54¼	55
1st mortgage guar.	90¼	90¼	....	91	91	91
Central of N. Jersey	62	59	60¼	61¼	60¼	59¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	100¼	101	100¼	101¼	101¼	101¼
7s, convertible, ass.	....	100¼	....	100¼	101	101
7s, Income	....	....	....	72	....	....
Adjustment	....	....	104¼	....	....	105¼
Central Pacific	71	70	70	70	....	....
6s, gold	....	....	....	....	114¼	114¼
1st M. (San Joaquin)	....	....	....	105¼	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	17¼	17	17	....	17¼	17¼
Chicago and Alton	107¼	108¼	107¼	107¼	108	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	118¼	118	....	119¼	118¼	118¼
7s Consol, 1903	....	122¼	....	....	122¼	....
Chic., Mil. and St. Paul	74¼	73¼	75¼	75¼	76	75
Preferred	101¼	102¼	102	103	....	....
1st mortgage, 8s	....	....	131	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	116	....	....	....
1st M. (I. and M. liv.)	....	....	115	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	119	....	....	....	....	....
Consolidated S. F.	116	....	....	....	115	115
Chic. & Northwestern.	93	92¾	93¾	94¼	95¼	92¼x
Preferred	109	109¼	109¼	110	....	....
1st mortgage	....	....	....	....	109	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	122¼
Consol. Gold bonds	....	....	116¾	117¾	118	....
Do. reg	....	....	....	117¼	117¼	....
Chic., Rock Isl. & Pac	204	n100¼	101¼	102	101	101¾
6s, 1917	....	119	119	119	....	119
Clev., Col., C. and Ind.	71	69	68	70	70	68¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	116	116¼	116	117¾	....	118
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	14¼	14	14	14¼	17	16¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal.	70¼	68	70	71	70	68
Reg. 7s, 1891	....	....	....	....	108¼	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	108
Del., Lack. & Western.	76¾	73¼	75¼	76¼	76¼	74¼
2d mortgage 7s	102¼	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	107¼	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	118¼	119¼	....	....	119¼	119¼
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	99¼	99¼	99¼	99¼	99¼	99¼
Hannibal & St. Joseph	30	29¼	29¼	31¼	33¼	33¼
Preferred	72	70¼	71	73	74	74¼
8s, Convertible	107¼	107¼	107¼	....	....	107¼
Houston & Tex. Cent.	63	63	....	....	64	....
1st Mortgage	109	....	....	108¼	....	109
Illinois Central	102¾	103¼	103¼	104¼	104¼	....
Lake Shore & Mich So.	102¾	102¾	103¼	104¼	104¼	103¼
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	116	....	116	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville.	120¼	120¼	120	121¼	....	....
7s, Consolidated	....	....	....	....	117	117
Manhattan	31¼	30¼	30¼	33¼	34¼	34
Metropolitan Elevated.	97¼	97¼	98¼	100	102	102
1st Mortgage	101¼	101¼	101¼	101¾	103	102
Michigan Central	85	84¼	85	86¼	86¼	85¼
7s, 1902	117¼	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	108	102¼	102¼	104¼	104¼	103¼
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	115¼	....	....	....
7s of 1871	....	....	....	112¼	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	107	106¾	....
N. Y. Cent. & Hud. Riv	127	126	126¾	127¼	126¼	126¼
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	117	117¼	118	118	119¼	119¼
1st mortgage	113¼	....	....	....	113¼	114
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	125¼	....	125¼	....	....	....
1st mortgage	....	....	....	....	125¼	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
N.Y., Lake Erie & W.	36¾	36¼	37	37¼	37¼	36¼
Preferred	59¼	59	58	60¼	60¼	58¾
2d Consolidated	84¾	84	84	85¼	85	84¼
New 2d 5s fund	78¼	78¼	78	....	79¼	79¼
N.Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M.	....	118	....	....	118	....
Northern Pacific	26¼	24¼	25¼	26	26	26¼
Preferred	47¼	47¼	47¼	48¼	46¼	46¼
Ohio and Mississippi	29	28	28	29¼	28¼	28¼
Preferred	 7	71	70	73	73¼	....
2d mortgage	....	....	109¼	110¼	111	110¼
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	38¼	37¾	38¼	39¼	39¼	38¼
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	108¼	....	108¼	105¼	108¼
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	21¼	17¼	15¼	20	18¼	17¼
Pitts., Ft. W. & Chi. gtd	....	....	123¼	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	120	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	11	10¼	....	....	11	10¼
Preferred	51	....	....	....	....	54¼
St. Louis & San Fran.	34¾	34¼	....	34¾	....	....
Preferred	46	44¼	44¾	....	46	45¼
1st Preferred	....	66¼	66¼	....	....	....
St. L., Alton and T. H.	15¾	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	104	102	102¼
Income bonds	....	....	....	....	90	....
St. L., Iron Mt. & S. As	44	43¼	43¾	44¼	44¼	44
1st mortgage	....	....	....	....	....	118
2d mortgage	 100	100	100	....	100¼	100¼
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	89¾	89	89	89¼	89¼	89¼
1st mortgage	114¼	114¼	114	114	114¼	114¼
Land Grant 7s	....	112	112	....	....	....
Sinking Fund 8s	....	....	....	....	117	....
United States Express	47	....	....	46¼	46¼	....
Wabash	....	....	....	....	....	....
1st mortgage	....	112	....	....	....	....
2d mortgage	 100	99¾	99¾	100	100	....
7s, Consolidated	 98	....	....	98	98	97¾
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	35	34¼	34¼	35¼	34¼	34¼
Preferred	....	62¼	63¼	63¼	63¼	62¼
New Mort. 7s	....	92¼	....	....	....	....
Wells-Fargo Express	....	107¼	....	....	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	100¾	101¼	103¼	104¼	105¼	104¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending June 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Atch., Top. and San. Fe	119¾	119¼	119¼	119¼	119¼	118¼
1st mortgage	....	....	....	....	....	117
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	144	144¼	144	144	144	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	95¼	95¼
Boston and Maine	126¾	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	39	38¾	39¼	39¼	38¾	38¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	108	....	....	....	....
4s	....	79	79	....	79¼	....
Chi., Burl. and Quincy	118¾	118¼	118¼	118¾	118¼	118¼
7s	....	....	....	....	....	....
Chi., Sand. and Clev.	12¼	12¾	12¼	12¼	13¼	13
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	33¾	33¾	33	35¼	36¼	35¼
New 4½ Bonds	95	94¾	94¾	....	94¾	95
Fitchburg	124	124	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	37	36¾	36	37	37	....
7s	110	....	....	....	109¾	....
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	29	28¼	25	....	28	27
Preferred	....	....	....	....	79	....
Old Colony	113¾	113¾	....	....	....	111¼x
Phi., Wil. & Balt. ($50)	70	70¾	70¾	....	71	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arz. Va.	....	....	....	....	....	....
7s	110¾	110¾	111	111¼	....	....
Pullman Palace Car	112¾	112¾	....	113¾	113¼	113¾
Union Pacific	90¼	....	....	....	90¾	90
4s	....	....	....	111	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	115	115	115
Vermont and Canada	....	....	....	15	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	55	55	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	67	....	67¼	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Heela Mining Co.	220	223	....	227	....	....
Quincy	25	26	....	25¾	26¼	....

New York Stock Exchange.

Closing Prices for the week ending June 16.

	Th.10.	F.11.	Sat.12	M.14.	Tu.15.	W 16
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	108	....	108	108	108	107¾
U. S. 4s, 1907, coup.	109	108¾	....	109	....	....
U. S. 4½s, 1891, reg.	....	....	....	....	109¼	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	103¾	103¾	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	103¾	103¾
U. S. 6s, 1881, reg.	....	....	....	....	....	103¾
U. S. 6s, 1881, coup.	106¾	....	....	....	103¾	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	104¼	....	....	....	....
Dt. of Col. 3-65s, reg.	97	....	....	....	....	....
Dt. of Col. 3-65s, coup.	97	....	97	....	....	....
U. S. 6s, Pac. R. R. Issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— June 4.	May 28
Atlantic & Gt. W. 1st mort., Certs.	62 — 64	64 — 66
Do. 2d mort., Certs.	27 — 29	28 — 30
Do. 3d mort., Certs.	13 — 14	14 — 15
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	58 — 62	60 — 65
Do. Cons. Mort. Oct. '79 coupon	100 — 105	100 —105
Do. Adjustment bonds	103 —108	106 —106
Do. Income bonds	73 — 77	77 — 82
Det., Gd. Haven & Mil. Equip. bds.	109 —111	109 —111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	99 —101	99 —101
Erie shares $100 Recon. Ass. $6 pd.	33¼— 33¾	35 — 35¼
Do Pref. Shares, R. T. Ass. $3 pd	52 — 57	60 — 65
Do. 1st Con. M. ex-Certs. 6 Cou.	119 —121	116 —121
Illinois Central $100 shares	103 — 105	105 — 107
Lehigh Valley Consol. mortgage	108 —112	108 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	129 —131	129 —131
Do. $100 shares	126 —128	128 —130
Do. Mort. bonds (ss.)	117 —119	117 —119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 —120	118 —120
Do. do. 2d do.	76 — 80	82 — 84
Do. 2d Consol. Mort. bonds	83 — 85	87 — 89
Do. Gold Income Bonds	68 — 70	70 — 75
Pennsylvania, $50 shares	50¼— 51¼	51¼— 52¼
Do. Con. Sink. Fund Mort.	113 —115	112 —114
Philadelphia & Read. Gen. Cons. M.	100 —104	98 —102
Do. Improvement Mortgage	83 — 85	83 — 85
Do. Gen. Mort. '74, ex-defer'd. cou.	54 — 57	56 — 58
Do. Scrip for the 6 def. ¼ coupons.	55 — 65	60 — 65
Pittsbg, Ft W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	107 —109	107 —109
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	111 —113	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, JUNE 17, 1880.

The Wall Street markets have been less active since our last, though generaly firm until the middle of the week, when there was a temporary reaction, and a recovery, and another reaction, each one being more feeble than the last and the market more stagnant, looking as if there had been a closing out of the hostile short interest or like the opposing sides resting on their arms for a time awaiting an advantage. There has been little else of importance, and no real radical change apparent in the situation.

Money has been easy at 2@4 on call. Sterling Exchange has been easier and more active under large supplies of Commercial bills from heavy shipments of breadstuffs, which we foreshadowed two weeks ago or more, for account of the Wheat Clique, under which our exports for the past week have risen to over $10,000,000, while on the other hand a large part of the imports, which are already large, go into bond instead of consumption and hence do not require sterling exchange to pay for. This accounts for dullness in Exchange.

Government, and investment railroad bonds have been steady and in fair demand, with speculative railroad bonds following stocks.

State bonds have shown no marked new feature and the whole market has ruled quiet. The bank statement was unusually favorable, the surplus being $11,000,000 greater than a year ago.

There were eighteen proposals to sell bonds to the government, aggregating $8,012,500. The

Secretary of the Treasury accepted $2,000,000 as follows:—E. Sweet & Co., $2,000 sixes, '80, 104⅞; $360,000 sixes, '81, 106.91 @106.94; $25,000 fives '81, 103.23. Musgrave & Co., $2,000 fives, '81, 103.30. Kuhn, Loeb & Co, $200,000 fives, '81, 103.20@103,29. Drexel, Morgan & Co., $60,000 sixes, '81, 106.99; $2,000 fives, '81, 103.30. Fisk & Hatch, $10,000 sixes, '80, 104.08; $300,000 sixes, '81, 106.92; $300,000 fives, '81, 103.23. L. Von Hoffman & Co., $6,000 sixes, '80, 104.86; $300,000 fives, '81, 103.18@103.22. Speyer & Co., $160,000 fives, '81, 103.24. Krohn & Schumacher, $55,000 sixes, '81, 106,91; $10,000 fives, '81, 103.27. First National Bank, $68,000 fives, '81, 103 30. E. S. Boline & Co., $20,000 fives, '81. 103.27.

With the advance in Cleveland and Pittburg and Pittsburg, Fort Wayne and Chicago, leased to the Pennsylvania R. R., the Columbus, Chicago and Indiana Central mortgages and incomes go up. The incomes are 40⅞, and the bonds 87½ per cent. The impression on the street is that the lessee—the Pennsylvania R. R.— has settled with the Columbus, Chicago and Indiana Central Road. If not now true it will have to come to this end. The settlement ought to have been quietly made six or eight years ago.

The managers of the Elevated Roads are just now feeling very fine. Both roads have made 2½ per cent quarterly dividends, which they will pay July 1, and the Metropolitan will sell a second mortgage on favorable terms. The Manhattan Elevated stock, connected with both roads, advances 4@5 per cent this week.

Commercial like financial markets have ruled much like the week before, except that the clique have continued to ship out wheat more freely, in view of approaching harvest which is already upon them in the Southern and Middle States, with large crops again. Hence the tendency has been downward again on all breadstuffs, while provisions have been continually strengthening. Cotton has been dull on another large and forward crop. Ocean freights have been higher on an active demand from the Wheat Clique.

At a regular meeting of the Governing Committee of the Stock Exchange on the 9th inst. the following securities were admitted to the list:

Texas and Pacific Railway Company. (1.) Stock to the amount of $6,173,400, held in trust in the names of Frank S. Bond, Alfred Gaither and W. T. Walters, surviving trustees, who have issued to the owners certificates representing their respective interests in the shares so held in trust, the trust to cease on October 1 next. This stock will be dealt in on the Exchange in the shape of the trust certificate. (2.) First mortgage 6 per cent gold construction bonds, issued and to be issued on the Rio Grande Division to the amount of $15,400,000, at the rate of $25,000 per mile, as 616 miles of road between Fort Worth and the Rio Grand River at El Paso are constructed and put in operation. The bonds are dated January 20 1880, and are payable on February 1, 1930, and in addition to their being a first lien on the road, they are secured by a mortgage upon any land script and lands which may be acquired from the State of Texas by the construction of that division of the road. The present amount admitted is $5,000,000.

Danbury and Norwalk Railroad Company. Stock to the amount of $600,000 out of a total authorized issue of $1,000,000, in shares of $50 each. The company operates a road extending from Danbury to South Norwalk, Conn., twenty-three miles, with ten miles of branches. The bonded debt is $500,000, bearing 7 per cent interest, but there is no floating debt. The gross earnings for the year ending April 1, 1880, were $181,409.

Denver and Rio Grande Railway Company: (1) Stock to the amount of $16,000,000. (2) First consolidated mortgage 7 per cent bonds to the amount of $8,475,000. The company now has 337 miles of road in operation, with 565 miles in course of construction. The total authorized issue of stock is $30,000,000, and of the consolidated bonds $30,000,000. The bonds are intended to take up $6,882,500 first mortgage 7 per cent bonds, covering 391 miles from Denver to Elmoro and Alamosa and $1,040,000 first mortgage 7 per cent bonds on the Arkansas Valley Division, the remainder of the issue to be used for purposes of new construction with the lien limited to $15,000 per mile. The bonds are payable in thirty years and have the benefit of a sinking fund. The net earnings of the 337 miles of operated road for the six months ending December 31, 1879, were reported by the receiver at $396,724. The gross earnings under the company's own management since January 1, 1880, have been as follows: January, $124,090; February, $109,280; March, $168,180; April, $165,250; May 1 to 14, $81,230. Total, $648,030.

Cincinnati, Indianapolis, St. Louis and Chicago Railway Company: (1.) Stock to the amount of $4 000,000; (2.) Consolidated 6 per cent mortgage bonds, to the amount of $1,000,000, payable May 1, 1920. The total authorized issue is $7,500,000, it being intended to exchange the consolidated mortgage bonds for the following divisional bonds: Indianapolis and Cincinnati bonds of 1858, $1,600,000; Cincinnati and Indiana bonds of 1862, $499,000; Cincinnati and Indiana bonds of 1867, $1,501,000; Cincinnati and Indiana funded interest bonds, $44,000; Indianapolis, Cincinnati and Lafayette, 1867, $2,800,000; Indianapolis, Cincinnati and Lafayette funded interest bonds, $79,000; Indianapolis, Cincinnati and Lafayette equipment bonds, $365,000; total, $6,885,000; Consolidated bonds sold $615,000; total new issue, $7,500,000. The company's road extends from Cincinnati, O., to Lafayette, Ind., a distance of 179 miles; its floating debt is $450,000. The directors are Messrs. Thomas H. Perkins, George Bliss, Charles G. Landon, Thomas A. Morris, John King, Jr., George Hoadley. S. J. Broadwell, Hervey Bates, Thomas D. Yessler, C. W. Short, George Willshire, M. E. Ingalls and Thomas H. Sharp.

St. Louis and San Francisco Railway Company—First mortgage sinking fund equipment bonds, to the amount of $1,000,000, payable June 1, 1895, and bearing 7 per cent interest.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 39½@40¾; Burlington, Cedar Rapids and Northern, 60@61; Canada Southern, 54¼@54½; Central of New Jersey, 60⅜@60½; Central Pacific, 69@—; Chicago and Northwestern, 92@92⅛; do. pref., 107¾@108; Chesapeake and Ohio, 17½@18; do. 1st pref., 24 @26; do. 2d pref., 18½@20; Chicago, St. Paul and Minneapolis, 51½@52½; Chicago, Milwaukee and St. Paul, 75½@75⅝; do. pref., 102½@104; Chicago, Rock Island and Pacific, new, 102 @102¼; Chicago and Alton, 107¾@108¼; do. pref., 124@126; Chicago, Burlington and Quincy, 117¾@118; Chicago, St. Louis and New Orleans, 27½@28½; Cleveland, Columbus, Cincinnati and Indianapolis, 68@70; Col., Chicago and Indiana Central, 15½@15¾; Delaware and Hudson Canal, 69½@70; Delaware, Lackawanna and Western, 75⅝@75¾; Hannibal and St. Joseph, 33½@33¾; do. pref., 73¼@73⅝; Houston and Texas Central, 62½@64; Illinois Central, 103@104; Lake Erie and Western, 26¼@26½; Lake Shore and Michigan Southern, 103¾@104½; Louisville and Nashville, 120¼@120½; Michigan Central, 87¼ @87⅝; Morris and Essex, 103½@104; Manhattan Railway, 33¾@34; Metropolitan Elevated, 101@101¾; New York Elevated, 115½@118; New York Central and Hudson River 125¾@126; New York, Lake Erie and Western, 36⅞@37; do. pref., 59@59¼; New York, Ontario and Western, 28@28¼; Northern Pacific, 25⅝@26; do. pref., 47@47½; Ohio Central, 18¼@19; Ohio and Miss. 28¾@28⅞; do. pref., 70½@72½; Pacific Mail, 38⅛@38⅝; Panama, 176@185; Philadelphia and Reading, 17⅞@18; St. Louis and San Francisco, 33@33½; do. pref., 44½@45¼; do. 1st pref., 66½@68; St. Louis, Iron Mountain and Southern, 44⅜@44¾; St. Paul and Sioux City, 39@40; do. pref., 74@75; St. Louis, Alton and Terre Haute, 15@17; do. pref., —@60; Union Pacific, 89@89¼; Western Union Telegraph, 104⅛@104⅝; Wabash, St. Louis and Pacific, 34½@34⅞; do. pref., 63@63⅜.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, ass., 106; Buffalo and Erie 7s, new, 118; Boston and New York Air Line, 43; Boston, Hartford and Erie 1st, 38½; Chicago, St. Louis and New Orleans, 28; do. 1st consol., 106; Chicago, St. Paul and Minn., 51¾; do. 1st, 102¼; do. L. G. inc., 100; Chicago and Eastern Illinois 1st, 98; Chesapeake and Ohio 1st pref., 25¼; do. 1st, Series B, 64; do. cur. int., 37; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass. 87; do. inc., 38½; Central Iowa 1st, 100; Clev., Col., Cin. and Ind. consol., 112½; Chicago, Milwaukee and St. Paul 1st, S. Minn. Div., 102½; Cairo and Fulton 1st, 100; Denver and Rio Grande 1st, 101¾; Delaware and Hudson 1st, Penn. div., 113; East Tenn., Va. and Ga. 1st, 109; Houston and Texas Central 1st, Inc. and Ind., 24; do. Waco and N. W. div., 107½; Ind., Bloom. and Western, 30½; do. 1st, 73⅞; do. inc., 50; International and Gt. Northern 1st, 99; do. 2d pref. inc., 33½; Indianapolis, Decatur and Springfield 1st, 98½; Joliet and Chicago 1st, 108⅛; Kansas Pacific 1st consol., 94; do. 6s, J. & D. 1896, with coupon certif., 115; do. 6s, Denver Div., ass., with coupon certif. 104¼; do. ex-coupon, 96; Keokuk and Des Moines 10; do. 1st, 95½; Louisville and Nashville 2d, 103⅜; Lake Erie and Western, 25⅞; do. 1st, 101½; do. inc, 55; Lehigh and Wilkesbarre consol. ass., 92½; Louisiana and Missouri River 2d, 100; Laf., Bloom. and Muncie 1st, 99; Marietta and Cincinnati 1st pref., 8¾; do. 2d pref., 6⅛; Missouri, Kansas and Texas, 34; do. consol. ass., 105; do. 2d, 60; Mobile and Ohio, 17; do. 1st 100; do. 1st deben., 71; do. 3d deben., 30; do. 1st mort., 100; Michigan Central 8s, 109; do. 6s, 1909, 108½; Minneapolis and St. Louis 101; New York, Ontario and Western, 28; Nashville, Chattanooga and St. Louis, 57; Nevada Central 1st, 98¾; Oregon Railway and Nav., 112; do. 1st, 95¼; Ohio Central, 19; do. 1st, 90; do. inc., 44; Ohio and Mississippi 1st, Springfield div., 80; Peoria, Decatur and Evansville, 22; do. 1st, 109; do. inc., 58; Rome, Watertown and Ogdensburg, 24; do. 1st consol., 61; Rensselaer and Saratoga 1st, 128; St. Paul and Sioux City, 89¾; do. pref., 74; do. 1st, 101⅞; St. Louis and

San Francisco 2d, class A, 93 ; do. C, 68½ ; do. Equip., 100¼ ; St. Louis and Iron Mt. 1st pref. inc., 83⅛ ; do. 2d do., 73½ ; do. Arkansas and Texas 1st, 100¼ ; do. Arkansas Branch, 102 ; Southern Pacific of California 1st, 97¼ ; St. Louis, Jacksonville and Chicago 1st, 112½ ; South Pacific of Missouri 1st, 105 ; St. Louis, Kansas City and Northern 1st, Omaha div., 106 ; Texas and Pacific L. G., 61 ; Toledo, Peoria and Warsaw 1st, W. D., pur. com. rec., 129 ; Warren R. R., 111 ; Georgia 7s, new, 110½ ; Louisiana 7s, consol., 46⅛ ; North Carolina 6s, S. T., 3d class, 3⅛ ; do. 2d class, 4 ; do. 6s, old, J. & J., 28¾ ; do. A. & O., 23¾ ; Maryland Coal, 18⅛ ; Am. Dist. Tel., 75 ; Sutro Tunnel, 2 ; Central, 6 ; Climax, 2⅜ ; Caribou, 2⅝ ; Deadwood, 17½ ; Excelsior, 18 Homestake, 32 ; Little Pittsburg, 5⅛ ; Ontario, 34 ; Standard, 26 ; Silver Cliff, 5.

Philadelphia.—Am. S. S. Co., 6s, 100½ ; Central Transp., 48⅞ ; Erie and Western Transp., 50⅛ ; Lehigh Nav. Scrip, 90 ; Nesquehoning Valley, 54 ; Pennsylvania dividend scrip, 102¾ ; Pennsylvania Canal 6s, 81½ ; Philadelphia and Reading consol. gold 6s, coupon, 104 ; do. reg., 103 ; Shamokin, Hazleton and Wilkesbarre 5s, 83½ ; Susq. Coal, 6s, 104½ ; Texas Pacific 1st mort., 105 ; Warren and Franklin 7s, 103½. The latest quotations are : City 6s, 106@108 ; do. free of tax, 122@123 ; do. 4s, new, 103@104 ; Pennsylvania State 6s 2d series, 101½@101¾ ; do. 3d series, 108@108¼ ; do. 5s, new loan, 115@116, do. 4s, new, 104@107 ; Philadelphia and Reading, 8⅞@9 ; do. consol. mort. 7s, coup., 111@112½ ; do. reg., 110½@113 ; do. mort., 6s, 101@104 ; do. 7s, 1893, 111½@113½ ; United New Jersey R. R. and Canal, 160¾@161½ ; Pittsburg, Titusville and Buffalo R. R., 14¼@14½ ; do. 7s, 80@82 ; Camden and Amboy mort. 6s, 1889, 112@112 ; Pennsylvania R. R., 50¾@50⅞ ; do. 1st mort., 103¼@105 ; do. gen'l mort., coupon, 117@— ; do. reg., 117½@118 ; do. consol. mort. 6s, reg., 112½@115½ ; Little Schuylkill R. R., 44@49 ; Morris Canal, 50@64 ; do. pref., 149@150¼ ; Susq. Canal 3@12 ; do. 6s, —@50 ; Schuylkill Nav., 2@6 ; do. pref., 3@7 ; do. 6s, 1882, 55@57½ ; do. 1872, 90@100 ; Elmira and Williamsport pref., 50@54 ; do. 6s, 109@111 ; do. 5s, 82@84 ; Lehigh Coal and Navigation, 26½@26¾ ; do. 6s, 1884, 107@107½ ; do. R. R. loan, 110@112 ; do. Gold Loan, 102@108 ; do. consol. 7s, 101@102 ; Northern Pacific, 25@25⅝ ; do. pref., 46@47 ; North Pennsylvania, 48@48½ ; do. 6s, 108¼@— ; do. 7s, reg., 116@116¼ ; do. Gen'l mort. 7s, reg., 116¾@117½ ; Philadelphia and Erie, 12¼@— ; do. 6s, 102½@102½ ; do. 7s, 112@112 ; Minehill, 54@54½ ; Catawissa, 10½@10½ ; do. pref., 34@38 ; do. new pref., 32@39 ; do. 7s, 1900, 114@115 ; Lehigh Valley 49½@49¾ ; do. 6s, coupon, 115@120 ; do. reg., 115@116 ; do. 2d mort. 7s, 127½@— ; do. consol. mort., 111½@112½ ; Fifth and Sixth streets (horse), 115@117 ; Second and Third, 100@102½ ; Thirteenth and Fifteenth, 72@80 ; Spruce and Pine, 51@54 ; Green and Coates, 100¼@103 ; Chestnut and Walnut, 76¼@80 ; Hestonville, 18½@19 ; Germantown, 66½@68 ; Union, 100@112 ; Lombard and South, 12@18 ; West Philadelphia 77@80 ; People's, 12@13 ; Ridge Av., 70@80 ; Continental, 96@100.

Boston.—Boston Water Power, 8⅛ ; Boston Land, 6⅛ ; Boston, Revere Beach and Lynn R. R., 101 ; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 101 ; Chicago, Clinton, Dubuque and Minnesota, 76⅞ ; do. 7s, 1910, 107 ; Central R. R. of Iowa 2d pref., 35 ; do. 7s, 99 ; Cheshire 6s, 104 ; Chicago, Burlington and Quincy 5s, 101 ; Connecticut and Passumpsic Rivers R. R., 62 ; Connotton Valley 7s, 1909, 90 ; Detroit, Lansing and Northern pref., 106 ; Denver and Rio Grande, 7s, 100⅝ ; Iowa Falls and Sioux City 7s, 1917, 108½ ; Kansas City, Fort Scott and Gulf, 46½ ; do. pref., 79½ ; do. 1st, 106½ ; Kansas City, St. Joseph and Council Bluffs 1st, 111½ ; Kansas City, Lawrence and Southern 4s, 87⅝ ; Little Rock and Ft. Smith, 35 ; do. 7s, 100 ; Louisiana and Missouri River R. R., 8⅝ ; Maine Central, 36 ; Marquette, Houghton and Ontonagon, 18 ; do. pref., 39¾ ; New Mexico and Southern Pacific 7s, 110 ; Nashua and Lowell 6s, 111½ ; Oregon Railway and Nav. 7s, 92½ ; Old Colony 7s, 1894, 119¼ ; Portsmouth, Gt. Falls and Conway, 26 ; Republican Valley 6s, W. D., 102 ; do. E. D., 101¾ ; Rutland 6 ; do. pref., 26½ ; Summit Branch, 11 ; Sioux City and Pacific 6s, 1898, 92½ ; Vt. and Massachusetts 6s, 1883, 103 ; Vt. Central and Vt. and Canada 8s, 1877, 89½ ; Wisconsin Central pref., 12¼ ; Wisconsin Valley, 67 ; do. 1st, 106½ ; Massachusetts 5s, 111½ ; Chicago 7s, 1899, Tunnel, 118⅝ ; Boston 6s, 1893, 120 ; Worcester 6s, 1892, 117 ; Allouez Mining Co., Atlantic, 16 ; Brunswick Antimony, 20 ; Blue Hill, 3½ ; Catalpa, 1⅝ ; Copper Falls, 11¼ ; Duncan, 1¼ ; Franklin, 12 ; Harshaw, 25 ; Huron, 3⅞ ; National, 2 ; Osceola, 33 ; Pewabic, 15¼ ; Ridge, 4½ ; Sullivan, 8 ; South Hite, 1¾ ; Silver Islet, 13½ ; Star, 1¼ ; Winthrop, 4.

Baltimore.—Atlantic Coal, 1.30 ; City 6s, 1886, 108 ; do. 6s, 1890, 114½ ; do. 6s, Park, 115 ; do. 6s, 1900, 120 ; do. 5s, 1894, 111⅝ ; do. 5s, 1916, 113 ; Norfolk Water 8s, 119 ; Northern Central 5s, 80⅜ ; Union R. R. 6s, endorsed by Canton Co., 113 ; Virginia Consols coupons July, 1880, 88½ ; Virginia 10-40 coupons, 98 ; do. July 1880, 93. The latest quotations are : Chesapeake and Ohio Canal 6s, —@82½ ; Baltimore and Ohio, 150@— ; do. 6s, 1885, 108@110 ; Northern Central, 80¾@— ; do. 6s, 1900, 112@— ; do. 6s, 1900, gold, 110@— ; do. 6s, 1904, gold, 105⅛@— ; do. 5s, 80@80½ ; Marietta and Cincinnati 1st mort., 1892, 108½@108¾ ; do. 2d mort. 7s, 71¼@71⅝ ; do. 3d mort. 8s, 35@35½ ; Pittsburg and Connellsville 7s, 115½@115⅝ ; Orange, Alex. and Manassas 7s, 79⅛@79¾ ; Virginia consol. 6s, 59¾@59⅞ ; do. 2d, 22¾@23½ ; Virginia Consol coupons, 94@— ; do. coupons July, '80, 88¼@88½ ; Virginia 10-40 bonds, 41@41⅛ ; Virginia 10-40, coupons, 97¾@98½ ; do. coupons July, '80, 93@93¼ ; City 6s, 1886, 108@— ; do. 1902, 117@— ; do. 1890, 114½@115 ; do. 6s, Park, 116½@— ; do. 5s, 1894, 111½@112½ ; do. 1900, 112@— ; do. 1916, 118@—.

☞ The Pittsburgh and Southwest Virginia Railway Company have filed their articles of incorporation in the office of the Secretary of State of West Virginia. The company is formed for the purpose of constructing, building and running a railroad from the line of the States of Pennsylvania and West Virginia, in the county of Monongahela, in West Virginia, and in the counties of Preston, Marion, Taylor, Barbour, Randolph, Pocahontas, Greenbrier, Summers, Mercer and Monroe, to reach the line of the State of Virginia.

Canadian Railways.

The Ontario Free Press gives the following statistics of capital, traffic and working expenditure of the Railways of the Dominion for the year ending June 30, 1879 :

	Miles.
Railways in actual operation	6,484.51
Railways under construction, portions of which are completed and track laid	592.83
Under construction	945.90

Of the foregoing number of miles of railway in operation at the date named the leading lines had

Grand Trunk	1,390 25
Great Western	902 46
Intercolonial	714.00
Canada Central	162 50
Canada Southern	226.60
Hamilton and Northwestern	148.50
Quebec, Montreal and Occidental, Western Division	137.08
Quebec, Montreal and Occidental, Eastern Division	208.00
New Brunswick	191 00
New Brunswick and Canada	120 00
Northern	164.00
Prince Edward Island	198 50
Quebec Central	102.50
Toronto, Grey and Bruce	191.00

The capital raised for the railways of the Dominion on the 30th June, 1879, was as follows :

Ordinary share capital	$128,615,865 60
Preference capital	69,059,187 87
Bonded debt	81,151,627 93
	$278,826,181 40

Of the total mileage, 3 177¼ were laid with iron rails and 3,813¾ with steel rails.

The earnings of the railway for the year ending June 30, 1879, were :

Passengers	$6,459 598 12
Freight	12,509,093 72
Mails, express, &c	789,926 11
Other sources	166,448 32
Total	$19,925,066 27

☞ The U. S. Circuit Court, at Pittsburg, Penn., has granted an order empowering the officials of the Philadelphia and Reading Railroad and the Philadelphia and Reading Coal and Iron Companies to sign and execute all papers necessary to conduct the business of the corporation when requested by the receivers and approved by the masters.

☞ The directors of the George's Creek and Cumberland Railroad Company, recently elected, are : Henry Loveridge, G. P. Bangs, Garliner P. Lloyd, Sidney Wintringham, C. S. Dana, George L. Kingsland and Albert J. Akin. Rails for this road are purchased, and the laying of them has been commenced.

☞ A patent has been issued to W. S. Rogers, a brakemen on the Pittsburg, Cincinnati and St. Louis Railway, for a Combination Signal Lantern, which answers for a red, a green and a white light, and is no more cumbersome or inconvenient to handle than is a common lantern.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Springfield and Clinton Railroad Company, termini Springfield station, Summit county, and the village of Clinton in the same county.

Capt. Ericsson's New Motor.

Capt. John Ericsson, the mathematician and inventor, has recently perfected and patented a caloric pumping engine of very curious and novel construction, which is claimed to furnish the final solution of a question of the utmost practical difficulty in hydraulic engineering. The question of raising a column of water of given diameter to the surface is a very simple one to the hydraulic engineer; but in modern life—city life in particular—it is frequently required to fill large tanks at a height of 50 or 75 feet above the surface. In manufactories the volume of water to be raised to such a height sometimes exceeds 200 gallons per hour, and in private dwellings the volume necessary for domestic purposes is often very considerable. Two motors have (exclusive of manual labor) been hitherto employed for the purpose of working force-pumps of greater or less capacity. One of these is the windmill, which, while taking advantage of a source of power that costs nothing, requires considerable ground space for the turret upon which it must be mounted, and is liable to be completely shattered by a high wind. If well constructed, such a motor costs not less than $1,000 for the engine itself and the necessary appurtenances, and is not very desirable when completed. The steam engine is not very costly, and is sufficiently durable and efficient, but it requires the services of a competent, licensed engineer, and is hence not practicable for private dwellings or persons of moderate means, to whom $50 a month is a consideration.

The principle upon which the Ericsson motor is founded is that of the alternate contraction and expansion of a given volume of air, confined in a cylinder and subjected to rapid alternations of high and low temperature. The heat may be supplied by a 15-foot gas burner, by a small furnace, or, for an engine capable of light work in a laboratory, by an alcohol lamp. A cylinder cast in a single piece, without valve or other such complication, is mounted in an upright position upon an iron stand, (or a pretty brass one, if the taste of the buyer prefers.) Into the top of this cylinder is fitted a piston, working air-tight, which closes it hermetically, and thus confines a given volume of air. It is obvious that where heat is applied to the bottom of the cylinder, the volume of air thus imprisoned will expand and lift the piston with great force to a height commensurate with the expansion. If, after having lifted the piston to a certain hight, the confined volume of air is suddenly cooled, it contracts to its normal proportions, and, unless the piston descends to compensate for the contraction, a vacuum will be created. In point of fact, the piston returns to its original position by external pressure of the atmosphere; and thus, while the expansion of heated air furnishes the power for the upward movement, atmospheric pressure furnishes the power for the downward. The two movements, when applied upon the ordinary principles of engineering, are equal to one revolution of the balance-wheel of a stationary engine, or of the driving-wheels of a locomotive. The play of the piston in the air cylinder is something less than one-third of the distance from the top to the bottom, so that when it actually comes to rest at its lowest point, about two-thirds of the interior is occupied by air, upon which the face of the piston rests as upon an elastic cushion.

When the expansion of the heated air has lifted the piston, the next question is to reduce its temperature surely, instantaneously and effectually, without withdrawing the source of heat from beneath. A simple but ingenious contrivance accomplishes this purpose with automatic regularity and certainty. For about one-third of the distance from the top—the section through which the piston moves—the cylinder is provided with a water-jacket, which retains it at normal temperature. When the piston is at its lowest, this cooling surface is not liable to the contact of the heated air. As the piston rises a larger and larger area of cooling surface is exposed; but this would not be sufficient in and of itself to reduce the temperature materially, with the confined air still in contact with the highly-heated bottom of the cylinder. To obviate this difficulty, a plunger not in contact with the internal surface, but of smaller diameter than the piston, moves up and down in the air space—descending as the piston rises, ascending as it falls, so that when the latter has been lifted to its highest point, the former has descended to its lowest, is in contact with the heated base, and has displaced the lower stratum of air from contact. Thus, exposed to cooling surfaces at all points, it contracts as suddenly as it expanded, resumes its normal volume, and the piston returns to its original position to prevent vacuum. But as the piston falls the plunger rises, the confined air is again exposed to the intensely-heated surface at the bottom, and expands as suddenly as it had previously contracted. The handle of the plunger works within the handle of the piston, and is operated by means of a series of ingeniously-contrived levers, without gearing or complex devices of any kind. When once the gas is lighted beneath and the engine is in motion, no attendance whatever is required. It will work on for hours, days or weeks without the slightest attention from anybody. Light the jet beneath, and in about two and a half minutes it begins to move, and only stops when the gas has been turned off for three or four minutes. Although exerting tremendous power, the motor is almost perfectly noiseless—no tugging and puffing, no grating of cogs or concussion of surfaces. The eye sees the work done, but the ear is scarcely aware of what is going on. When the motor is used for pumping, the pump is screwed firmly to an iron arm projecting from the cylinder, forcing the water through the jacket encircling its upper section, and thence through a pipe leading to the tank or other receptacle. An ingeniously-contrived air-cushion obviates all concussion from the movement of the water, and renders the pump as silent in its action as the motor itself.

The work of this little engine, not more than 4 feet high, table and all, and occupying a floor space of 39 by 20 inches, has been accurately measured by experiment in the houses of Mr. Delamater, of the Delamater Iron Works, and of Mr. Baldwin, the banker, who lives at Huntington, Long Island. With an 8 inch air-cylinder it pumps 350 gallons an hour against a head of 50 feet—that is, lifts 350 gallons of water per hour to a height of 50 feet. The consumption of gas is 15 feet per hour. With the same consumption of gas the 6-inch calibre engine is capable of pumping 200 gallons an hour to the same height. Five hundred gallons an hour have been raised 30 feet. The pipe used for discharge is one 2-inch calibre; so that a column of water 50 feet high weighs about 75 pounds.

One would naturally infer that an engine substituting atmospheric pressure for expansion, or vice versa, at each revolution of the balance would work with a slow, hesitating, irregular movement. The reverse, however, is true. The stroke of the piston is extremely even and steady, when the motor is moving slowly, and when in rapid action it is as decisive and powerful as that of a steam-engine. From 30 to 40 revolutions per minute is the rule with a consumption of 15 cubic feet of gas per hour. The second point, and one that has been urged by competent engineers, is that, as the water passing through the jacket has to absorb the heat of the confined air once during every revolution of the wheel, it must necessarily be warmed during its passage. Experiment has shown that this is not the case. On the contrary, the most delicate medical thermometer is unable to detect the rise in temperature in passing through the jacket. The jacket has four times the capacity of the pump, which makes about 30 strokes per minute. The heat absorbed is consequently equal to application of a 15-foot gas burner to about one gallon of water for the space of eight seconds. Of course, ordinary experience, independent of special test, would indicate that the absorption under such conditions must be too infinitesimal to be measured by instruments of no more than standard delicacy.

Chesapeake and Ohio Canal.

At a meeting of the stockholders of the Chesapeake and Ohio Canal Company, held at Annapolis, Md., on the 7th inst., the following gentlemen were elected directors: President, A. P. Gorman; directors, Col. Jas Berrett, M. Bannon, John Humbird, P. Hamill, H. D. Farnandis, Thos. P. Morgan.

From the report of the President and directors, which was presented, we learn that the receipts for the year ending December 31, 1879, were:

From tolls	$199,534 84
From wharfage and trimming of boats at Cumberland	24,011 46
From water rents	5,271 25
From rent of houses and lands and miscellaneous sources	4,650 52
Total receipts from all sources other than from loans and sale of bonds	$233,467 57
Amount expended during the year for pay of officers, ordinary and extraordinary expenses, was	222,141 96
Leaving the sum of	$11,325 61

The decrease in the revenue of the company for the year, compared with the previous year is $55,545 60. The decrease in revenue from tolls as compared with the year 1878 is accounted for by the fact that the coal tonnage during the year 1879 was only 522,904 tons, while for 1878 it was 594,241 tons, showing the decrease to have been 71,337.

The report also shows that the balance in the treasury January 1, 1879, was $43,145 24. The ordinary receipts from all sources were $233,467-

57, received from the sales of the repair bonds of $1,000 each, $10,000. Total receipts from all sources, including the loan of $15,000 from the Second National Bank of Cumberland, were $301,612 81.

The report states that the canal from Cumberland to Georgetown is unquestionably in better condition than it has been for years. Every part of it damaged by the flood of November, 1877, has been throughly repaired and strengthened, and its navigation is now more reliable than it has been at any time since it was constructed.

During the year the canal has paid on account of the purchase money of the Basin wharf at Cumberland the sum of $11,306 60, making a total payment on purchase of $25,306 60. The cost of operating the wharf and repairs during the year was $12,298 72. The total tonnage from January 1, 1880, to May 31, 1880, was 149,117 tons; an increase as compared with 1879 of 5,935 tons.

The rate of tolls charged during the present year is 51 cents for the whole distance from Cumberland to Georgetown, and 4 cents wharfage. The revenue accrued from tolls and rents has been $95,097 81.

The President and directors promise that, with the increased tolls charged and the probable increase in the tonnage, the revenue of the company during the present year will not be less than $200,000.

Privilege of Membership at the Stock Exchange.

In the Court of Common Pleas, this city, on the 12th inst., Judge Van Hoesen decided that a seat in the Stock Exchange is not property that may be levied upon by execution. This decision is opposed to decisions in the Superior Court and the United States District Courts. The opinion of Judge Van Hoesen is in the case of the Grocers' Bank against Richard G. Murphy. The bank obtained a judgment against Murphy last Winter, and on Feb. 18, an execution was issued against the judgment debtor's property. At the same time a demand was made upon Murphy to assign his seat in the Stock Exchange to the bank, that it might be sold to satisfy the judgment. Murphy refused to surrender his seat, and claimed that it could not be levied upon. In his opinion, passing upon this question, Judge Van Hoesen says:

"A seat in the Exchange does not fall within any of the classes in which the subjects of property are divided in the Civil Code. It is not capable of manual delivery or appropriation; it is not a domestic animal; nor an obligation; nor a product of labor and skill; nor a right created by statute. * * * The advantages of membership (in the Exchange) are very important, and of great value to their possessors, and from that consideration an argument has been drawn that the seat to which they are incident may be sold by the officers of the court. There is no doubt that if membership in certain clubs were put up at auction a very large bonus could be realized by members disposed to retire. But few would contend, therefore, that the privilege of social enjoyment afforded by the Century, the Union, or the Union League Clubs was subject to legal process. A distinction has been drawn between membership in the Stock Exchange and membership in a social club in view of the fact that the former was organized for business purposes, and that in withdrawing is permitted to get back the money which he paid on acquiring his seat. I fail to see the force of this distinction. Whether the club be formed to aid business, or to promote pleasure, the privilege of membership is attached to the person of the individual."

Judge Van Hoesen, therefore, holds that the defendant Murphy did not act wrongfully in refusing to assign his seat in the Exchange to his judgment creditor, and denies the motion of the plaintiff for an order to compel him to make such an assignment. Messrs. Ten Broeck and Van Ordin appeared for the Grocers' Bank, and Messrs. Arthur, Phelps, Knevals, and Ransom for the defendant, Murphy.

Mining.

A General Press dispatch says: The earnings of the Sutro Tunnel from the Comstock mines for the month of May were $53,290. The progress for the month of May in the north lateral was 321 feet, and in the south lateral 315 feet.

During the week ending June 7, 430 tons of ore were shipped from the Chrysolite. During the same period 1,060 tons (previous delivery) were paid for by smelters. The amount of ore unpaid for at the date of the report was 834 tons. The amount received from smelters was $66,607 59. There were shipped Saturday last ninety-four tons.

Messrs. Lounsbery & Haggin are in receipt of $109,000 in gold, the combined product of the Deadwood, Homestake, and Golden Terra mines for the latter half of May.

Shipments on Friday and Saturday from the Little Chief amounted to 286 tons. The superintendent reports that the mine is looking finely.

The Homestake Mining Company has declared its regular monthly dividend of Thirty cents per share for May, payable June 25 at the office of Wells, Fargo & Co., No 65 Broadway.

The final shipment on May account was received from the Consolidated Virginia on the 3d instant, and amounted to $80,000. The total for the month is as follows: gold, $127,310; silver, $78,468; total, $205,778. The large percentage of gold is noteworthy. Recently the ore assayed from $40 to $70 per ton, which is much above the average of several previous months.

The Little Chief Mining Company has declared its usual monthly dividend of $100,000 or 1 per cent on the capital stock ($10,000,000), payable at the office of the Mining Trust Company June 23. Transfer books close June 19, and re-open June 24.

A telegram received from the Manager of the Little Chief says: "Closed all May accounts June 8. Ore receipts $159,000. June ore shipments up to the 15th inst., nearly 1,600 tons, which will net more than $75,000. Remitted $25,000 on the 8th. Seventy-five thousand dollars gold forwarded to-night. This completes dividend money cleanly earned."

☞ A party of engineers in the employ of the Central Pacific Railroad Company, and under the lead of Col. Bates, are in the Walla Walla valley, Washington Territory, examining the country and mountains for railroad routes and passes.

☞ At the recent meeting of master mechanics, in Cleveland, the muffling devices, so called, were all pronounced objectionable as making the safety valves unreliable in their operations, the only safe and satisfactory remedy being that of a blow-back valve, by which no steam escapes into the air at all, but is conducted silently and invisibly to the tender of the locomotive. This noiseless system of boiler relief received the endorsement of the convention.

Canton Company.

At the annual meeting of the Canton Company, held in Baltimore on the 9th inst., the following gentlemen were elected directors for the ensuing year: Abm. B. Baylis, L. Von Hoffmann, James B. Colgate, George F. Stone, of New York city; George S. Brown, Wm. H. Graham, Wm. G. Harrison, Chas. Weber, W. B. Brooks, of Baltimore. The officers are as follows: President, W. B. Brooks; Vice-President, W. H. Graham; Secretary and Treasurer, W. W. Janney.

The report of the Canton Company for the year ending May 31, 1880, showed receipts and disbursements as follows: revenue, $82,912 53; bills discounted, $29,248 53; from Union railroad, $82,000; balance May 31, 1879, $23,364 23—total, $217,525 09. Expenses—repairs to railroads and wharves, salaries, taxes, &c., $29,502 75; real estate purchased, $2,035; bills payable, $29,783 05; rebates to Northern Central Railway, $18,616 05; interest, &c., $99,785 84—total, $179,722 69. Balance May 31, 1880, $37,802 40. Permanent leases made the past year aggregated $4,130 per annum; temporary leases, $3,540. Of these $4,000 were to the Northern Central and $2,500 for water frontage. The real estate sales were unimportant.

The report of the Union Railroad Company, Wm. G. Harrison, president, showed as follows: revenue, $244,315 45; disbursements, (including transportation, repairs, steel rails, &c., $55,214 31. The railroad moved 87,614 cars, of which 46,881 were loaded with grain, 8,303 with petroleum, 8,631 with coal, 6,681 with ore, 338 with timber, 121 with whiskey, 307 with stock, 1,553 with railroad materials, and 14,836 with miscellaneous articles. The report of the railroad company made one year ago showed a revenue of $173,899 14; disbursements, $29,471 23.

Manitoba and South Western Railway.

One of the most promising of recent enterprises in our Prairie Province is the Manitoba South Western Railway, which, starting from Winnipeg is to run in a south-westerly direction to the province line. Surveys have been made and the road approximately located, a distance of 285 miles. The road will pass through a rich agricultural country, the newly surveyed Turtle Mountain district, and thence to the Souris coal fields, which are assuming added importance since it is demonstrated that the lignite can be carried down the Souris River on flat boats 140 miles to its junction with the Assiniboine. The bridge now being built across the river at Winnipeg by the city is to become the property of this railway so soon as its first fifty miles of track are laid; the Company already owns a plot of land in the city containing a passenger station and shops, at present leased to the Canada Pacific Railway. Work is expected to be begun on the road bed in July, very satisfactory advices having been received from the Company's agent, now in England, as to financial arrangements.—[Toronto Monetary Times.

☞ The Texas and Pacific Railway Company has inspected and accepted forty miles of the extension west of Fort Worth, and authorized the issue of 1st mortgage bonds therefor.

Western Union Telegraph.

In the Report presented by the Executive Committee at the last quarterly meeting of the Board, held March 10, 1880, the net profits for the quarter ending March 31 (February being partially and March wholly estimated), were stated at $1,325 071 41.

The official returns for the quarter (ended March 31) showed the profits to be $1,227,553 96, or $97,517 45 less than the estimate, but $296,229 11 more than for the same quarter of the year previous.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended March 31, 1880:

Surplus January 1, 1880, as per last quarterly report		$1,107,927 51
Net profits, quarter ended March 31, 1880		1,227,553 96
		$2,335,481 47
From which deducting—		
Dividend 1¾ per cent, paid April 15, 1880	$717,570 00	
Interest on bonded debt	107,200 00	
Sinking fund appropriations	20,000 20	
Construction account	253,044 02	
Purchase of patents	263,272 00	
Purchase of telegraph stocks	106,798 31	
Real estate	43,298 35	
		1,511,182 88
Leaves a surplus, April 1, 1880		$824,298 59
The net profits for the quarter ending June 30, instant, based upon official returns for April, nearly complete returns for May, and estimating the business for June (reserving amount sufficient to meet the claims of the Atlantic and Pacific Telegraph Company, under existing agreements), will be about		$1,201,185 73
Add surplus, April 1, as above		824,298 59
		$2,025,484 32
From which appropriating—		
Interest on bonded debt	$107,200 00	
Construction	250,000 00	
Sinking fund appropriations	20,000 00	
Patents	110,000 00	
Sundries	10 000 00	
		497,200 00
Leaves a balance of		$1,528,281 32
A dividend of 1¾ per cent requires		717,570 00
Deducting which, leaves surplus, after dividend, of		$810,714 32

The present quarter closes the fiscal year, and shows an increase of over $1,600,000 in gross and $1,060,000 in net earnings, over the previous year, ended June 30, 1879.

The net profits for the year will be about $5,300,000 (over 11¾ per cent on the capital stock after deducting fixed charges for interest and sinking fund), out of which eight per cent in cash dividends will have been paid to stockholders, and $1,543,000 invested in new property, with an increase of about $40,000 in the surplus over that of July 1, 1879.

The outlays for new property required by a largely increased business have been unusual in amount, involving extensive constructions and purchase of Telephone Exchange properties, and to increase the facilities of the company for telegraph service, over 3,500 miles of new pole line and 24,500 miles of additional wires have been constructed, a great proportion of the wire being of larger size than ever before used in this country, especially adapted to quadruplex use.

In view of the preceding statements, the committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and three quarters per cent from the net earnings of the quarter ending June 30, 1880, be, and is hereby declared payable on the 15th day of July next, to stockholders of record, at the close of business on the 19th day of June, instant.

Resolved, That for the purpose of such dividend the stock books of the company be closed at three o'clock on the afternoon of the 19th day of June, instant, and be reopened on the morning of the 16th day of July next.

Respectfully submitted,

NORVIN GREEN, President.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of April, 1879 and 1880, were:

	1879.	1880.
Gross earnings	$1,372,756	$1,643,151
Working expenses	964,455	962,828
Net earnings	$408,301	$680,323

—showing an increase in gross earnings of $270,395, with a decrease in expenses of $1 627, making the increase in net earnings $272,022.

From October 1 to April 30, 1879 and 1880, the earnings, expenses, etc., were:

	1879.	1880.
Gross earnings	$9,144,778	$10,464,485
Working expenses	6,422,953	6,725,142
Net earnings	$2,721 825	$3,739,318

—showing an increase in gross earnings of $1,319,707, with an increase in expenses of $302,189 making the increase in net earnings $1,017,518.

New York Central and Hudson River R. R.

The following is an official statement of the earnings of the New York Central and Hudson River Railroad Company, showing the gross earnings of the road for the eight months ending May 31, 1879 and 1880:

	1878-79.	1879-80.
October	$2,771,203 61	$2,898,586 19
November	2,567,318 47	2,801,835 04
December	2,237,265 30	2,846,216 87
January	2 024,811 99	2,593,612 75
February	2,210,904 17	2,317,230 80
March	2,474,392 22	2,854,834 73
April	2,214,626 15	2,782,324 58
May	2,211,010 69	2,540,997 52
Total	$18,710,932 60	$21,635,637 98
Increase		$2,924,705 38

Grand Trunk Railway of Canada.

The revenue statement of this company for the month of April is as follows:

	1880.	1879.
Gross receipts	£167,810	£138,342
Working expenses	116,477	108,540
Net profit	£51,333	£29,802

—showing an increase in gross earnings of £29,468, in working expenses of £7,937, and in net profit of £21,631.

The aggregate for four months from Jan. 1, is as follows:

	1880.	1879.
Gross receipts	£663,816	£572,677
Working expenses	469,505	462,168
Net profit	£194,311	£110,509

—showing an increase in gross receipts of £91,139, in working expenses of £7,337, and in net profit of £83,802.

Great Western Railway of Canada.

The revenue statement of this company for the month of April (excluding leased lines) is as follows:

	1880.	1879.
Gross receipts	$351,900	$295,160
Working expenses	248,100	253,500
Net profit	$103,800	$41,600

—showing an increase in gross receipts of $56,800, a decrease in working expenses of $5,400, and an increase in net profit of $62,200. The working expenses include transfers to reserved funds.

The aggregate for three months (February 1 to April 30) is as follows:

	1880.	1879.
Gross receipts	$1,061,400	$936,800
Working expenses	710,400	716,900
Net profit	$351,000	$219,400

—showing an increase in gross receipts of $125,100, a decrease in expenses of $6,500, and an increase in net profit of $131,600. The above is subject to interest on bonds.

Chicago, Burlington and Quincy Railroad.

The gross earnings, operating expenses and net earnings of the Chicago, Burlington and Quincy Railroad for the month of April, 1879 and 1880, were:

	Gross earnings.	Operating expenses.	Net earnings.
1880	$1,260,319 11	$710,391 41	$549,927 70
1879	1,018,754 89	618,006 83	400,748 06
Inc.	$241,564 22	$92,384 58	$149,179 64

For the four months ending April 30, 1879 and 1880, the earnings, expenses, etc, were:

	Earnings.	Expenses.	Net.
1880	$5 095,021 20	$2,606,711 42	$2,488,309 78
1879	4,177,977 47	2,358,529 56	1,819,447 91
Inc.	$917,043 79	$248,181 86	$668,861 87

Adirondack Railroad.

Among the assets of the Continental Life Insurance Company, at the time it passed into the hands of a Receiver, were two notes made by Thomas C. Durant in 1873 for $2 562 50 each, and 11 bonds of the Adirondack Railroad Company of the face value of $1,000 each, deposited as collateral for the notes. Durant has since become insolvent. The Adirondack Company was formed for the purpose of constructing a railroad from Saratoga to mines in the Adirondack regions, north. The road was bonded for $6,000,000, and is now under foreclosure proceedings, and the bonds are almost valueless. It is proposed that the stockholders, bondholders, and other creditors of the company deliver over to certain Trustees, to be named, the evidences of their indebtedness against the company; that with the bonds so taken the Trustees purchase, at the foreclosure sales, the assets of the company, form a new company, which is to execute a first mortgage of $4,000,000 to cover the portion of the road already built and that is to be built; that the money realized from the mortgage is to be used exclusively for the construction of the remainder of the road; that a second mortgage for $1,500,000 be executed by such new company, and stock be issued for $4,000,000; that the bonds and other indebtedness of the old company be settled at 50 per cent on the dollar, 40 per cent to be paid in second mortgage bonds and 60 per cent in stock; that the present stockholders receive one share of

the stock for every four shares of the old they surrender. More than a sufficient number of stockholders, bondholders, and creditors of the old company have signified their consent and willingness for the change. It is provided that Durant, who is a large creditor of the company, will receive a quantity of bonds and stocks under the agreement so as to settle with his creditors by paying them the face of their claim. The receiver of the Continental Insurance Company has received authority to co operate in the matter, that corporation being interested to the extent of about $16,000.

Mexican Railroads.

A recent letter to the Galveston News gives the following list of the railroads in Mexico:

	Miles constructed.	Miles to be constructed.
Celaya to Leon and Guanajuato..	29	51
Mexico to Toluca and Cuautitlan.	27	50
Cuautitlan to Tula..	12	30
Ometusco to Pachuca and Tulancingo	8	51
Merido to Peto, extending toward Ticul and Texas	3	78
Zacatecas to San Luis, Aguas Calientes and Lagos	5	280
Mexico to the mouth of the Amacusac river	29	280
San Luis Potosi to Tantoyuquita.	3	131
San Martin Texmelucan to Puebla and branch of same to Huejotzingo and Cholula	11	20
Merida to Progreso	20	3
Puebla to Matamoras Izucar	3	38
Vera Cruz to Alvarado	3	82
Vera Cruz to Medelin	14	..
Vera Cruz to Mexico	263	..
Branch to Puebla	29	..
Branch to Jalapa	91	..
District railroads	115	..
Total..	665	1,094

A number of the shorter lines are horse railroads. There are 6,164 miles of telegraph in the country, on which in 1879, only about 135,000 messages were sent, 41,216 of which were sent free. The revenue was $57,791; the expenses, $127,521. If the official dispatches had been paid for, the receipts would have been three times as great.

Atlantic, Mississippi and Ohio Railroad.

The Richmond (Va.) Whig says that the paragraph which is going the rounds of the newspapers to the effect that the United States Circuit Court, by a recent order, has directed the sale of the Atlantic, Mississippi and Ohio railroad is erroneous, and then adds:

The decree for a sale in foreclosure of deeds was made more than a year ago, (May 9, 1879,) and nothing has been done since in the matter, except the insertion of a name in the decree designating Mr. Pleasants as master commissioner of the court to make the sale. At the time the decree of May, 1879, was entered there was some doubt whether the clerk of the court could act as commissioner, arising from some recent provision of law; and the court left the naming of the commissioner open until that doubt should be determined. Judges Waite and Bond have since concured in thinking there was no inhibition upon the appointment of Mr. Pleasants, and so he has been named to act when the decree of sale shall come to be executed. When that will be is yet a matter undetermined. If the master should at any time soon advertise a sale the period of advertising is required by the decree to be three months, and it is quite certain that that period will embrace the next October term of the court. And thus, if there should be any reason for postponing the sale, it can then be presented to the court. Except a mere formal petition to suspend the sale presented by the State of Virginia, no objection to it has come from any source.

Foreign Shipments of Oil.

The Bradford (Penn.) Star says that the foreign shipments of oil will be larger this year by one-fourth, judging by the shipments thus far, and then adds.

The increase in the demand each year for the past 15 years has been about fifteen per cent per annum. The increase, however, for the past two years has been greater even than that, the low prices inducing many foreign countries to try it as an illuminator. After once getting accustomed to it they will buy it and cannot be prevented from taking it if it can be furnished at any reasonable price. Even a ten million stock would be only a little more than a half year's supply, and the time is near at hand when the demand will exceed the supply, and with a defined field, as it is to day, there is no wonder that oil should go up, as it is really worth more than it is bringing.

☞ The purchasers of the Berks County Railroad, extending from Reading to Slatington, Penn., on the Lehigh River, a distance of 46 miles, have organized under the corporate title of the Schuylkill and Lehigh Railroad Company. They elected John N. Hutchinson President and George De. B. Keim, Henry S. Eckert, George F. Baer, G. A. Nicolls, George D. Stitzel and J. T. Humphrey directors.

☞ A branch railroad, five miles in length, to Anglesea, N. J., the watering place name given to Five Mile Beach, commencing at the West Jersey Railroad, one mile below Cape May Court House, has been graded and ready for the rails. A drawbridge over Grassy Sound channel, on the line of the branch road, is about to be built.

☞ Elijah B. Phillips of Boston, Alfred P. Rockwell af Boston, Samuel C. Lawrence of Medford, Mass., Geo. P. King of Boston, George E. B. Jackson of Portland, John B. Brown of Portland, Wm. P. Bacon of Boston, have been elected directors of the Portland, Saco and Portsmouth Railroad Co.

☞ Buckingham county, Va., voted on the 10th inst., to subscribe $60,600 to the capital stock of the Richmond and Southwestern Railroad Company.

☞ The Denver and Rio Grande and South Park narrow-gauge railroads have been consolidated.

LITTLE CHIEF MINING COMPANY.

ROOM No. 54 BOREEL BUILDING, 115 BROADWAY, NEW YORK, June 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 5) of ONE PER CENT. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the fifth month's net earnings, payable at the Mining Trust Company, on the 23d inst.

Transfer-books will close June 19, and re-open June 24.

D. F. VERDENAL, Secretary.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL-ST., NEW YORK, June 14, 1880.

DIVIDEND NO. 18.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for May, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 19th inst.

H. B. PARSONS, Assistant Secretary.

SECRETARY AND TREASURER'S OFFICE, METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, June 11, 1880.

THE QUARTERLY DIVIDEND OF (2½) TWO and a Half per Cent. upon the capital stock of this company will be paid on and after the 1st day of July next at the Central Trust Company, No. 15 Nassau-st., New York, to the Stockholders of record on the 18th inst.

The transfer books will be closed on the 18th inst., at 3 o'clock P. M., and reopened on the 2d July next.

JOHN E. BODY, Treasurer.

SECRETARY AND TREASURER'S OFFICE, METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, June 11, 1880.

THE COUPONS OF THE HALF-YEARLY INTEREST on the First Mortgage Bonds of this company will be paid on and after the 1st July next at the Central Trust Company, No. 15 Nassau-st., New York.

JOHN E. BODY, Treasurer.

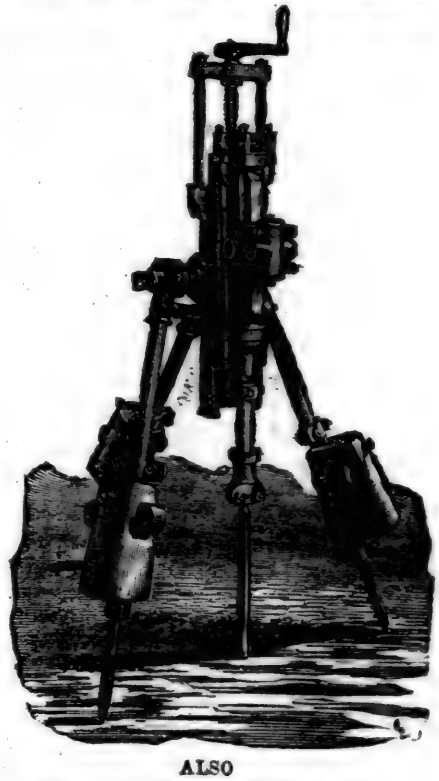
OFFICE OF THE ONTARIO SILVER MINING CO., No. 18 WALL ST., NEW YORK, June 7, 1880.

DIVIDEND NO. 56.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for May, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

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The investigation of frauds on Railway Companies a specialty

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending June 5, as reported by the several carrying companies, amounted to 869,360 tons, against 511,044 tons in the corresponding week last year, a decrease of 141,684 tons. The total amount of anthracite mined for the year is 8,775,074 tons, against 9,965,476 tons for the same period last year, a decrease of 1,090,402 tons. The quantity of bituminous coal sent to market for the week amounted to 112,993 tons, against 76,963 tons in corresponding week last year, an increase of 86,030 tons. The total amount of bituminous mined for the year is 1,616,761 tons against 1,366,782 tons for the corresponding period last year, an increase of 249 979 tons The total tonnage all kinds of coal for the week is 482,353 tons, against 588,007 tons in corresponding week last year, a decrease of 105,654 tons, and the total tonnage for the coal year is 10,391,835 tons against 11,332,184 tons to same date last year, a decrease of 940,349 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last two days of May was 41,475 tons, of which 26,811 tons were coal and 14,664 tons coke. The total tonnage for the year thus far has been 2,860,525 tons of which 2,129,950 tons were coal and 734,575 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended June 5 were 45,982 tons, and for the year to that date 848,201 tons—264,072 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 21,221 tons, and for the year 582,453 tons, an increase of 212,490 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 21,700 tons, and for the year 164,539 tons, an increase of 10,142 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,060 tons, and for the year 101,209 tons, an increase of 31,438 tons as compared with 1879. —Phil. Ledger, June 14.

A New Iron Mill.

The Phœnix Iron Company, of Phœnixville, are making preparations to start their new mill in operation at an early date. They have already tested their gas producers and found them to work satisfactorily. On Tuesday next the gas will be turned on to the new Seimens furnaces, and the machinery in the new mill will be put in operation for the purpose of testing the pipes and the joints, and in about two weeks the whole mill will be put in operation. In the meantime any matters pertaining to the machinery or the furnaces that do not work well will be put in order. The arrangements for working this mill will probably be the most complete of any in the United States. There will be no coal whatever used in the mill and everything can be kept clean and in good order. The iron will be heated by gas made in a building some fifty feet distant from the mill; it will be carried to the latter by means of pipes, and after entering the furnace is set on fire, with which the heating power is carried on. It will be more cleanly and certainly more pleasant for the workmen, and in every way more satisfactory to all.—[Miners' Journal.

☞ The Rapid Transit Commission recently appointed by the Mayor to lay out routes for rapid transit roads, met on the 14th inst. and organized by electing William Osborne, President, N. Comstock, Secretary, and H. W. Hunt, Treasurer. After suitable rooms are secured by the commission, daily sessions will be held.

☞ The earnings of the Chesapeake and Ohio Railway for May, 1880, were $196,550, against $178,824 for May, 1879; for five months ended May 31, they were $1,041,888 against $664,353 in 1879, or an increase of $377,535.

WM. A. COLE & CO.,

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AND

DEALERS IN STEARINE, GREASE, &c.

387, 389 & 391 WEST 12TH STREET.

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The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

☞ Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

FACTORY—SEYMOUR, CONN. **Office, 120 Broadway, New York.**

NEW YORK, LAKE ERIE & WESTERN RAILWAY

TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almos 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN, General Superintendent.

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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, June 25, 1880.

The Southern Railroad System.

Another great railroad syndicate is announced in the South as in course of formation, the basis of which is a combination with the Richmond and Danville and the Richmond and York River Railroads. Following are further particulars in relation to the history and plans of the combination. It is the counterpart of the Louisville and Nashville system, which reaches the sea coast at Charleston and Savannah, and covers a large extent of country. The purchase, some eighteen months ago, of the Charlotte, Columbia and Augusta Railroad by the Pennsylvania Railroad Company, the Richmond and Danville Railroad Company, and Thomas and William P. Clyde, was the beginning of this movement. The second step was the formation of a syndicate composed of New York, Philadelphia, Baltimore and Richmond capitalists, controlling among them the Richmond and York River Railroad, the East Tennessee, Virginia and Georgia Railroad, the Memphis and Charleston Railroad, and the Selma, Rome and Dalton Railroad, with numerous branches, extensions and connections. This syndicate was formed to purchase all the railroad interests of the Pennsylvania Railroad Company south of Richmond, which gave to it the control of the Richmond and Danville Railroad, with its leased roads in North Carolina, running from Richmond to Danville, embracing the Piedmont Railroad from Danville to Greensborough, N. C., and the North Carolina Railroad from Goldsborough to Charlotte as a trunk line, thus affording an outlet through Richmond to deep water for the entire system. This was followed by the purchase of the controlling interest in the Greenville and Columbia Railroad Company of South Carolina, and by arrangements for securing the immediate completion of the Western North Carolina Railroad from Asheville, N. C., to Point Rock, Tenn., which makes another link connecting the roads lying west of the Blue Ridge Mountains with those east of the Blue Ridge, and at the same time affording the shortest practicable route between the Northwest and the States of the Southern seaboard. The Richmond and York River Railroad, composing a section of the trunk line of this combination, extends from Richmond, Va., to West Point, Va., on the Chesapeake Bay, a distance of 38 miles. This road is operated in connection with the Richmond and York River line of steamers. It was destroyed during the military operations of 1862, and was rebuilt in 1867. The East Tennessee, Virginia and Georgia Railroad extends from Bristol, Tenn., to Dalton, Ga., with a branch from Cleveland, Tenn., to Chattanooga, Tenn., a distance of 270 miles, with about 24 miles of side tracks. This line was formed by the consolidation in 1869 of the East Tennessee and Virginia Railroad, chartered March 6, 1849, and opened June 10, 1855, with the East Tennessee and Georgia Railroad, chartered February 4, 1848, and opened October 18, 1856. The branch road to Chattanooga, 29 miles in length, was originally a separate road, but it was acquired by the East Tennessee and Georgia on its completion. The Rogersville and Jefferson and the Cincinnati, Cumberland Gap and Charleston Railroads were purchased at a foreclosure sale for the non-payment of interest on the State mortgage lien in 1871. This line includes the Western North Carolina Railroad to Point Rock. The line of the Memphis and Charleston Railroad extends from Memphis, Tenn., to Stevenson, Ala., a distance of 271 miles. It has branches to Somerville, Tenn. and to Florence, Ala., making 363 miles of road in the aggregate. The Selma, Rome and Dalton Railroad, also a part of this system, extends from Selma, Ala., to Dalton, Ga., a distance of 237 miles. The capital stock of this corporation was reported in the financial statement of 1872 at $5,000,000. There are other branches and leased lines radiating throughout the territory mentioned. The effect of this combination, it is claimed, will be to give greater economy of operation and increased efficiency of service than has heretofore been possible under the old condition of things where the roads were independent and disconnected. While it secures to the owners greater protection from competition, it also affords the public better and cheaper facilities.

An Important Electric Cab Signal Invention.

A number of railroad men, engineers, capitalists and members of the Press were taken by special train on the New York and Greenwood Lake Railroad to Arlington on Tuesday last by Mr. T. A. B. Putnum, the inventor, and his associates, to witness an exhibition of the practical workings of the Locomotive Cab Electric Railroad Signal, at which place they have made their attachments to the road bed, and to one of the engines of which road they have adjusted these machines which are in daily use for the purposes of experimenting with a view to perfecting the apparatus, having now thoroughly demonstrated the applicability of the principle. This was the first public exhibition although several railroad men

have seen private trials of which they have so far expressed entire satisfaction, both of the principle as well as of its adaptability. The purpose is to obviate beyond chance, accidents by the misplacement of switches and drawbridges, by collisions and at crossings, by first making the signal one that cannot be mistaken or unnoticed; and that shall overcome all the dangers of color-blindness. This is done by making the signal one to the ear instead of to the eye and by placing it in the cab where the engineer must hear it, and at the same time automatic whenever it passes over the machine by which the locomotive itself completes the electrical circuit, and signals the station agent and switchmen of its approach while it receives an instantaneous signal that all is right at their posts, or the contrary, without the intervention of any man or agency whatever but the locomotive by means of electricity.

We had the pleasure of witnessing one of these exhibitions in company with railroad men and engineers, and it was most thorough and the signal was put in our presence to every test the engineers asked for or that could be asked, to make the operation perfectly satisfactory and plain to one not familiar with mechanics or telegraphy. After this exhibition we questioned closely the engineers present as to their views of the invention to which they replied that the principle was completely demonstrated as practicable on the exhibition and that the inventor Mr. Putnam had done all he had promised to do, and that all the imperfections of details necessarily incident to a new invention could be overcome, no doubt. The only question left would then be whether in applying the invention to an extensive system of railroads it would be equally practicable, and they admitted that they could see no reason why it should not be. This demonstrated, it would in their opinion undoubtedly be one of the greatest and most indispensable inventions to railroads that was ever made, as it would remove or prevent the causes of three-fourths of the accidents on railroads.

Mr. Putnam is now rapidly perfecting his apparatus and will expect to be able to apply it to railroads in a couple of months. As to its cost he could not give us the figures but said he would contract to put it upon railroads at half the cost of any other system which it will not necessarily do away with, but can be used in connection therewith, if a road should desire. He says that by dividing our elevated roads into signal blocks of 500 yards each he could by his invention make accidents by misplaced switches impossible. It is also applied to road crossings by making the engine ring a bell, lower a bar across the road on its approach and raise it as it passes. The following is a more specific and technical description of the invention, its manner of operations and methods as well as purposes, than the foregoing general description:

The Locomotive Cab Electric Signal is distinguished from others in that it is given in the cab of a locomotive while running at full speed, and at such given distance from the points of danger as to permit the train to be slowed up or stopped. The uses are principally for open switches and draws, to lock switches and draws, signal stations, guard the crossings of carriage roads, denote trains ahead on the same line, and signal trains from stations or points on the line. The alarm is a gong bell placed in the locomotive cab which when once set ringing will continue to ring until stopped by the engineer. The whole system is automatic, requiring no attention or changing of levers, etc. At a given distance on the road bed between the rails is placed an iron frame which encloses metal brushes. This frame is arranged to open and project these brushes upward when a lever connected with the same and parallel with the rails is actuated by the locomotive. This is done by an extra wheel clamped on the tender axle so as to avoid the numerous movements that would be consequent by using the ordinary truck wheel. Several brushes are thus used in one frame for various purposes, wires running from the same to given points. Carried under the tender is a wood base supplied with metal strip to correspond in number to the brushes used, from which wires are led to the alarm on the locomotive and to the generator of the electric force.

Each locomotive carries its own generator, and is thus independent of a central source, and each mechanism on the road is connected only to a certain section and is thus similarly independent. By simple mechanism attached to a switch the act of unlocking or moving the same makes ready a circuit that is closed when the locomotive passes over the mechanism on the road bed and the alarm bell on the locomotive is thus operated.

If the switch is not open the locomotive will at the road mechanism close a circuit which will lock the switch in such a manner that the switchman will be apprised that a train is approaching and cannot unlock the switch, the unlocking being done by the wheel of the locomotive in passing the switch. On the same circuit or on an independent one a bell can be operated at a depot and road guards dropped, or other signals operated by the closing of circuits between the locomotive and the road bed mechanism. An important feature of the signal is a tell tale or second bell in the locomotive cab which only sounds when the regular alarm circuits are from malevolence or other cause faulty, thus giving a security that a simple signal without such tell tale could not give. The whole mechanism is free from complication and is designed as a perfect protection from ice and snow. It is comparatively inexpensive in construction as parts are duplications and can be made easily. Roads can be blocked any distance and as all the mechanism is level with the rails it is especially adapted for elevated roads. The operation has been perfect on regular trips and the signals given at rates of 50 miles per hour. The heavy work is all arranged to be done by the power of the moving locomotive, and the closing of circuits operate electro magnets where such are required for light operations. The parties are at present using a battery that runs two months or more without attention but propose to substitute a small Dynamo Electric machine for the same thus giving greater electro motive power in less room.

Capt. Ericsson's New Motor.

There is one use for the new motor invented by Mr. Ericsson which has not as yet, apparently, occurred to the acutest members of the profession of engineering. The great bar to the introduction of the electric lamp for house illumination in such a manner as to prove or disprove its practicability has hitherto lain in the lack of a convenient, easily-managed, and reliable motor, at a small cost, capable of operating a generator of electricity sufficiently powerful for domestic purposes. There is no sort of doubt of the adaptation of the Ericsson motor to supply this deficiency and operate the small electrical system required for an ordinary mansion or a hotel safely, steadily, and without special attendance. In the absence of gas, other fuel may be used beneath the cylinder of the engine, and thus the plan is available in a country house as well as in the city. The experience of Prof. Henry Draper, who lights his Madison-avenue mansion by electricity, furnished by a generator operated by means of a gas engine, has been that the illuminating capacity of 1,000 cubic feet of gas can be nearly doubled by employing it to generate the electricity, and then utilizing the electricity for light, instead of using the gas directly for that purpose. It requires 15 feet of gas per hour to operate an Ericsson motor large enough to run a generator capable of furnishing an illumination equal to 1,000 or 1,200 standard candles, or to 60 or 75 such lights as are supplied by a 5-foot burner. Such being the case, any wealthy citizen of New York City who cares to test the practical working of the electric lamp has it in his power to decide upon the availability of electricity for domestic purposes by that best of all methods—the method of experiment under the precise condition which it must meet successfully or fail as an illuminator. The Edison, the Sawyer, the Brush, and the Werdermann lamp all make more or less pretense of meeting these conditions, and practice may thus determine between them without organizing New York electric lighting companies or disturbing the streets by laying conductors. If such an experiment should prove successful, the electric light would enter into immediate competition with gas, and that monopoly would be abated at a stroke by the very man whose brain excogitated the means of defeating the formidable *Merrimac*. But will Edison, Sawyer and Brush care to submit their pretensions to such a practical test of avaliability as that just suggested?—*N. Y. Times.*

☞ In a certificate filed in the office of the Secretary of State at Albany, N. Y., on the 22d inst., Henry B. Hammond, Robert Jenkins, Henry Stone, and others are named as directors of the Boston, New York and Western Railroad Company. The road is to be constructed from the located line of the Boston, Hoosac Tunnel and Western Railway, in Schenectady, and thence through

the counties of Schenectady, Montgomery, Herkimer, and Oneida to the City of Utica, The capital is placed at $8,000,000.

New York, Lake Erie and Western R. R.

There are five old classes of bonds of the Erie, called the American issues, which rank before the New York, Lake Erie and Western (Erie) First Mortgage bonds. Those five classes are not of large amount, and always had their cash interest paid in full, even when the Erie was passing through reconstruction. One of them fell due last year—the Second. Their interest was 7 per cent, but the holders were told that unless they consented to take 5 per cent for forty years they would be paid off at par. They were wise enough, however, to close with the offer, and we see by the last edition of Messrs. McCulloch & Co.'s New York Circular, dated May 25, that these extension Second 5 per cent bonds, due not before 1919, command a premium of 6¾ per cent, and pay the purchaser only 4¾ per cent for his money. Thus high class American railroad bonds are assuming the standard we have long said they would, and were entitled to by reason of their real value.

The other four American Erie bonds are all 7 per cents, and rank at premiums more or less high according to the length of their duration. The fourth class falling due this year are at only 102, or 2 per cent premium. These will doubtless become sweet 5 per cents, and the other three 7 per cents may be in like manner converted when the periods for which they were issued have expired.

Such operations tend to benefit the after claimants and the company generally.

We would rather see, however, all bonds extinguished as far as may be, and their place taken by ordinary shares.

There is hardly an American railway that has not too large a proportion of its capital in bonds, and too small in shares. Where the finances and range of profits are very strong this disposition of the capital account may not matter, and may even be regarded as an advantage, since it tends to raise the rate of dividend; but it is a curious fact that prosperous companies are generally sound companies, and have the greater proportion of their capital represented by ordinary or common stock. It is usually the rickety ones which take an over sanguine view of their prospects, and issue the greater portion of their capital in bonds. Or it may be that their necessities have driven them to adopt this unsound course. It should be an object with reformed railroad companies to gradually reduce their bond capital, and increase their share. They thus extend their safety line.—*Herapath.*

Shenandoah Valley Railroad.

The engineers of the Shenandoah Valley Railroad Co. commenced on the 21st inst., the survey of the line of a railroad starting at Afton, in Albemarle county, Va., following the eastern slope of the Blue Ridge, through the county of Nelson, by Buffalo Springs and Balcony Falls to Liberty, on the Atlantic, Mississippi and Ohio railroad, west of Lynchburg; thence through Chamblissburg, and Taylor's Store and Rocky Mount, in Franklin county; thence through Patrick county to Taylorsville, near Rock Castle; then crossing the North Carolina State line to Mount Airy, in Surry county; then into Wilkes county, to Briar Creek and Wilkesboro'; then through Elkville, King's Creek, Fort Defiance, to Morgantown, which is on the line of the Western North Carolina railroad; from Morgantown to Asheville, in Buncombe county; thence up the French Broad to Daytonville, in Transylvania county: then following the Chattanooga river down to Taccoa City which is on the line of the Atlanta and Richmond Air Line. This proposed road passes through the finest mineral belt of the South Atlantic States.

Mining in New Mexico.

Very flattering reports are coming from New Mexico concerning recent rich mineral discoveries in the Cerrillos. The developments which have been made within the last few months have attracted large numbers of fortune-hunters, and every mountain range in the Territory is now being thoroughly prospected. The situation of the Cerrillos is exceptionally fine for mining. The waters of the Cienega and Santa Fe Creeks unite about three miles northwest of the Sierra Rosa, one of the Cerrillos groups, while the Galisteo River borders the south edge of the district. The water supply is ample for all purposes. Wood for fuel is easily obtained; lumber is sold at low rates; coal can be delivered at smelters at $2 per ton—a very fine quality of anthracite. Bituminous coal is also plentiful. The general formation of the district is porphyrytic. The character of the ore varies in the different sections of the district. At the extreme south end is found quartz and heavyspar, carrying galena, sulphide of iron ashurite, carbonate and sulphide of copper, also bromide and traces of other minerals; further north, manganese appears in the combination, also zinc blende; in the center of the district the zinc blende and copper give out, and clean galena takes their place; an increase of quartz is met with toward the north, which runs high in gold. The veins vary from a few inches in width to over twenty feet between walls. The crevice matter for the greater part, is rotton porphyry filled with gypsum, heavyspar, quartz and galena. Experts predict that the Cerrillos District is destined to develop into one of the richest mining camps on the continent.

Decision in a Telegraph Case.

The Supreme Court of Georgia has rendered its decision in the case of the Western Union Telegraph Co., vs. the American Union Telegraph Co., upon the question of the right of the latter company to build telegraph lines upon the various railroads in Georgia, the Western Union Company claiming exclusive rights. The Court unanimously sustains the lower Court, and held the Western Union exclusive contracts void upon the ground: 1st, That they are void as being in restraint of trade; 2d, That they are ultra vires; 3d, That if sustained the State right of eminent domain would be subject to be lost by contracts of corporations. This is claimed to be the first decision by a court of final resort upon the Western Union exclusive contracts in the South.

☞ The locomotives on some of our Western Railroads are equipped with the noiseless steam valve and the engines moving about switching, etc. make no more noise than does an omnibus passing along the street. So satisfactory does the improvement work it would hardly seem necessary to urge upon other railroad companies to adopt it. Nothing is more distressing to the nerves or the ear than the sudden outbursts of steam where the pop-valve is used, and more horses are frightened and more damage results from this nuisance than any other in railroad operations, and it all can be avoided at a trivial expense.

Richmond and Alleghany Railroad.

The grading of the Richmond and Alleghany railroad is progressing rapidly. Except a few spots, including Maiden's Adventure dam, (on which spot special work is needed), it has been completed from the Nine-mile Lock to the thirty-seventh mile post. The work this side of the Nine mile Lock will be undertaken in a few days. The crossties have been delivered along the line of the graded portion, so that when track-laying begins it will go forward with dispatch. On the Clifton Forge end of the line twenty-five miles of the road have been graded. The pioneer of the fleet of schooners bringing the rails is in the river now; she carries 300 tons. Inasmuch as the builders of the road desire to get revenue from their work as soon as possible, we may be sure that the completion of the whole line will not be delayed a single day beyond what may be needed to turn it out in perfect order.—[Richmond Commonwealth.

A Short Line to Florida.

Work has been commenced on a new line of railroad which is to connect Savannah, Ga., with Jacksonville, Fla., via Waycross, the distance being 170 miles, and the connecting links are expected to be completed by the 15th of November next. This road will open up to Savannah and to the country generally a land which is developing more rapidly than any in the South, not even excepting Texas—that is East Florida and the extreme southern peninsula. It will afford the people of those sections facilities for moving their immense fruit and vegetable crops, which have become a necessity to the world. The schedule will be six hours from the banks of the Savannah to the banks of the St. John's, and in addition to the heavy freight business there will necessarily, on account of the saving in time, be a large passenger traffic.

Change of Gauge.

The narrowing of the gauge of the Western Division of the New York, Lake Erie and Western Railroad from Hornellsville to Salamanca and Dunkirk was completed on the 22d inst. The road has now the standard gauge from New York to Niagara Falls, Buffalo, Salamanca and Dunkirk.

The gauge of the New York, Pennsylvania and Ohio Railroad was changed from broad to standard gauge on the 22d inst. Twenty five hundred men were placed along the line from Dayton to Leavittsburg, a distance of 225 miles. Work began at 3 A. M., and the last spike was driven at 9:30 A. M.

☞ A Portland, Oregon, dispatch says that work on the narrow-gauge railroad from Silverton to Ray's Landing, on the Willamette river, is being pushed with all possible speed, a force of about 175 men being engaged in grading toward the landing, where the terminus for the present season will be located. Grading will be completed to the ferry in a few days, when tracklaying will follow.

☞ A double track has been laid the entire length of the New York and Long Branch division of the Central Railroad of New Jersey, from Long Branch to Sea Girt, a distance of 12 miles. It was completed on the 22d inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	July '80 3½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May 80 4
" " pref. 100	4,569,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire* 100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....100	3,250,000	J. & J.	July 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May 80 4
Attleborough Branch..100	131,700	J. & J.	Jan. '80 3½
Bost., Revere B & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*..100	950,000	J. & D	June'80 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J & J.	Jan. '80 3
Cape May and Millville* 50	447,000	J & D.	June'79 3
Catawissa*..... 50	1,159,500	October.	Oct.'79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref 100	769,600	F. & A	Feb. '80 3½
Central of Georgia....100	7,500,000	J & D.	June '80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 71 2½
Central Ohio*..... 50	2,425,000	J & J.	Jan. '80 3
" pref.... .. 50	400,000	J. & J	Jan. 80 3
Central Pacific 100	54,275,500	.....	Feb 80 3
Chemung*.....100	880,000	quarterly	pl. '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" " pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S	June 80 2
Chi., Clin., Dub.&Minn....	6,156,000	A. & O.	Apl. '79 1½
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 3
Chi , Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	June'80 3
" pref.100	22,025,603	quarterly	June 80 1½
Chicago, R. I. & Pacific.100	20,980,000	quarterly	May '80 2
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord. 50	1,600,000	M. & N.	May 80 5
Concord and Ports.*.....100	350,000	J. & D.	Dec. '79 3½
Conn. & Passum p Riv..1 0	2,175,700	F. & A	Feb '80 1½
Connecticut River..... 10	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Apl. 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*....100	1,584,400	quarterly	Feb. '80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3
East Pennsylvania* 50	1,409,200	J. & J.	Jan. 80 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	June 80 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan. '80 3½
Erie and Pittsburg*..... 50	1,000,250	quarterly	Mar. '80 1½
Fitchburg 100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	Jan. '80 3
Han. Junc., Han. & Oct. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	Jan. '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '80 2
Illinois Central 100	20,000,000	M. & S.	Mar. '80 3
Iowa Falls& Sioux City*100	4,825,000	quarterly	June'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May 80 1½
Ja. Riv. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv.,Mad. & Ind.100	600,000	quarterly	Feb. '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Mar. '80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May '80 1½
Kentucky Central 100	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,400,500	F. & A	Feb. '80 4
" (guar.).100	833,500	F. & A.	Feb. '80 5
Lawrence*..... 50	450,000	quarterly	Apl. '80 2
Lehigh Valley 50	27,232,555	quarterly	July '80 1
" pref. 50	106,200	quarterly	July '80 2½
Little Miami*..... 50	5,871,450	quarterly	June 80 2
Little Schuylkill*..... 50	2,640,100	J. & J.	Jan. 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '80 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '80 4
Middlesex Central.....100	2,136 shs	F & A.	Feb. '80 3
Mill Creek & Minehill* 50	323.375	J. & J.	Jan. '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000.000	J. & J	Jan. '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur...100	1.5 9,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	Jan. '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	A. 1. '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500.000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '8 4
" City Line.....100	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,70	.....	.....
" " pref... 00	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Nisg. Bridge & Canand*100	1,600,000	J. & J.	Jan. '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref...100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5 842,000	A. & O.	Apl. '76 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2 604,400	J. & J	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J	July '80 3
Oregon Railway & Nav.100	4.455 0 0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 1½
Panama 100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	Jan. '80 4
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '78 3
Pennsylvania 100	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*..... 100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp...100	5,504 300	quarterly	July '80 1½
Pittsfield & N. Adams..100	480,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	... .	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred. 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,200,000	— & —	.....
" " " pref.100	2.46 ,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" " pref.100	4,600,000	....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	Jan '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	2,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July 79 3½
Stony Brook* 100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	ug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,009,000	F. & A.	Feb. '78 4
Union Pacific 100	36,746,000	quarterly	July '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River..100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	Jan. '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '79 3
Warwick Valley 100	225,000	J. & J	J n. '80 3
Westchest. & Phil. pref..100	821.300	J. & J.	Jan. '80 2
West Jersey. 100	1,569,750	F. & A.	Nov. '79 2
Wilmington & Weldon 100	1,453,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge..... 100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brooklyn.100	500,000	— & —	Apl. 78 3
Continental (Phila.)..... 100	180.000	J. & J.	July '80 5
D. Dock,E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 00c	A. & O.	Apl '80 4
Germantown (Ph)..... 50	1,000.000	J. & J.	Jan. 2
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 2½
N Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '78 2
Phg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 4
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	Jan. '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	Mar '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.a
" " (pref.). 50	2.888,977	annually	A.'9 140c.a
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	quarterly	June'80 2
American Express.....100	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80$10
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal..... 100	4 400,000	F. & A.	Feb. '78 1½
Mariposa Gold..... 100	2,836,500	.....	.....
" pref..... 100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Molungona Coal Co..... 100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1.000.000	quarterly	Jan. 80 3
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car 100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common 100	5,700 000	.....	.....
preferred 100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,760,000	J. & J.	Jan. '80 6
Sioux C. & I.F. L.& L.Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	July '80 3½
Topeka Equipment Co..100	256,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,080,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	235,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038.000	1,350,000	1,374,000	1,731,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,650	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445 597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,361	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	429,543	602,624	537,326	602,132	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566 858	1,407,240	1,114,555	14 52-,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275 516	897,090	946,427	1,632,307	1,382,123	1,368,349	1,296,082	1,070,525	14,113 603
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,080,853	1,453,611	1,260,319	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798 665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	239,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,426	3,758,969
1880	392,632	375,619	392,787	281,650	303,906	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,163	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458 183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,345,373
1880	367,327	326,306	355,508	348,275	274,626	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127.079	1,172,961	1,258.990	1,157,691	1,445,929	1,338,372	1,473,532	1 381.391	1,205,755	15.134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,953	1,643,151	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	317,568	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,261	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,673
1880	552,615	492,450	450,620	405,300	372,260	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,960
1879	94.907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	.....	.....	.....	.....	.....	.....	.....	.....
Wa Louis & Pacific:													
879	571,196	595,839	655,240	609,278	565,094	.....	.....	.....	.....	.....	.....	.....	.....
880	760,147	762,558	982,480	890,137	946,186	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1880.					
Loan of June 14, 1858.....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861.....registered	$12,965,000	6	Jan. & July.	1880	102½
.. .. ..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	110
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	118½
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,500	7	" "	Pittsburg.	1894	26
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	117
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	....	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	434,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'55	1,710,000	6	April & Oct.	"	1885	109
Loan of 1858-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	940,000	8*	Jan. & July.	.....	1908	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	106
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	39½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1896	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	110
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	----
Burlington and Missouri River:						
Land and R. R. Mortgages	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	111½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1880	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	110
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	108½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1883	....
2d Mortgage	497,000	6	April & Oct.	"	1899	106
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	108
Canada Southern:						
1st Mort. (skg fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	92½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	6	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	115
Chattel Mortgage	209,850	6	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Canenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	106½
1st Mort. (W. to Minn. Lake)	1,350,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	103½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm'nt Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	105
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	75½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	104
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	114½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	103½
1st Mort. (S. Fr., Oakl & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	9,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	38
Equipment Mort. (Vt. Central).	1,000 000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	39½
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.		1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106½
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80–'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds. ..	3,000,000	6	May & Nov.	" "	1903	103
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.)assumed	564,000	7	April & Oct.	New York.	1894	112½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	3,570,000	8	Jan & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol Mortgage for $30,000,000.	14,830,500	7	June & Dec	Boston..	1903	124
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1903	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	Jun e & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $26,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	116
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	112
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	119
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	118½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	131
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4 000,000	6	" "	" "	1907	103½
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	115½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.) ..	3,440,100	7	" "	" "	1885	109
Funded coupons (193 m.)	676,400	7	May & Nov.	" "	1883	105
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	105
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	118
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	119
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,248,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	491,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	91
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept.	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	116
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1896	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1899	....
Cowaneseque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	105
Des Moines and Ft. Dodge:						
1st Mortgage (coupon).....	2,400,000	8	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	506,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1876	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150.000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6a7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	119
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	100
2d Mortgage.....	100,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	"	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	55½
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118½
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	102½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold....	16,656,000	7*	March & Sept.	NY&London.	1920	121
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	59
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	100
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1892	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p. m.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & L.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.		.002	50
Construction Loan.....	280,406	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,892,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	240,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	100½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	108½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108½
1st Mort. (Q. & Palm. R. R. 15 m.)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m.)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1863	300,000	6	April & Oct.	Bost. & Best.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1888	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	107
1st Mort. (Waco & N. W. Div.)	940,000	7	" "	" "	1903	107½
Income and Indemnity bonds	1,350,500	7	May & Nov.	"	....	94
Consolidated Mortgage	2,864,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	53
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	61
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct.	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (C., L. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,980,000	7	April & Oct.	New York.	1917	103½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1897	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1899	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	108½
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Con.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.) conv.	887,000	7	March & Sept.	" "	1890	111
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L. L. & G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	103
1st M.(3dD.244.66m.& 3,0[illegible]0,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	97½
1st Mort. (1,000,000 acres).....	—	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	96½
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	1.092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	..
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	122½
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	122½
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	116
Bonds of 1892 (Reg. & Coupon)	2,700,000	7	April & Oct.	" "	1892	...
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	118½
Reg. Mort. (Clev.,Pain. & Ash.)	.. ..	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. .& Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1892	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1893	113½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	640,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. O. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1899	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	113
1st Mortgage (")reg... }		6	" "	"	1898	116
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	128
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112
General Mort., registered .... }		6*	" "	"	1922	112
Lewisb. Centre & SpruceC.(P& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	...
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1878	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1898	....
General Mortgage.....	775,000	7	" "	New York.	1899	108½
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,354,000	7	Feb. & Aug.	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	6	March & Sept.	New York.	1860	....
2d Mortgage	800,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	...
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (ecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $6,000,000(392 m.).	7,07[illegible],000	7	April & Oct.	" "	1898	117
Louisville Loan.....	850,000	6	" "	" "	'86-'87	...
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	...
Louisv. Loan (Leb. Br. Exten.)	338,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1896	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	[illegible]'9	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	...
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	'[illegible]5	83½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'ngton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Manafield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102½
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	08½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	74½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	35½
4th Mortgage.....	4,000,000	6	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'0	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	90
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'7	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,100,000	6*	Jan. & July.	New York.	1908	101½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assu'd	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	100
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	118½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	100
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St .Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New [illegible]rk.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	.0	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7-	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	102½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	62½
Third Additional Consol. Mort..	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	121
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	114
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	112½
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	103½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'8	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'9	....
New Mortgage.....	4,700,000	7	" "	"	1913	114
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	8*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	300,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimn.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	710,000	7	" "		1881	....
New Jersey West Line						
1st Mort. gold for $2,000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	303,000	6	April & Oct.	New York.	1885	104
2d Mortgage.....	500,000	7	June and Dec.		1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	111
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	125½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	114
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	119½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1890	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	252,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	110
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116
General Mortgage.....	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	109½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	106½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	80
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & K.):						
1st Mort. Mass. Loan, skg. fd....	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	117
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	111
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1898	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $2,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	235,500	7	Feb. and Aug.	"	1881	105

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	98
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 yea s)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	105½
2d Mortgage sinking fund	2,656,000	7	Jan & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	260,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Rights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	103½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1900	117
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	28,301,540	6*	Jan. & July.	London.	1905	114
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Ca Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	119,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	123
Peoria & Bureau Val (C. R. I. & P.):						
1st Mortgage guaranteed	500,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500 000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	117
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	112
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,126 500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-46 & 49.	1,510 500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mor gage Loan of 1836, stg.	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg.	134,400	7*	" "	"	1893	'09
Consolidated Mortgage June 1, 1871. { Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	66
Consolidated Mortgage June 1, 1871. { Dollar registered	3,339,000	7	" "	"	1911	....
Consolidated Mortgage June 1, 1871. { Gold or stg coup	6,999 000	6*	" "	Phil. or Lond.	1911	104
Consolidated Mortgage June 1, 1871. { Gold or stg reg.	663,000	6*	" "	" "	1911	100½
Consolidated Mortgage June 1, 1871. { Dollar coupon	306,000	6*	" "	Philadelphia.	1911	...
New deben. loan, conv.	10,499,800	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 884,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)	19.686,000	6*	Jan. & July	" "	1905	56
Income Mortgage of 1876	2,2?0,000	7	June & Dec.	Philadelphia.	1896	..
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,800	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,185,000	7	Feb. & Aug.	Philadelphia.	1896	80
Funding Income	815,938	7	" "	"	1896	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	258,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000 000	6	April & Oct.	" "	1887	....
Loan of 1873	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1894	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug	Philadelphia.	1900	116
Consolidated 2d Mortgage	2,500 000	7	April & Oct	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....
1st Mor gage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	81
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct.	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	116½
1st Mort. (Turtle Cr. Div. 10½ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,865,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	486,000	4½	June & Dec	Boston.	1937	78
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1893	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1892	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....
Virginia State guar. bonds	100,400	6	" "	"	1875	....
1st Mort. (Piedmont branch)	500,000	8	.....	"	1886	....
1st Mort. (Northwestern, N. G.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,400	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	6	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	62
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,105,300	5	Feb. and Aug.	Boston.	....	....
General Mortgage	1,500,000	6	May & Nov.	"	1908	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	103
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	90
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	100
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	102
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	100
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1895	106
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	104
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,340	6*	May & Nov.	New York.	1906	55
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	" "	1906	73
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.)bonds.	506,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,621,000	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	105
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	113
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	105
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	90
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	61
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	114
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	114
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	109
1st Mort. (Quincy and Toledo)	800,000	7	May & Nov.	" "	1890	103
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	100
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	100
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	100
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	100
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	99
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	"	1893	....
Traverse City (Gr. Rap and Nd.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	141
1st Mort. Land Grant	6,499,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	...
3d Mortgage Sinking Fund.....	13,86 ,000	8	March & Sept.	New York.	1894	118
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U. Co'a)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	8	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1890	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	...
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79
2d Mort. (" " ")	350,000	7	" "	"	1891	...
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	.05
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	103
3d Mort. " ")	600,000	8	May and Nov.	"	1873	76
4th Mort. " ")	700,000	8	March & Sept.	"	1880	44
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	11,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	41,000		May and Nov.	New York.	1898	....
1st Mortgage for $ [illegible]	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P [illegible]						
General Mortg [illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage.....	860,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	114
Sterling Bonds, Sinking Fund..	981,284	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	
Western Maryland:	$					110
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	114
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	108
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	101
2d Mortgage preferred.....	600,000	6	" "	"	1895	115
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	....
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. byC.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	86
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,600	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	...
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	90
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	106
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	111
Coupon bonds of 1874..... }	3,000,000	7	Apr. and Oct.	" "	1894	103
Registered bonds of 1874..... }	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,668,500	6g	June & Dec	"	1897	102
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	102
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1890	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81
1st Mortgage (Wy. Val. Can.)..	600,000	5	" "	"	1878	...
Schuylkill Navigation(Ph. & Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'07	98
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	55
Improvement bonds.....	260,000	6	May and Nov.	"	1220	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,000	7	" "	"	1916	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1887	....
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. Scrip (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1893	...
West Branch & Susqun. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1874	
2d Mortgage.....	200,000	6	" "	"	1888	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	96.0		4.2		13	8	3	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,699,693	845,023	.....	3,800,000	6,045,000	373,461	.....	177.3	692,461	293,623	485,336	1,006,211	456 579	7	100	1 54
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶ ..... Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.) ..... Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)... Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,529	271,658	102,650	—	50	...
Dec. 31, 1878	146.6	52.1	12.1	—	10	6	3	361	Atchison and Nebraska..... Kan. & Neb.	4,371,786	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
June 30, 1879	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*..... Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	120
Dec. 31, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point ..... Georgia	1,192,686	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	...
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,482,758	1,995,380	34,675,804	67,220,893	6,925,537	.....	512.0	4,356,182	919,064	2,682,829	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	37	Atlantic and Gulf ¶ .. Georgia & Florida.	7,868,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	.....	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1879	408.0	20.0	34 7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶.. Virginia.	19,396,206	*	7,0?2,955	2,051,625	7,121,900	14,265,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,464	1,781,719	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,359	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah ..... Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va.	38,042,677	12,116,258	57,305,252	3,031,499	18,277,309	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,967	4,039,612	8	100	152
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ ..... Maryland	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	776,698	.....	.....	276,879	200,029	10	100	...
Sept. 30, 1878	104.(	—	26.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,746	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1 349 684	40.757	458,968	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac..... Maryland.	8,403,786	696,010	37,838	64,638	3,533,250	6,500,000	288,365	.....	90.2	571,480	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.)..... N. Y.	131,906	—	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5.256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.)..... Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52 2	—	43	28	13	950	Belvidere Delaware (Penn. Co.)..... N. J	3,115,857	1,130,788	.....	.....	994,080	3,444,500	157,524	.....	68.8	.....	.....	.....	168,534	68,297	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland..... Vt.	1,475,000	—	.....	.....	1,000,000	475,000	.....	.....	59 0	185,271	(9) mos.)	.....	639,034	152,755	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,90	Boston and Albany.... Mass. & N. York.	24,388,716	3,145,400	2,433,360	966,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219.536	8	100	144
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner..... Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	.....	52.5	135,063	104,782	721,301	156,229	40,219	—	100	...
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	151.6	766,719	688,438	550,164	970,548	286.519	—	100	18
Mar. 31, 1879	98 5	72.3	19.0	17.0	3	27	16	572	Boston, Concord and Montreal ..... N. H.	4,319,000	—	380,905	222,687	1,800 000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,650	201,612	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell..... Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	507,373	2	500	95
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine..... Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	203,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,511,581	4,564,171	582.85	2,100,741	741,373	7	100	126
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line..... Conn.	3,522,798	*	9,16	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,561	77,660	—	100	37
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence..... Mass. & R. I.	4,490,774	207,400	698,893	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	188
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,445	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,839	.....	191,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶ ..... Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,569	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,786,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.)..N.Y.	3,230,000	—	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia.. Penn.	5,498,035	1,081,819	8,030	230,609	1,971,450	3,807,500	701,079	338.434	120.5	509,791	199,122	589,245	884,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern..... New York.	2,853,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162.729	101,024	138,227	221,850	49,998	—	100	...
Jun. 30, 1878	62 (	183.1	30.0	22.0	37	24	6	1,081	Burl., Cedar Rapids and Northern.. Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287 634	721,754	1,614,762	560,311	—	100	52
Dec. 31, 1878	90.	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	9	—	1.	—	2	1	—	39	Burlington and Northwestern (3 ft.)... Ia.	174,437	32,234	7,183	9,423	135.142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	(	—	4	—	6	3	2	103	Burlington and Southwestern..... Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	197,955	df. 9,122	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,889	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes ..... Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	228,171	.....	157.0	.....	.....	.....	232,352	3,522	—	100	....
Dec. 31, 1878	60.2	53.(	19.2	—	12	16	6	188	California Pacific (C. P.)..... California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	—	11.2	—	13	60	9	134	Camden and Atlantic..... New Jersey.	1,919,549	540,935	198,123	55,641	1,215,711	967,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,218	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
June 30, 1878	29.2	—	61.6	—	42	35	17	2,035	Canada Southern..... Canada.	22,889,453	*	4,915,026	161,534	15,000 000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	968,044	1,490,270	233,045	—	100	56
Mar. 31, 1879	42.0	—	12.1	—	22	17	6	278	Carolina Central..... N. C.	10,202,000	—	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	...
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	18
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.).. Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113.310	—	100	18
Dec. 31, 1878	271.6	2.(	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.). Ia.	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	115
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia..... Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa..... Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	258	220	64	18761	Central of New Jersey..... New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,089,526	2,302,770	—	100	61
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*..... Kan	4,200,000	—	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.8	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,963	420,587	349,182	104,796	2,858,550	2,500,000	42,592	456,386	187.3	1,281,787	297,472	646,572	829,253	266,448	6	80	80
Dec. 31, 1878	882.8	230.4	169.4	—	227	326	51	4,262	*Central Pacific* ¶ ..... Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,389,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,580,858	8,744,740	—	100	72
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta.. N. C. & S. C.	5,182,651	*	267,487	68,145	2,578,000	2,610,548	186,855	192,980	195.0	415,363	58,570	97,948	441,357	152,228	—	100	97
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio ..... Va. & W. Va.	34,496,195	2,975,421	108,892	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233 377	172,175	588,066	1,936,360	341,621	—	100	19
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... N. H. & Mass.	2,295,259	322,266	177,286	145,719	2,153,300	825,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123.895	1pf	100	52
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton ..... Illinois.	13,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,403	781,991	1,967,306	4,691,519	2,156,385	7	100	112
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	181	70	9,419	Chicago, Burlington & Quincy... Ill. & Ia.	65,146,212	*	1,592,655	3,327,846	27,956,916	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,865	6,586,530	8	100	121
June 30, 187	64.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,636,103	*	.....	.....	6,156,600	.....	250,334	.....	221.6	313,592	87,572	235,934	534,595	260,947	—	100	77
Dec. 31, 1878	50.3	—	13 1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,935	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois... Ill. & Ind.	3,949 594	*	362,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,510	—	100	98
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & NW). Ia.	4,695,900	—	.....	.....	3,916,200	779.700	.....	.....	82.4	.....	.....	.....	1,454,765	545.537	10	100	138
Dec. 31, 1878	831.3	581.0	182 6	122 0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2,848,298	1,480,429	27,6?3,744	32,098,500	791,593	2,520,074	1,585.3	5 991.705	1,412,663	1,955,699	8,451,7?8	3,659,454	7pf	100	80
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514.220	34,598,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7p	100	93
Dec. 31, 1878	500.2	222 0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,981	10	100	103
Dec 31, 1878	549.0	32.6	69.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25,017,501	—	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,168	2,819,019	818,723	—	100	32

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in (parentheses) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date of Reporting.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484	3.671	6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,037	50 000,000	37,024,000	1,925,820	3,248,132	1,176.8	6,767,042	2,746,032	6,098,446	13,979,766	5,959,501	—	100	108½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—		Lehigh and Lackawanna (C. of N.J.).Pa.	776,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	.....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	....		Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	.....
Dec. 31, 1878	120.4		55.2	—	45	39	13	679		Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,360,676	27,228,885	24,391,000	2,924.178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4 8	50	99
Dec. 31 1878	168.7		4.1	—	10	6	2	274		Little Miami .....Ohio.	6,561,875	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,057,971	850,950	624,564	1,224,691	384,621	—	50	....
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381		*Little Rock and Ft. Smith* ¶ .. .. Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	35
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—		Long Island ¶ .....N. Y.	6,242,608	—	.....	.....	3,280,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,531,314	497,895	—	50	....
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443		Louisiana and Mo. Riv. (C. & A.)....Mo.	8,248,000	—	.....	.....	1,624,000	1,674,000	.....	.....	101.5	.....	.....	.....	231 890	188,370	—	100	9
Jun. 30, 1878	195.0	280.6	98.8	—	180	75	37	3,239		Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978 053	294,160	—	100	..
Dec. 31, 1878	248.9	—	26.0	—	23	12	8	489		Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,766	973 4	3,110,247	720,427	2,614,007	5,697.598	2,344,242	3	100	125
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—		Louisville, N. Albany & Chicago....Ind.	3,500,000	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	95
Jun. 30, 1878	187.3	87.9	183 5	—	65	33	11	1,378		Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	68.2	1.5	5.5	—	9	8	2	127		Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,511	7,509,691	—	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	68.1	25.4	20.4	—	36	5	4	1,706		Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200.000	3 844	—	3,530,000	20.113	—	99.7	171,215	74,140	45,114	110,777	9,467	—	—	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626		*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	182,486	4,565,627	4,242 200	102,588	106,025	88.5	195,998	59,411	663,276	586,463	299,181	—	100	17
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212		Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4,220.000	1,309,525	—	292.0	645,928	.....	158,458	682,412	307,446	—	100	31
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71		Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,160	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	...
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049		Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	158,483	.....	.....	203,671	63,062	—	100	...
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212		Michigan Central.....Mich.	28,437,938	*	6,159,161	345,173	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	92½
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56		Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245.025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100		Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,350	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—		Minnesota Midland (3 ft.)... Minnesota.	2,529,000	*	.....	.....	2,000,000	360,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144		Minnesota Valley (C. & N. W.) .. Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2			Mississippi and Tennessee..Miss. & Tenn.	2,966,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,936	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477		Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	[*]	.....	308,672	1,457.225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499		Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348 483	—	100	37
May 31, 1879	84.0	—	4.2	—	4	5	3	69		Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800.000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	17
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394		Mobile and Girard.....Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,133,500	8,039	—	84.0	104,000	31,486	.....	195,008	60,335	—	100	....
Jan. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010		Mobile and Montgomery .....Alabama.	3,164,261	557,434	71,478	170,625	2,022,618	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78		Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7 9	—	528.6	1,166,773	233,067	186,638	2,098,500	279,3-1	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469		Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,278	1,149,364	1,810,000	1,129,688	—	80.0	.....	.....	.....	291,384	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275		Morris and Essex .....New Jersey.	17,710,791	13,144,840	4,141,925	525,044	15,000,000	19,923,000	—	—	120.6	.....	.....	.....	2,710,117	782,328	7	100	106
Mar. 31, 1879	48.8	—	4.0	—	—	—	—	—		Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	—	—	53 7	424,020	869,726	271,417	497,456	168,403	2	100	113½
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030		Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	216,183	90,764	48.8	.....	.....	.....	96,932	43,278	5	100	....
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—		Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6.575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	69
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	63		Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356,841	77,756	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36		Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	—	20,696	309,002	61.2	286,539	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164		Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115		Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	—	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45		New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99.000	—	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—		New Brunswick and Canada.....N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	—	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458		Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,093	—	55,358	52,472	605,000	—	881	336,032	14.9	193,381	130,508	982,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266		New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	169.3	364,778	268,243	273,437	545,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—		New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470.455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—		New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,430	161,046	672,986	367,836	—	100	....
Sept 30, 1878	441.7	298.4	1,389	—	595	470	213	5 9		New York and Canada (D. & H.). N. Y.	8,153,683	—	.....	.....	4,000,000	4,000,000	279,741	—	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—		New York Central & Hudson River.N.Y.	82,163,689	17,730,486	29,967,488	.....	39,428,200	39,801,233	532,060	—	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,969,040	8	100	128½
Sept. 30, 1878	126.9	—	66.7	—	—	—	—	—		New York City and Northern..... N. Y.	1,775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—		N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	——	Included in 5.5		Lessees r	eturns.	.....	.....	8	100	....
Sept. 30, 1878	460.0	96.5	1.179	—	476	311	96	—		N. Y., Lake Erie & Western..N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,931	4,896,327	6,150,468	15,644,978	5,009 114	3	100	180
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22		N. Y. & Manhattan Beach (3 ft.)...N. Y.	568,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	40½
Sept. 30, 1878	85.7	58.2	39.1	100.0	36	65	13	319		N. York & N. England..M., R. I. & Conn.	20,622,584	*	865.382	53,881	20,000,000	400,000	934,078	201,721	139.0	815,862	1,731,635	435,867	1,006,287	197,890	—	100	37½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252		N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15.500,000	—	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	164
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—		N. Y., Providence & Boston..Conn.& R.I.	2,645.022	559,487	1,089,987	.....	3.000.000	1,050,000	218.800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138½
Sept. 30, 1878	223 5	—	14.5	—	—	—	—	—		Niagara Br. & Canan. (N Y C&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	—	—	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	142		North Carolina (R. & D.) .....N.C.	4,933,778	—	.....	.....	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532		Northeastern ¶.....S. C.	2,148,131	*	466,223	59,020	47,317	47,417	899.350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,945	162,500	—	100	....
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	5,296		Northern .....New Hampshire.	3,068,400	*	387,960	498,637	3,068,400	100	396.617	484,880	8.5	452.801	141,209	401,922	426,874	107,372	5	100	95
Aug. 31, 1878	449.0	136 5	26.0	130.0	48	22	24	1,196		Northern Central .....Md. & Pa.	12,184,508	4 196,107	5,186,440	560,455	5,842,000	15,393,000	1,828,583	—	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	61
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,143		Northern Pacific... Minn .Dak.,Wash.&c.	19,588,650	1,115,373	130.694 587	120,347	100,000,000	—	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	27½
Sept. 30, 1878	69.4	7.0	13.9	—	21	15	7	577		North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,647	251,639	4.264, 50	6,000,000	2,041,.55	148,329	88.2	1,890,319	1,310,278	917,484	1,460,924	573.061	4	50	96½
Sept. 30, 1878	118 0	4.0	14.0	—	34	15	6	95		Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,610		Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	29
Sept. 30, 1878	249.4	52.4	76.3	—	72	168	27	1,311		Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,080.000	12,841,000	1,924,750	—	615.0	.....	.....	.....	3,137.136	861,547	—	100	32½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	5		Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,852,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	1 703,278	6	100	114
Oct. 30, 1878	35.0	—	15.6	—	14	13	6	285		Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742.000	.....	—	74.2	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492		Oswego and Syracuse.....N.Y.	1,752,540	*	.....	.....	1,320,400	461,500	8.801	—	35.0	200,070	136,118	201,874	88,769	41,216	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415		Paducah and Elizabethtown.....Ky.	4,277,634	*	56,606	22,674	2,853.000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	279,562	74,852	9	100	....
	78	67.4	—	7	—	—	—	128	—	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	319,542	88,266	—	100	....
										Pekin Linc. and Decatur..... ...Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	317,869	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	622.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	103										
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,538	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....										
Apl 30 1878	44.0	6.0	8.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,75	12	100	....										
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,81	—	100	....										
Sept. 30, 1878	64.0	—	4.0	—	9	6	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,51	—	100	.										
Dec. 31 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,020	230,900	300,000	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....										
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,84	—	50	....										
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,468	2,921,130	876,11	—	50	26										
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	.....	.....	—	50	2 24										
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59	—	Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,505,396	34,278,175	75,30 ,797	11, 96,188	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	19										
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,587	*	2,420,062	61,746	11,567,750	2,768,500	519,996	662,099	112.2	1,613,9 6	2,243,781	793,365	2,660,446	1,198,048	8	50	42										
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8 43 ,200	12,497,000	2,383,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....										
Dec. 31, 1878	149.6	1.9	37.3	—	16	18	-	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 018,671	470,698	42,697	3,302	1,955,741	10,618,800	4,045,687	.....	174.0	1,579,169	761,307	1,829,456	1,542,754	578,312	—	50	....										
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,316	12,000	25,38 ,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,8 .0,110	3,689,197	7	100	123										
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....										
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	28										
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitt'sb., Wheeling & Kentucky	W. Va.	599,393	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	..										
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,561,544	292,538	77,496	48,317	1,052,186	2,642,500	231,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....										
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0 2	148,151	29,334	—	100	104										
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,760	.....	.....	.....	.....	.....	.....	90,000	6	100	104										
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	85o,000	535,000	41,0 5	.....	47.5	76,803	51,040	18,647	55,296	1,121	—	100	....										
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86, 97	41,812	—	100	....										
Sept. 30, 1878	43.4	8.0	55.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....										
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	138,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....										
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,348	8	100	118										
Sept. 30, 1878	140.5	11.0	13.3	-	55	37	20	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,856	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....										
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	82.9	176,811	128,000	48,321	312,032	151,858	—	100	....										
Sept. 30, 1878	22.5	2.8	2.6	—	7	7	5	108	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,207	10,741	24.8	73,787	102,3 5	80,760	62,553	4,479	—	100	....										
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....										
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,349	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	96,177	184,771	214,444	82,402	—	100	....										
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	160,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....										
Sept. 30, 1878	141.1	239.2	84.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	403.9	1,053,608	576,974	370,905	1,218,785	350,747	—	100	24										
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	467,800	1,066,402	.....	6,480,100	2,546,400	559,741	.....	136.0	.....	.....	[rental, et	c. 295.812	278,758	—	100	51										
Dec. 31, 1878	84.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177.901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....										
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,638	38,566	15,425	—	100	....										
Dec. 31, 1878	247.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	...										
Dec. 31, 1878	289.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	75.2	395,390	184,988	473,648	506,459	239,621	—	100	21										
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.	.....	*	.....	.....	.....	.....	.....	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	47										
Dec. 31, 1878	489.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....										
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	———	.....	.....	2,347,800	2,725,000	.....	.....	598.8	.....	499,441	960,166	3,324,496	1,347,500	—	100	....										
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2 600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24.000 000	10,181,500	1,237,500	538,000	327.3	872,626	63,132	254,38	1,201,652	608,517	—	100	34										
Dec. 31, 1878	827.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	208.2	658,203	183,359	.....	954,333	168,210	—	100	....										
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	559	St. Louis & S. Eastern	Ill. & Ind.	11,022,769	*	.....	.....	10,841 1 0	5,145,000	.....	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....										
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	169.0	35 .6 0	46,568	224,767	483,349	121,008	—	100	26										
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	———	———	———	121.3	266,669	86,179	206,913	602,754	239,505	—	100	42										
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	110.3	841,442	191,069	731,146	657,632	234,247	—	80	....										
Sept. 30, 1878	116 3	—	24.0	—	35	18	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	111.3	.....	.....	.....	303,883	25,046	—	100	....										
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,0 0	1,427,800	.....	.....	100.0	333,049	155.114	147,842	282,153	1 5,874	—	100	....										
Dec 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	50,424	1,772,050	1,300,000	94 170	9,471	90.0	214,315	35,051	202,890	457,797	160,378	7	100	....										
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke. Va. & N. Carolina		2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	79.0	125,679	50,345	88,376	99,155	20 0 2	—	100	....										
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,800	1,600,000	60,749	.....	46.0	.....	33,583	319 229	254,039	135,281	—	50	....										
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,161	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....										
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	———	.....	.....	1,000,000	200,000	.....	.....	158.5	165,745	59,315	136 055	414,477	100,090	—	100	....										
Jan. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	.....	3,056,600	.....	.....	190.0	552,986	79,038	713,952	844,689	2 3 649	—	100	....										
Jan. 30, 1878	185.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,682	*	.....	.....	3,461,767	6 131,0 0	575,875	.....	248.0	691,202	104,065	252,386	1,011,862	409 305	—	100	....										
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	114.0	413,552	149,484	440,071	462 906	142,8 0	—	100	....										
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	8,273,492	387,661	625,868	131,764	1,790,234	2,540,125	88,415	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	....										
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424.100	*	.....	.....	1,984,200	4,639.900	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....										
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	.....	.....	.....	.....	4,327,086	1,155,704	—	100	....										
Aug. 31, 1878	144.0	166.6	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,900	339 000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....										
Sept. 30, 1878	4.5.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,376,126	53,399	49,800	26,278	816,45	600 000	271,361	———	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....										
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34 0	104,230	.....	.....	98,538	38,118	—	100	....										
Dec 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,02	*	12,662	253,809	2,004,000	2,020,000	216,696	65,604	81.0	378.111	150,916	810,886	610,532	224,624	3	80	....										
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,199	1,988,150	1,800,000	291,96	1,280,393	113.8	953,319	221,341	1,092,085	876,865	358,378	8	50	100										
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0,000	1,142,000	84 ,854	125,095	108.0	.....	.....	86,398	2 0,137	74,284	—	100	....										
May 31, 1878	179.7	264.1	39.4	89.0	40	21	11	977	Texas and Pacific ¶	Texas.	21,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	47										
Dec. 31, 1878	227.4	19.6	36.7	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720.133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	18										
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....										
Sept. 30, 1878	74.0	—	8.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....										
Dec. 31, 1878	275.5	—	309.8	—	55	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,846	.....	26,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	3,583,229	10	100	161										
Dec. 31, 1878	1 088	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,583	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	105.8	5,846,580	188,315	844,019	11,121,272	7,744,686	—	100	89										
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,12	62,069	—	100	....										
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,660	453,144	239,292	4	100	....										
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,565	88,120	147,544	def. 3,911	—	100	....										
Sept. 30, 1878	66.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,36 ,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5,	100	118										
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	88,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....										
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,495,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,92	1,604,443	725,092	12	100	....										
Dec. 31, 1878	452.1	148.1	43.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,811,468	*	191,442	884,887	16,000,000	20,311,467	884,018	172.291	678.0	5,316,700	858,870	1 952 003	4,798,872	854,123	—	100	49										
Sept. 30, 1878	258.5	121.5	18.0	—	31	36	14	473	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,147	925,044	225,554	—	100	....										
Sept. 30, 1878	81.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,800	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....										
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,150	821,300	1,100,000	95,601	237,435	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....										
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,148	1,359,750	2,400,000	71,53	39,592	128.5	440,54	618,380	119,682	541,678	202,985	—	50	70										
Aug. 31, 1878	118.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	72,001	2,553,000	207,757	———	167.0	292,286	.....	.....	5 4,107	176,652	—	100	....										
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675 000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,923	—	100	71										
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	902	Western Union (C., M &St. P.)	Wis. & Ill.	7,000,000	818,114	808,864	16,294	4,000,000	3,500,000	387 629	266,638	212.7	870,604	239,094	462,241	1,067,654	304,401	—	100	55										
Sept. 30, 1878	189.0	—	13.0	—	31	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	800 00	1,248,000	1,008,944	.....	189.0	.....	.....	58,350	.....	500,698	98,658	—	100	....										
Sept. 30, 1878	168.8	17.0	13.2	—	23	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,423	63,078	1,456,200	1,619,100	52,132	316 434	1 0.5	406,277	.....	.....	312,171	176,277	3	100	....										
Sept. 30, 1878	46 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	554,980	75,048	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	169,351	—	100	54										

Pennsylvania Railroad.

The statement of the business of all the lines of Pennsylvania Railroad Company east of Pittsburg and Erie, for May, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of.....$709,221
An increase in expenses of..... 266,461

An increase in net earnings of.....$442,760

The five months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of.....$3,189,347
An increase in expenses of..... 1,352,046

An increase in net earnings of.....$1,837,301

All lines west of Pittsburg and Erie for the five months of 1880 show a surplus over liabilities of $1,302,655, being a gain over the same period in 1879 of $1,469,605.

Statement of the Public Debt of the United States, June 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1881..	$16,038,000 00	$400,822 00
per cent. bonds, 1881 (Oregon,) 1861.....	747,050 00	18,676 25
6 per cent. 1881 bonds, 1861..	161,414,700 00	4,035,367 50
6 per cent. 1881 bonds, 1863..	63,807,150 00	1,595,178 75
per cent. funded loan of 1881	488,848,700 00	2,036,869 58
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	739,434,700 00	4,929,564 67
Refunding Certificates.....	1,413,100 00	9,420 66
3 per cent. navy pension fund, 1868.....	14,000,000 00	175,000 00
Aggregate of debt bearing interest.....	$1,735,698,400 00	$16,013,402 41
Interest due and unpaid		2,890,785 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 96
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,550 00	5,118 17
6 per cent. 5-20 bonds, called June, 1864	68,250 00	836 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,156 21
5 per cent. 10-40 bonds, called, 1864.....	2,389,300 00	263,017 51
6 per cent. Consol. bonds, called, 1865.....	631,700 00	7,737 91
6 per cent. Consol. bonds, called, 1867.....	2,467,200 00	275,614 24
6 per cent. Consol. bonds, called, 1868	871,450 00	94,337 19
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,775 00	2,350 85
5 per cent. 2 year notes, 1863.	36,050 00	1,967 99
6 per cent. compound interest notes, 1863-64.....	243,210 00	49,450 46
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,124,965 26	$330,556 75

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,030 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency, 1862-3-4	15,802,934 37	
Coin certificates, 1863.....	8,050,100 00	
Silver certificates, 1878.....	12,224,270 00	
Unclaimed interest.....		7,777 03
Aggregate of debt bearing no interest.....	$395,424,350 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$242,001,900 00	
Bonds at 5 per cent.....	488,548,700 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,434,700 00	
Refunding certificates.....	1,413,100 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,735,698,400 00	$16,964,187 41
Debt on which interest has ceased since maturity.....	8,134,965 26	330,556 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,046 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency.....	15,592,934 37	
Coin and Silver Certificates.	20,274,370 00	
	$395,424,350 37	
Unclaimed interest.....		7,777 03
	$2,139,257,715 62	$19,742,521 19
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,159,000,236 82	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,890,785 00
Debt on which interest has ceased.....	8,134,965 26
Interest thereon	330,556 75
Gold and silver certificates.....	20,274,370 00
U S Notes held for redemption of certificates of deposit.	12,815,000 00
Cash balance available June 1, 1880.....	161,667,589 96
	$206,313,516 97
Debt, less amount in Treasury, Jun. 1, 1880.	$1,952,386,719 85
Debt, less amount in Treasury, on the 1st ult.	1,968,314,753 72
Decrease of debt during the month.....	$15,928,033 87
Decrease of debt since June 30, 1879.....	$74,320,5 6 52

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,084,816 67: interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Toronto's Railways.

Besides the Grand Trunk Railway, 1,390 miles in length, with its principal Western offices in this city, there are six railways converging on Toronto. All these roads carried last year 3,645,847 passengers and 4,975,203 tons of freight. The earnings of these 3,000 miles of road were last year $13,337,644, and their working expenses $9,858,768. Their plant is as follows:

	Miles track.	Engines.	Pass. cars.	Other cars.
Grand Trunk Railway..	1,390	434	274	9,017
Great Western Railway.	902	216	167	4,549
Northern	167	82	26	787
Toronto, Grey & Bruce.	191	20	12	430
Toronto and Nipissing..	105	12	15	276
Credit Valley Railway..	160	9	10	150
Total.....	2,915	723	504	15,209

It should be stated that the last named road has five engines and about 200 cars of various kinds under construction.—[Toronto Monetary Times.

☞ The Selma, Rome and Dalton Railroad was sold at Selma, Ala., on the 14th inst., for $1,503,000, and was bought by the East Tennessee, Virginia and Georgia Railroad Co.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 22.

	W. 16	Th. 17	F. 18	Sat. 19	M. 21	Tu. 22
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income..... 26	....	....	....	....	....	....
Camden & Am. 6s, 1883....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	9	....	....	....	....	....
Preferred..... 38¾	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	115
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	8	....	8	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation 26¾	....	26¾	27	27	26¾	
6s, 1884.....	....	....	107¼	....	....	
Gold Loan..... 102¾	102¾	102¾	102¾	....	102¾	
Railroad Loan.....	....	....	....	....	....	
Conv. Gold Loan...	....	....	....	....	....	
Consol. Mort. 7s.....	....	....	....	....	....	102¾
Lehigh Valley 49¾	49¾	49¾	49¾	49¾	....	
1st mort. 5s, coupon.....	....	....	....	118	....	
1st mort. 3s, reg.....	....	....	....	....	....	
2d mort. 7s....	....	....	....	....	....	127¾
Consol. mort. 6s.....	....	112	....	....	....	....
Consol. mort. 6s, reg....	....	....	....	....	....	....
Little Schuylkill.... ..	....	....	....	....	....	....
Minehill & Sch. Haven 54	....	....	53	....	....	
North Pennsylvania .. 45¾	45¾	....	....	47	48	
1st mortgage 6s.....	....	....	....	....	....	
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg....	....	....	....	....	....	....
Northern Central. .. 30¾	31	....	....	....	31	
6s..... 80	79¾	80	80	80	....	
Northern Pacific 25¾	25	....	26	26¾	27¼	
Preferred 47	46¾	47¾	....	49	49¾	
Pennsylvania R. R. .. 50¾	50¾	51¼	51¾	51¾	51¾	
1st mortgage.....	....	....	....	103¾	....	
Gen'l mortgage.....	....	....	....	....	....	
Gen'l mort. reg.....	....	....	....	....	....	
Consol. mort. 6s.....	....	....	....	....	....	
Consol. mort. 6s, reg....	....	....	....	....	....	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series	108	....	....	....	....	
do. 5s, new.....	115¾	....	....	....	....	
do. 4s.....	....	....	....	....	....	
Phila. and Reading..... 8¾	8¾	9	9	9¼	9¼	
1st Mortgage 6s.....	....	....	....	....	....	
7s, of 1893.....	....	....	....	....	....	
7s, new convertible.....	....	....	....	....	....	
Consol. mortgage 7s.. 111	110¼	109	....	....	....	
Consol mortgage reg	....	....	....	....	....	
Gen'l mortgage 6s.....	56	56	....	....	....	
Philadelphia and Erie	....	....	....	....	....	
1st mortgage, 6s.....	....	....	....	102¾	....	
2d mortgage, 7s.....	....	....	....	....	....	
Pittsb., Cin. & St L. 7s 116¾	116¾	....	....	....	....	
Pittsb., Titusv. & Buff.. 14¼	14¼	14¼	14¼	14¼	14¼	
7s.....	....	....	....	....	....	
Schuylkill Navigation.. ...	....	....	....	....	....	
Preferred.....	....	....	....	....	....	
6s, 1872.....	....	....	....	....	....	
6s, 1882.....	....	....	....	....	....	
United Co. of N. Jersey	161	161	161	155½x	....	
Hestonville, (Horse)	....	....	....	19	....	
Chestnut & Wal. (do)....	....	....	....	....	....	
Green and Coates (do.)....	....	....	....	....	....	

Baltimore Stock Exchange.

Closing Prices for the week ending June 22.

	W. 16	Th 17	F. 18	Sat. 19	M. 21	Tu. 22.
Baltimore and Ohio .. 151¾	151¾	....	....	....	152¾	
6s, 1880.....	....	....	....	....	....	
6s, 1885.....	....	....	109	....	....	
Central Ohio ($50).....	....	40	....	....	....	
1st mortgage	....	....	....	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s..... 108¾	....	....	109	....	108¾	
2d mortgage, 7s..... 71¾	71¾	....	....	71¾	71¾	
3d mortgage, 6s.....	....	35¾	35¾	....	35¾	
Northern Central ($50) 31	....	....	....	....	....	
2d mortgage, 6s 1885.....	....	....	....	....	....	
3d mortgage, 6s, 1900.....	....	....	....	....	....	
6s, 1900, Gold.....	....	....	....	....	....	
6s, 1904, gold..... 105¾	105¾	....	....	105¾	105¾	
Orange and Alex. 1st.....	....	....	....	....	....	
2d mortgage, 6s.....	....	....	106¾	....	....	
3d mortgage, 8s.....	....	....	....	....	....	
4th mortgage, 8s.....	....	....	....	....	....	
O., Alex. & Manassas 7s 80	....	....	....	....	....	
Pittsb. & Connellsv. 7s 115¾	....	....	....	....	....	
Virginia 6s, Consol .. 59¾	59¾	60	60¾	61¾	61¾	
Consol. Coupons	....	....	....	....	....	
10-40 bonds..... 41¾	41¾	41¾	42¾	43¾	43¾	
Deferred Certificates.....	....	....	....	....	....	
Western Maryland	....	....	71	....	....	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed.....	....	....	....	....	....	
2d M., end. Wash. Co.....	....	....	....	....	....	
2d Mort., preferred .. 100	....	....	101	....	....	
City Passenger R R.....	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 23.

	Th.17	F.18	Sat.19	M 21.	Tu.22	W.23.
Adams Express	112½	112½	113½	114	113½	
Albany and Susq	....	....	....	105½	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
American Express	55	55	....	56	57	
Atlantic & Pacific Tel	....	41	41½	41½	43	
Buri., C.R. & Nor	60	....	61½	63½	....	62½
1st mortgage 5s	89½	....	90	90½	90½	91½
Canada Southern	55	55½	56	56½	56½	
1st mortgage guar	91	91½	91½	92	92	
Central of N. Jersey	60½	60½	61½	62½	62½	63
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass	101	102	102½	103	103½	104
7s, convertible, ass	101	101½	101½	....	....	102½
7s, Income	....	....	....	....	....	75½
Adjustment	106½	106	....	....	....	
Central Pacific	71	....	72½	72½	....	72½
6s, gold	114	114½	....	....	114½	....
1st M. (San Joaquin)	105½	....	....	....	106	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	17½	18	17½	19½	20	....
Chicago and Alton	108	108½	108	109½	....	112
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	118	118½	120½	122	122	123½
7s Consol, 1903	122½	....	122½	123	123	121
Chic., Mil. and St. Paul	75½	76½	79½	79½	78½	79½
Preferred	105	104	104½	....	104½	104½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	117½	....	119	....	....
1st M. (La Crosse div.	....	115½	....	116	....	....
1st M. (I. and M. liv.	....	....	....	....	....	....
1st M. (I. and D. ext	112	....	....	....	....	....
1st M. (H. & D. div.	111	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	....	115½	....	115½	115½	....
Chic. & Northwestern	92½	92	92½	93½	93	93½
Preferred	....	108	108½	109½	109½	108½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	117½	....	....	....	118	....
Do. reg	....	....	117½	....	117½	118½
Chic., Rock Isl. & Pac	104½	104½	106½	107½	107½	107½
6s, 1917	....	....	....	....	....	....
Clev., Col., C. and Ind.	69	70½	70	71½	71	72
1st mortgage	....	119	....	....	....	....
Clev. & Pittsburg guar	117½	118	117	....	117	117
7s, Consolidated	....	....	119	....	....	120
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	15½	16	16½	16½	17	17
1st mortgage	....	....	....	....	....	....
2d mortgage	69½	70	71	72½	72½	74½
Del. & Hudson Canal	....	110	111	....	....	....
Reg. 7s, 1891	106	106	....	....	....	....
Reg 7s, 1884	108	....	....	....	....	....
7s, 1894	75½	76	76½	78½	78½	78½
Del., Lack. & Western	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	107½	107½	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	120	120	120	120	120½	120½
Great Western 1st mort	....	....	109½	....	....	....
2d mortgage	....	100	100½	....	100½	....
Hannibal & St Joseph	83½	83½	84½	84½	84	84½
Preferred	73½	74½	74½	75	73½	74½
8s, Convertible	107½	108	108	108½	....	....
Houston & Tex. Cent	....	....	64½	64½	65½	66
1st Mortgage	....	....	....	....	110	110
Illinois Central	....	104	104½	104	104½	105
Lake Shore & Mich So	104½	104½	106½	106½	106½	107½
Consol. 7s	122½	....	....	....	....	....
Consol. 7s, reg	....	....	....	....	....	122½
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	120½	....	....	120	125	124
7s, Consolidated	....	....	....	....	....	....
Manhattan	34	32½	31½	31	32½	32
Metropolitan Elevated	....	101	96x	95	....	96
1st Mortgage	101½	....	102	102	102	102
Michigan Central	87½	88½	90½	91	90½	93½
7s, 1902	117½	....	....	....	118½	....
M. S. and N. I 1st, S.F	....	....	....	....	109	....
Morris and Essex	104	....	105	105½	....	105
1st mortgage	....	131	....	....	....	....
2d mortgage	....	114	114	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	106½	107½	....	108	108	108½
N. Y. Cent. & Hud. Riv	126	127½	128½	128½	128½	128½
6s, Sinking fund, 1883	....	....	....	105	....	105
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	130
N. Y. Elevated	118	115x	....	114	114	
1st mortgage	114	....	114	114	114½	114½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 23.

	Th.17	F.18	Sat.19	M.21	Tu.22	W.23.
N.Y., Lake Erie & W	37	37½	38	39½	39	29½
Preferred	59½	60½	61½	64	64	64½
2d Consolidated	85½	85½	86½	87	87	87½
New 2d 5s fund	79	....	79½	81½	81½	82½
N.Y., N. Haven & Hart	159	160	160	162	161	
North Missouri 1st M	119	119	....	....	....	....
Northern Pacific	25½	25½	26	27	27½	27½
Preferred	46½	47½	48	48½	49½	49
Ohio and Mississippi	28½	28½	31½	32½	32	32½
Preferred	....	....	73½	75	73½	72
2d mortgage	....	....	....	....	....	111½
Consolidated 7s	....	....	....	117	117	....
Consol. Sinking fund	....	....	117	....	....	....
Pacific Mail S. S. Co	38½	37½	38½	38½	38½	39½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	18	18	18	18½	18½	18½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	131
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	114	114	....
Quicksilver Mining Co	....	11	....	....	....	10½
Preferred	54	54	54	55	....	
St. Louis & San Fran	33½	....	33½	34	34½	34½
Preferred	45½	45½	45½	45½	47	47
1st Preferred	67½	....	....	70	....	72
St. L., Alton and T. H.	16	....	18	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	115	....
2d mort. preferred	....	103½	....	....	....	....
Income bonds	90	....	....	....	....	....
St. L., Iron Mt. & S. As	44½	44½	45½	47	46½	47½
1st mortgage	....	....	....	....	....	....
2d mortgage	100½	100½	....	100½	100½	100½
Tol., P. & War. 1st R.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	89½	89½	89½x	89½	88½	88½
1st mortgage	114½	114½	114½	....	....	114½
Land Grant 7s	....	....	112½	113½	....	113
Sinking Fund 8s	....	117½	....	....	....	118
United States Express	47	47	47½	48½	48	48
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	114½	....
2d mortgage	100	100½	100½	101	101	100½
7s, Consolidated	98	98	97½	98	98½	99
St. Louis Division	....	....	....	....	....	106
Wabash, St. L. & Pac.	34½	35	35½	36½	36½	36
Preferred	63	63½	64½	65½	65½	65½
New Mort. 7s	....	....	....	....	....	92½
Wells-Fargo Express	....	109	....	....	108	109
Western Pacific bonds	....	109	....	....	....	....
Western Union Tel	104½	105	104½x	104½	104½	105½
7s, S. F. conv., 1900	....	....	114½	114½	....	114½

Boston Stock Exchange.

Closing Prices for the week ending June 23.

	Th.17	F.18.	Sat.19	M 21.	Tu.22.	W.23.
Atch., Top. and Sap. Fe	....	....	....	120	120	120
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	144	....	....	....	144½	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	95	....	....	....	95	....
Boston and Maine	126	....	....	126	....	126½
Boston and Providence	....	....	....	138	....	....
Boston, Hart. & Erie 7s	38½	38½	38½	38½	39½	39½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
7s, exempt	109	....	....	....	....	109
4s	80	80	....	80	80	80½
Chi., Burl. and Quincy	118½	119½	121½	121½	121½	121½
7s	....	....	....	....	....	120
Cin., Sand. and Clev	13	13	13½	13½	13½	13½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	35½	35	37	37	37½	....
New 4½ Bonds	94½	94½	94½	94½	94½	94½
Fitchburg	....	....	121	....	....	122
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	....	....	....	86½	86½	87½
7s	110	109½	....	110½	....	....
Northern, N. H	95	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	28	28½	28½	29	....	
Preferred	78½	79	79	....	....	79
Old Colony	112	....	112	112	112	114
Ph., Wil. & Balt. ($50)	....	....	....	....	....	68x
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	....	....	....	....	112	112
Pullman Palace Car	111½	113	....	....	....	114
Union Pacific	90	....	....	....	89½	....
8s	....	....	....	....	111½	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	116	....	116½	116½	116½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	84	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	114	....	....
Osc. & Hecla Mining Co	225	225	225	....	....	225
Quincy	28½	28½	30	30	....	29½

New York Stock Exchange.

Closing Prices for the week ending June 23.

	Th.17.	F.18.	Sat.19	M.21.	Tu.22	W 23
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	107½	....	....	107½	....	107½
U. S. 4s, 1907, coup	108½	108½	....	108½	108½	109½
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	109½	....	....	....	....	....
U. S. 5s, 1881, reg	103½	....	....	....	....	....
U. S. 5s, 1881, coup	103½	103½	....	....	....	103½
U. S. 6s, 1881, reg	105½	....	....	....	....	....
U. S. 6s, 1881, coup	....	....	....	....	....	107
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	96½	....
Dt. of Col. 3-65s, coup	97	97	....	97	....	
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices — June 4.	June 11
Atlantic & Gt. W. 1st mort., Certs.	62 — 64	65 — 67
Do. 2d mort., Certs	27 — 29	29 — 31
Do. 3d mort., Certs	13 — 14	13½ — 14½
Baltimore and Ohio (sterling)	113 — 115	113 — 115
Central of New Jersey $100 shares	58 — 62	63 — 66
Do. Cons. Mort. Oct. '79 coupon	100 — 105	102 — 104
Do. Adjustment bonds	103 — 108	102 — 105
Do. Income bonds	73 — 77	74 — 78
Det., Gd Haven & Mil. Equip. bds.	109 — 111	109 — 111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	99 — 101	99 — 101
Erie shares $100 Recon Ass. $6 pd.	33½ — 33½	37 — 37½
Do Pref. Shares, R. T. Ass. $3 pd	52 — 57	60 — 66
Do. 1st Con. M. ex-Certs. 6 Cou.	119 — 121	119 — 121
Illinois Central $100 shares	103 — 105	105 — 107
Lehigh Valley Consol mortgage	108 — 112	105 — 112
N. Y. Cent. & Hud. Riv. Mt. bonds	129 — 131	125 — 127
Do. $100 shares	126 — 128	129 — 131
Do. Mort. bonds (ex. [illegible]	117 — 119	117 — 119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 — 120	118 — 120
Do. do. 2d do.	76 — 80	78 — 82
Do. 2d Consol. Mort. bonds	83 — 85	86 — 88
Do. Gold Income Bonds	65 — 70	65 — 70
Pennsylvania, $50 shares	50½ — 51½	51½ — 52½
Do. Con. Sink. Fund Mort	113 — 115	112 — 115
Philadelphia & Reading $50 shares	10½ — 10½	10½ — 11½
General Consol. Mortgage	100 — 104	101 — 103
Do. Improvement Mortgage	83 — 85	84 — 86
Do. Gen. Mort. '74, ex-defer'd. cou.	54 — 57	55 — 57
Do. Scrip for the 6 def. ½ coupons	55 — 65	55 — 65
Pittsbg, Ft. W. & Chic. Equip. bds.	110 — 112	109 — 111
St. Louis Bridge 1st mort. gold bonds	107 — 109	107 — 109
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	111 — 113	111 — 113

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, June 24, 1880.

At the close of our last review there was a lull in Stock Exchange speculation and a slight wavering in the upward movement followed by slight reactions when the bears became emboldened and began to sell the market again contrary to expectation, however, which was quite general, the market rallied and has since continued to advance, with few temporary weaknesses, while the upward movement has been so steady and gradual without excitement, that the Street is getting puzzled at the position of the great speculators and hence of the speculation itself, for up to this point the advance is admitted to have been speculative. There is now a query in the outside speculative mind whether this is to so continue, or whether these great speculators have joined hands for another hot weather bull campaign as last year, and will continue to put up prices until the public come in the fall as then, or whether they are getting up the market by common consent to go short again and then knock down prices once more before the new crops which, barring accident, will be more bountiful than last year even, begin to move and increase the earnings of all but the coal roads, or again, whether the late short clique caught by Gould have stood out still and he is squeezing them until they are forced to settle. These are the three theories on the Street and of their correctness the reader can judge as well as any one. If the first theory is correct then

we need not look for lower prices, materially, except in case of some unforeseen accident, while in either of the latter cases we will of course see a reaction, although in either, we may have higher prices before, and probably before the new crops begin to move freely enough to show in increased earnings. As to when this will be depends upon the anomalous conditions of the Breadstuffs market which has been so under the control of the Wheat Clique that the natural movement has been delayed on the old crop and hence may delay that of the new crop to some extent, although the harvest of winter wheat with favorable weather, will be two weeks earlier than last year, when it was also two weeks earlier than usual. On last year, large arrivals at the seaboard of new winter wheat occurred in the latter half of July to so unusual an extent that 1,500,000 bushels were delivered on contract on the first day of August. As it is this year, the Clique have been shipping an enormous amount of wheat on their own account for a month past, and will for a month to come, which will fill up foreign markets to an unusual extent, so that when European harvests are gathered, those countries will not be compelled to draw upon this for so large supplies, or so early of our new crop to mix with their new wheat to enable them to grind theirs, it being so soft, as our old crop will be then to an extent of a months supply beyond the usual average, by reason of these clique consignments of wheat, with which they are filling every importing market of Europe.

As foreign crops are up to a full average so far, against millions of deficit in two years past, the demand, which we have shown will come later for our new crop, will be of as much less volume this year, compared with the past two, as the excess of this crop abroad over last year. Hence the traffic of the roads, with a bigger and earlier harvest than last year, may be much less than then unless at sufficiently lower prices to practically less in net earnings, while then July would be the most favorable time to depress stocks to the lowest point, it is not by any means certain after that there will be as good a basis for an advance in railroad stocks as last year, which has since been demonstrated to have been more than half fictitous.

Breadstuffs have been depressed though moving out very freely, running our exports up again to about $10,000,000, but as last week this was largely consigned wheat by the combination, and hence we see the anomaly of the lowest prices on the decline, in the face of the largest movement,

Cotton is also undergoing the usual annual revision of values based on the new crop which promises to be over 6,000,000 as the last proved to be about 5,500,000.

Iron has continued unsettled as noted in our last few issues, but the worst is thought to be over and prices near bottom, with no more failures and more confidence in the future. The reasoning is that as railroad stocks and iron first went up on the prosperity of the roads and first collapsed on the wild speculation that followed, they will naturally be the first to react for the better, which stocks have already done, ergo iron must soon.

The metal markets follow iron closely and hence no special features.

Provisions have advanced on both shipping demand, to cover a large short interest in lard on the Continent, and on the efforts of the speculators here to get up prices where they can get out a line of short contracts at good figures in which the backers are helping them in order to sell their taken product.

Ocean freights have been as excited as a Wall Street market, between the demand from the wheat clique and shippers for grain vessels and room with a good demand for butter and cheese, of which 32,000 and 95,000 packages respectively were shipped last week. The great demand at the close, however, has been from petroleum shippers, who were long of oil and short of freights for this month's shipment and were obliged to cover. Under these combined influences rates are 50 to 75 per cent higher than a month ago.

Mining stocks have continued in good demand on a brokers' or "scalping" market, without much public interest in the dealings and not much change in prices except for good show which has bobbed around with clique movements in San Francisco on reports of a rich strike. The Consolidated Virginia officials semi-officially announce that next month they will resume dividends permanently on large bodies of rich ore developed the past year and that they have enough money in their treasury to pay two dividends. We lately showed from official receipts of bullion at San Francisco that it had enough to pay three dividends or nearly half the price of the stock. These semi-official announcements also state that of late the ore has been yielding $70 per ton and that the managers have now secured half the stock and that there will be a boom in this and California soon.

Government bonds have been strong but not so active and railroad investments ditto as the supply offering is light. With July dividends and interest disbursements there will no doubt be a stronger and more active market for them both.

State bonds have met with more demand without material features.

Sterling Exchange has ruled easy under the conditions noted in our last of heavy exports and decreasing imports without any other special influences to affect it.

Money has been easy and an unimportant influence in stocks. The Treasury purchased $2,000,000 at no material change in prices. The last bank statement continues a favorable showing.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 43@43¼; Burlington, Cedar Rapids and Northern, 62@64; Canada Southern, 55½@57; Central of New Jersey, 63⅞@64; Central Pacific, 72½@—; Chicago and Northwestern, 93⅜@93¾; do. pref., 108¾@109; Chesapeake and Ohio, 19¼@19¾; do. 1st pref., 26@27½; do. 2d pref., 20¼@22; Chicago, St. Paul and Minneapolis, 56¼@56¾; Chicago, Milwaukee and St. Paul, 80@80⅛; do. pref., 105@105¼; Chicago, Rock Island and Pacific, 108@108¼; Chicago, St. Louis and New Orleans, 31@32; Columbus, Chicago and Indiana Central, 17⅛@17⅞; Delaware and Hudson Canal, 75¼@75½; Delaware, Lackawanna and Western, 79⅜@79½; Hannibal and St. Joseph, 34½@34⅝; do. pref., 74¼@74⅝; Houston and Texas Central, —@66¾; Illinois Central, 106⅜@106⅝; Lake Erie and Western, 30¼@30⅝; Lake Shore and Michigan Southern, 108½@108¾; Louisville and Nashville, 125@125½; Michigan Central, 93½@93⅞; Morris and Essex, 105@105⅞; Manhattan Railway, 81¾@81⅞; Metropolitan Elevated, 94½@96; New York Elevated, 113½@114; New York Central and Hudson River 128⅜@128½; New York, Lake Erie and Western, 40⅜@40½; do. pref., 66@66½; New York, Ontario and Western, 28¾@29; Northern Pacific, 27¼@27½; do. pref., 49¾@50; Ohio Central, 21@21½; Ohio and Miss. 32½@32⅝; do. pref., 73@74; Pacific Mail, 39@39⅛; Philadelphia and Reading, 18¾@19; St. Louis and San Francisco, 34¾@34⅞; do. pref., 47¾@48; do. 1st pref., 72@—; St. Louis, Iron Mountain and Southern, 47⅛@47¾; St. Paul and Sioux City, 42¼@42½; do. pref., 76½@77; St. Louis, Alton and Terre Haute, 18@22½; do. pref., 58@60; Union Pacific, 88½@89; Western Union Telegraph, 105½@105¾; Wabash, St. Louis and Pacific 36¾@36; do. pref., 66¼@66½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

Baltimore.—Baltimore and Ohio 1st pref., 118; City 6s, 1902, 119; do. 6s, exempt, 118; do. 6s, 1886, 108; do. 6s, 1890, 114½; do. 6s, 1894, 112; do. 5s, 1916, 113; Maryland Defense 6s, 105; Northern Central 5s, 80⅜; Virginia Peelers, 22½; Virginia Consols coupons, July, 1880, 88; Virginia 10-40 coupons, July, 1880, 93. The latest quotations are: Baltimore and Ohio, 152@—; do. 6s, 1885, 108½@—; do. 1880, 102¾@102⅞; Northern Central, 80½@81¼; do. 6s, 1900, —@114; do. 6s, 1900, gold, 110½@112½; do. 6s, 1904, gold, 105⅜@—; do. 5s, 80@—; Marietta and Cincinnati 1st mort., 1892, 108¼@109½; do. 2d mort. 7s, 71¼@71¾; do. 3d mort. 8s, 35½@36; Pittsburg and Connellsville 7s, 116@—; Orange, Alex. and Manassas 7s, 79@80; Virginia consol. 6s, 61⅝@61⅞; do. 2d, 22½@23; Virginia Consol coupons July, '80, 88⅛@—; Virginia 10-40 bonds, 43¾@43⅞; Virginia 10-40, coupons July, '80, 93@93¼; City 6s, 1886, 106½@—; do. 1884, 106@107; do. 1890, 114½@—; do. 6s, exempt, 117@120; do. 5s, 1894, 112@—; do. 1900, 112@—; do. 1916, 112¾@—.

New York.—Albany and Susq. 1st consol., 110¼; Am. Dock and Imp. 7s, 107½; Boston and New York Air Line, 42; Boston, Hartford and Erie 1st, 39; Buffalo and Erie 7s, new, 118½; Cedar Falls and Minn., 18½; do. 1st, 108¾; Chicago and Eastern Illinois, 100; Chicago and Alton inc., 106; Chicago, St. Paul and Minn., 55¼; do. L. G. inc., 102; Chicago, Milwaukee and St. Paul 8s, S. Minn. Div., 102½; do. S. W. Div., 103¼; Chicago, St. Louis and New Orleans, 32½; do. 1st consol., 106⅛; Chesapeake and Ohio 1st pref., 28; do. 2d pref., 22; do. 1st, Series B, 65⅞; do. cur. int., 39; Cairo and Fulton 1st, 110; Clev., Painesville and Ashtabula 7s, 115; Col., Chi. and Ind. Cent. inc., 40½; Clev., Col., Cin. and Ind. consol., 112½; Denver and Rio Grande 1st, 102¾; Delaware and Hudson 1st, Penn. div., 115¼; East Tenn., Va. and Ga. 1st, 109; Houston and Gt. Northern 2d, pur. com. rec., 80¼; Indianapolis, Decatur and Springfield 1st, 99; Ind., Bloom. and Western, 31½; do. 1st,

75 ; do. 2d, 61 ; do. inc., 45 ; International and Gt. Northern 1st, 99½ ; do. 2d, 70 ; do. pur. com. rec., 30¼ ; Kansas Pacific 1st consol., 94⅝ ; do. 6s, J. & D. 1896, ex-coupon, 103 ; do. 6s, Denver Div., ass., with coupon c rtif., 105½ ; do. ex-coupon., 97½ ; Keokuk and Des Moines 1st, 96½ ; Kalamazoo and White Pigeon 1st, 113 ; Lake Shore div., bonds, 118½ ; Lehigh and Wilkesbarre consol. ass., 95 ; Lake Erie and Western, 80⅜ ; do. 1st, 101¼ ; do. inc, 62 ; Laf., Bloom. and Muncie 1st, 99½ ; do. inc., 67 ; Louisville, New Albany and Chicago, 90¾ ; Long Island 1st, 108½ ; Louisiana and Missouri River 2d, 101 ; Marietta and Cincinnati 1st pref., 9 ; do. 2d pref., 6 ; Missouri, Kansas and Texas, 35⅝ ; do. consol. ass., 102¼ ; do. 2d, 61 ; Mobile and Ohio, 17¼ ; do. 1st deben., 75¾ ; do. 2d deben., 43 ; do. 3d deben., 31½ ; do. 4th deben., 30⅝ ; do. new mort., 100 ; Minneapolis and St. Louis 1st, 100½ ; Nashville, Chattanooga and St. Louis, 61¾ ; New York, Ontario and Western, 28⅞ ; New York and Manhattan Beach 1st, 108½ ; Ohio Central, 21⅜ ; do. 1st, 91½ ; do. inc., 45 ; Oregon Railway and Nav., 119½ ; do. 1st, 100 ; Peoria, Decatur and Evansville, 25 ; do. 1st, 101 ; do. inc., 61½ ; Rome, Watertown and Ogdensburg 1st consol., 61 ; St. Louis, Vandalia and Terre Haute 2d, guar., 124½ ; St. Louis and San Francisco 2d, class A, 95¼ ; do. B, 74½ ; do. C, 73 ; do. Equip., 100¼ ; Syracuse, Binghamton and New York 1st, 113½ ; St. Paul and Sioux City, 42 ; do. pref., 75 ; do. 1st, 101¾ ; St. Louis and Iron Mt. 1st pref. inc., 83½ ; do. 2d do., 75½ ; do. Cairo, Arkansas and Texas 1st, 100¼ ; St. Paul, Min. and Man. 1st, 110½ ; Toledo, Peoria and Warsaw E. D., pur. com. rec., 130 ; do. W. D., do., 129 ; Texas and Pacific Inc. L. G., 61½ ; Alabama, Class A, 58⅝ ; Louisiana 7s, consol., 46¼ ; Missouri 6s, 1888, 109¼ ; Missouri 6s, issued H. and St. J. R. R. 1886@1887, 108¾ ; South Carolina 6s, non-fund., 4 ; Virginia 6s, consol., ex mat. coupon, 61½ ; Am. Dist. Tel., 73 ; Canton Co., 50 ; Sutro Tunnel, 1⅞ ; Consol Coal and Iron, 25 ; New Central Coal, 25 ; Pennsylvania Coal, 200⅛ ; Caribou Mining Co., 2½ ; Central, 5¾ ; Climax, 2½ ; Deadwood, 16¾ ; Excelsior, 17½ ; Homestake, 35 ; Little Pittsburg, 5¾ ; Ontario, 36 ; Standard, 25 ; Silver Cliff, 5.

Philadelphia.—Am. S. S. Co., 30 ; do. 6s, 102 ; Central Transp., 48½ ; Connecting R. R. 6s, 111 ; Erie and Western Transp. 7s, 50½ ; Germantown Pass. 5s, 105 ; Huntingdon and Broad Top Mt. consol., 7s, 53 ; do. 1st mort., 114 ; Nesquehoning Valley, 54 ; Oil Creek 1st mort., 98 ; Pennsylvania dividend scrip, 103¾ ; Pennsylvania Co. 6s, 106 ; Pennsylvania and New York Canal 7s, 1896, 120 ; do. 1906, 123 ; Philadelphia and Reading consol. gold 6s, 100½ ; Philadelphia, Germantown and Norristown, 102 ; Shamokin Valley and Pottsville 7s, 111¼ ; Steubenville and Indiana 6s, A. & O., 103¼ ; do. J. & J., 104 ¾ ; Shamokin, Hazleton and Wilkesbarre 5s, 83½ ; West Jersey 6s, 1883, 98 ; Western Pennsylvania 6s, A. & O., 105. The latest quotations are : City 6s, 106@108 ; do. free of tax, 122@123 ; do 4s, new, 103@104 ; Pennsylvania State 6s 2d series, 101½@101¾ ; do. 3d series, 108@108¼ ; do. 5s, new loan, 115@116 , do. 4s, new, 105@107 ; Philadelphia and Reading, 9⅛@9⅜ ; do. consol. mort. 7s, coup., 111⅛@118½ ; do. reg., 106@110 ; do. mort., 6s, 100@104 ; do. 7s, 1893, 111½@118½ ; United New Jersey R. R. and Canal, 158¾ @160 ; Pittsburg, Titusville and Buffalo R. R., 14@14¼ ; do. 7s, 80@82 ; Camden and Amboy mort. 6s, 1889, 112@112½ ; Pennsylvania R. R. 51⅞@52 ; do. 1st mort., 103½@104 ; do. gen'l mort., coupon, 117½@— ; do. reg., 117½@118 ; do. consol. mort. 6s, reg., 112½@115½ ; Little Schuylkill R. R., 44@49 ; Morris Canal, 50@64 ; do. pref., 149@150¼ ; Susq. Canal 3@6 ; do. 6s, —@50 ; Schuylkill Nav., 2@6 ; do. pref., 4⅞@6 ; do. 6s, 1882, 55@57½ ; do. 1872, 94@97 ; Elmira and Williamsport pref., 50@54 ; do. 6s, 109@— ; do. 5s, 82@84 ; Lehigh Coal and Navigation, 26¾@27 ; do. 6s, 1884, 107¼@107½ ; do. R. R. loan, 110@112 ; do. Gold Loan, 102¼ @103 ; do. consol. 7s, 101@102¼ ; Northern Pacific, 27¼@27½ ; do. pref., 49@49½ ; North Pennsylvania, 48⅛@48⅜ ; do. 6s, 108¼@— ; do. 7s, reg., 116@116¼ ; do. Gen'l mort. 7s, reg., 116¾@117½ ; Philadelphia and Erie, 13@13½ ; do. 6s, 102½@102½ ; do. 7s, 112@112 ; Minehill, 51½@53⅛ ; Catawissa, 8@10 ; do. pref., 34@39 ; do. new pref., —@38 ; do. 7s, 1900, 114@115 ; Lehigh Valley 49¼@49½ ; do. 6s, coupon, 118@119 ; do. reg., 117½@118 ; do. 2d mort. 7s, 127½— ; do. consol. mort., 111½@112½ ; Fifth and Sixth streets (horse), 115@117 ; Second and Third, 101¾@102½ ; Thirteenth and Fifteenth, 72@80 ; Spruce and Pine, 51@54 ; Green and Coates, 100¼@103 ; Chestnut and Walnut, 76¼ @80 ; Hestonville, 19@20 ; Germantown, 66½@68 ; Union, 100@112 ; Lombard and South, 12@18 ; West Philadelphia 77½@80 ; People's, 13⅞@14½ ; Ridge Av., 70@80 ; Continental, 96@100.

Boston.—Atchison, Topeka and Santa Fe 6s, 97½ ; Atchison and Nebraska 80 ; Boston Land, 6⅝ ; Brookline Land, 4¼ ; Boston Water Power, 8⅝ ; Boston and Albany 7s, 1892, 122½ ; Boston, Concord and Montreal consol. 6s, 1893, 105 ; Burlington and Missouri River in Nebraska 6s, non-exempt, 101¾ ; Boston, Clinton, Fitchburg and New Bedford pref., 100 ; Chicago, Clinton, Dubuque and Minnesota, 77⅝ ; Chicago and West Michigan, 63 ; Chicago, Iowa and Nebraska, 138½ ; Connecticut and Passumpsic Rivers 7s, 110⅝ ; Cincinnati, Sandusky and Cleveland 7s, 91 ; Detroit, Lansing and Northern pref., 108 ; do. 7s, 113 ; Flint and Pere Marquette 17 ; Florence, El Dorado and Walnut Valley, 21 ; Highland R. W. 7s, 1883, 109¼ ; Kansas City, Lawrence and Southern 4s, 87½ ; Kansas City, Fort Scott and Gulf 7s, 106¼ ; Kansas City, St. Joseph and Council Bluffs 1st, 111⅝ ; Little Rock and Ft. Smith, 35 ; do. 7s, 100 ; Louisiana and Missouri River, 9 ; New Mexico and Southern Pacific, 100 ; do. 7s, 110 ; Oregon Railway and Nav. 7s, 95 ; Old Colony 7s, 1894, 119¾ ; Portsmouth, Gt. Falls and Conway, 25½ ; do. 4½s, 1937, guar., 78 ; Republican Valley 6s, W. D., 101⅞ ; do. E. D., 101⅞ ; Rutland, 5⅞ ; Sioux City and Pacific 6s, 1898, 95 ; Summit Branch, 10 ; State Line and Sullivan, 2½ ; Vt. Central and Vt. and Canada 8s, 1889, equip., 89⅞ ; Vermont Central 8s, 1902, inc. and ext., 38 ; Wisconsin Valley, 69 ; do. pref., 80 ; do. 7s, 107½ ; Maine State 6s, 1889, 115⅜ ; Boston 6s, 1881, 101⅛ ; do. 5s, 1884, 104⅜ ; Brooklyn 6s, 1881, 101¾ ; Cambridge 6s, 1889, 113¼ ; do. 1895, 115⅜ ; Chicago 7s, 1881, 101¾ ; do. 1894, 116⅛ ; Province of Quebec, Canada, 5s, 1908, 99½ ; Worcester 6s, 1892, 117 ; Allouez, 4⅞ ; Atlantic, 20 ; Azetc, 1½ ; Blue Hill, 3⅜ ; Contentment, 1⅞ ; Catalpa, 1¾ ; Copper Falls, 11 ; Duncan, 1¼ ; Franklin, 14¼ ; Harshaw, 30½ ; Huron, 4⅜ ; Humboldt, 1¼ ; Minnesota, 3 ; Mesnard, 4⅜ ; National, 2⅝ ; Osceola, 37 ; Phœnix, 3½ ; Pewabic, 18½ ; Pontiac, 1 ; Ridge, 5¼ ; Silver Islet, 11½ ; Star, 2 ; Waukeag, 4 ; Washington, 50c.

Northern Central Railway.

The Northern Central Railway Company furnish the following comparative statement of operations during the periods named, viz :

Month of May.	1880	1879.
Gross earnings.....	$329 788	$317,568
Operating expenses.	276,122	273,774
Net earnings.....	$53,666	$43,794
Five months ended May 31.	1880.	1879.
Gross earnings.....	$1 796,597	$1,519,213
Operating expenses.....	1,251,109	1,076 283
Net earnings.....	$545,488	$442,930

☞ The gross earnings of the Houston and Texas Central Railway for the year ending April 30, 1880, were $3,403,743, the operating expenses $1,853,148, and the net earnings $1,556,595 : for the year ending April 30, 1879, the gross earnings were $3,031,631, the operating expenses $1 720,-559, and the net earnings $1,311,072—showing an increase in gross earnings of $378,112, in operating expenses of $132,589, and in net earnings of $245,523.

☞ The Louisville and Nashville Company have purchased the Mobile, New Orleans and Texas Railroad (Mobile to New Orleans, completed and equipped seven or eight years ago at a cost of $13,000,000) for $5,000,000 of their own 6 per cent bonds. These bonds have been exchanged for $4,000,000 originally first mortgage 7 per cents on the road and $1,000,000 receiver's certificates.

☞ The receivers of the Philadelphia and Reading Companies have appointed an expert engineer to examine their collieries and report upon the condition of each. When he has concluded his labors those collieries which are unprofitable will be discontinued until arrangements can be made to lease all the coal lands belonging to the companies.

☞ The recent census enumeration shows the population of Brooklyn (N. Y.) to be 554,696, against 482,493 five years ago. The increase, therefore, is 72,203, or an average of about 14,-500 annually since 1875. In the year 1800 Brooklyn contained 3,298 persons ; in 1850, 96,000 ; in 1870, 396,000.

☞ President Huntington proposes to take advantage of the present low price of iron to push the construction of the Southern Pacific Railroad, which he promises shall be completed to the Rio Grande by the 1st of January next, and thence to San Antonio.

☞ The Louisiana Supreme Court has rendered a decision sustaining the legality of the New Orleans premium bonds, issued under the authority of an act of the Legislature of 1876, and requiring the city to devote the usual five mills to meeting the demands of their holders.

Tax on Sewing Machines.

The Supreme Court of the United States has decided that a State may constitutionally pass a law requiring "all peddlers of sewing machines and selling by sample" to pay a specified license.

Such a statute had been passed by the Legislature of Tennessee, and, in accordance with it, a tax of $15 was imposed on the agent of the Howe Sewing Machine Company, which is a corporation of Connecticut, and makes its machines in that State. The company paid the tax under protest and went to law to test the constitutionality of the Statute. The Supreme Court of Tennessee held that the tax was levied on all peddlers of sewing machines alike, without regard to the place where the machines or their materials were made or produced, and that, therefore, the law was valid.

This decision is sustained by the United States Supreme Court. Mr. Justice Swayne remarked that a State cannot lawfully impose a tax upon a citizen of another State which it does not impose upon its own citizens, nor can it levy a higher tax upon peddlers from another State than is levied on its own peddlers under like circumstances. The test question always is whether there is any unjust discrimination in favor of the State or citizens of the State which enacted the law. Wherever such discrimination appears the law is unconstitutional. No discrimination of this kind is made by the Tennessee statute in question. It applies equally to sewing machines manufactured in the State and out of it. "The exaction," says the opinion, "is not an unusual or an unreasonable one. The State, putting all such machines upon the same footing with respect to the tax complained of, had an unquestionable right to impose the burden."

This judgment is in harmony with the recent ruling of the Circuit Court of the United States in a somewhat analogous case that arose in Nevada. The Legislature of that State had passed a law providing that every traveling merchant, agent or drummer should pay a license fee of $25 a month for selling in the State, and in default should be lisble to a heavy fine. The court held that this statute made no unlawful discrimination against the citizens of other States or against the products of other States. It simply imposed a tax on the occupation of all travelling merchants, agents or drummers, without reference to where their goods were made. It applies to the citizens and products of Nevada just the same as it does to those of other States. Hence there was no constitutional objection to it.

The Duty on Hoop Iron.

A circular of the Treasury Department was sent to Collectors of Customs on the 16th instant, promulgating a joint resolution, approved by the President on the 14th, directing that a duty of 35 per cent be exacted on hoop iron cut to lengths, and mentioned therein by various designations, shipped under contracts made prior to March 12, 1880. Referring to the circular of the 16th, Assistant Secretary French on the 18th, addressed a letter to Collectors, stating that—

By virtue of the position taken by this department in its ruling of April 17, 1880, declaring cut hoop iron to be liable to the specific duties imposed by schedule E on band, hoop and scroll iron, similar iron cut to lengths and imported for use in baling cotton has been thrown into the category of hoop iron subject to the specific duties. There being no substantial difference between the iron imported for hoops and that imported to be used for baling cotton, the resolution in question is held by this department to be applicable to the description of iron covered thereby without reference to its uses, the designations given in said resolutions being intended merely to define the character of the merchandise covered thereby.

Cincinnati, Hamilton & Indianapolis R. R.

The earnings of the Cincinnati, Hamilton and Indianapolis Railroad for the year ending March 31, 1880, were:

From passengers		$102,817 54
" freight		220,331 09
" mails		5,444 10
" express		6,301 80
" Indianapolis pool		35,175 23
" rents		2,704 55
		$372,773 04
Expenses, viz:		
Transportation	$312,150 83	
Taxes	9,811 28	
		321,962 11
Amount applicable to interest on bonds		$50,810 93

The annual interest to be paid on $1,800,000, of bonds, as fixed by the award of the arbitrators for the future, dating from January 1, 1880, is $126,000; had this amount been payable the last year there would have been a deficiency of $75,189 07.

Fifty new box cars were added during the year at a cost of $30,624 71, and charged operating expenses, which if taken out, would still leave a deficiency of $44,564 86. There was also charged expense account $27,328 18 for steel rails.

Balance Sheet, March 31,

	1879.	1880.
Construction	$2,436,087 69	$2,436,087 69
Equipment	229,072 48	229,072 48
Steam excavator	8,978 00	8,978 00
Real estate	51,101 91	51,101 91
Profit and loss	955,116 32	991,805 39
	$3,680,356 40	$3,717,045 47
1st Mortgage bonds	$2,500,000 00	$2,500,000 00
C. H. & D. R. R. Co.	917,856 40	867,045 47
Interest on bonds, past due, unpaid	262,500 00	350,000 00
	$3,630,356 40	$3,717,045 47

President.—R. M. Shoemaker.

Vice President.—Jas. H. Rogers.

Directors.—R. M. Shoemaker, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, J. M. Ridenour, Martin Bare, William Beckett.

Secretary & Treasurer.—Frederick H. Short.

General Superintendent.—Lewis Williams.

Trade with Brazil.

At the Boston Board of Trade Rooms, on the 21st inst., Mr. J. C. Hopper, who represents the Government of Brazil, spoke of the means by which the commerce between the United States and that empire may be materially increased. He expressed the opinion that this is to be done through the permanent exposition buildings at Rio de Janeiro, which are to be much enlarged and which are free to all exhibitors. He asserted that the Brazilians are desirous of obtaining American mining and agricultural implements, as they are better than those of foreign manufacture, but as they are sold only upon part payment in advance and at high rates not many of them are disposed of. He would have American manufacturers send their goods to Rio on consignment, believing that by pursuing such a course they will establish an important and a growing trade, and drive their European competitors from the field. He said that the exposition has in its supporters a company of wealthy gentlemen, of which the son-in-law of the Emperor is President, and that he desires to send at once to it a ship load of properly selected goods from each of the cities of Boston, New York and Philadelphia, from which he was confident a speedy and remunerative return would be made.

Cincinnati, Richmond and Chicago R. R.

The earnings of the Cincinnati, Richmond and Chicago Railroad for the year ending March 31, 1880, were:

From passengers		$72,196 72
" freight		129,852 71
" mail		3,470 45
" express		8,113 86
" rents, etc		472 72
" Indianapolis pool		450 20
		$214,556 66
Expenses, viz:		
Operating	$155,124 91	
Taxes	3,918 15	
Interest on bonds	43,120 00	
General interest	36 85	
		202,199 91
Net earnings		$12,356 75

—against a loss of $9,738 18 last year, making the actual net gain $22,094 93.

Balance Sheet, March 31,

	1879.	1880.
Construction	$826,733 29	$826,733 29
Equipment	184,551 98	184,551 98
Real estate	700 00	700 00
C., H. & D. R. R.	9,000 22	21,356 97
	$1,020,985 49	$1,033,342 24
Capital stock	$382,600 00	$382,600 00
1st Mortgage bonds	560,000 00	560,000 00
2d Mortgage bonds	65,000 00	65,000 00
Interest on bonds, unclaimed	8,190 00	8,820 00
Profit and loss	5,195 49	16,922 24
	$1,020,985 49	$1,033,342 24

President.—R. M. Shoemaker.

Vice President.—Jas. H. Rogers.

Directors.—R. M. Shoemaker, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, E. W. McGuire, Martin Bare, William Beckett.

General Superintendent.—Lewis Williams.

Secretary & Treasurer.—Frederick H. Short.

Wabash, St. Louis and Pacific Railroad.

A mortgage, executed by the Wabash, St. Louis and Pacific Railroad Company in favor of the Central Trust Company, of New York, and James Cheney, of Indiana, trustees for the bondholders, was recorded in St. Louis on the 12th inst. The conveyance is to secure $50,000,000 of bonds issued, or to be issued, by the company, for the purpose of paying certain other bonds, building and buying railroads, bridges, barges, etc. All the railroad lines, rolling stock, franchises, etc., of the Wabash, St. Louis and Pacific extending from Toledo to Council Bluffs and Kansas City, with all its branches and connecting lines are embraced in the mortgage. The Trust Company is required to certify and issue $2,000,000 of the bonds in exchange for the first and second mortgage bonds heretofore issued, at par. Six millions of bonds are to be delivered to the agents of the company for the equipment of the roads, and $11,000,000 to the Directors, when called for, to purchase other roads, construct barges, etc. The bonds

are payable in forty years and bear 6 per cent interest, payable semi annua ly in New York. The deed is signed by Solon Humphreys, President, and James F. How, Secretary, of the Wabash, St. Louis and Pacific Railroad Company.

Dayton and Michigan Railroad.

The earnings of the Dayton and Michigan Railroad for the year ending March 31, 1880, were:

From passengers	$278,879 38
" freight	695,363 85
" mail	15,645 55
" express	22,666 98
" rents	6,023 83
" Toledo elevator	13,157 43
" miscellaneous	9,125 61
	$1,040,862 66

Expenses, viz:		
Transportation	$629,427 96	
Taxes	42,693 36	
Interest on bonds	190,995 00	
General interest	336 73	
Dividend on preferred stock	96,900 00	
Dividend on common stock	35,021 00	
		995,374 05
Profit to lessees in operating		$45,488 61

—against a deficit of $51,949 47 last year, making a gain of $97,438 08. In addition to which there has been added one first class passenger coach and 25 new freight cars, at a cost of $14,000, which makes the actual gain $111,438 08.

There have been received by lessees in addition to above profit in operating, as follows, viz: amount collected from insurance on account of Elevator burned at Toledo, $15,750; for locomotive sold $2,730; and for gravel pit $105—total, $18,585; and there have been expended by lessees for real estate and permanent improvements at Lima and Toledo $29,066 85—making amount advanced by lessees $10,481 85, and leaving a balance of $85,006 76.

BALANCE SHEET, March 31.

	1879.	1880.
Construction	$5,709,960 76	$5,707,649 16
Right of way	109,661 05	109,661 05
Real estate	281,083 48	296,603 48
Rolling stock	779,064 12	776,384 12
Lima shop equipm't.	12,145 31	12,145 31
Bills receivable	120 00	129 00
Individual accounts.	629 00	629 00
Profit and loss	145,608 69	145,608 69
	$7,038,231 41	$7,048,759 81
Capital stock	$2 401,527 74	$2,401,574 29
Preferred stock	1,211,250 00	1,211 250 00
1st Mortgage bonds.	1,846,000 00	1,846,000 00
2d Mortgage bonds.	426,000 00	426,000 00
3d Mortgage bonds.	351,000 00	351,000 00
1st Toledo Depot bond	52,500 00	52,500 00
2d Toledo Depot bonds	53,000 00	53,000 00
Income bonds	300 00	300 00
C. H. & D. R. R. Co.	531,732 89	542,214 74
Gain on bonds	164,920 78	164,920 78
	$7,038,231 41	$7,048,759 81

President.—R. M. SHOEMAKER.

Vice President.—MATTHEW SHOEMAKER.

Directors.—R. M. Shoemaker, Matthew Shoemaker, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, Rufus King, William Beckett.

General Superintendent.—LEWIS WILLIAMS.

Assistant Superintendent.—JOHN H. WELLER.

Secretary & Treasurer.—FREDERICK H. SHORT.

Sensitiveness and Isochronism in Governors.

At a meeting of the Society of Engineers held in London on the 7th inst., a paper was read by Mr. Arthur Rigg, engineer, of 1, Fenchurch street, London, E. C., on "Sensitiveness and Isochronism in Governors." As the attainment of a regular rate of speed is the only object of a governor, it is an interesting enquiry how far this result is achieved by the sensitive and isochronism governors, now frequently applied to steam engines. The irregular manner in which power is communicated from a piston to a crank causes periodical variations in speed, which vary greatly in their degree between such classes of steam engine as the common agricultural type and the high class mill engine.

Whenever there is great sensitiveness in a governor, it is often found that inherent irregularities in speed tell to such an extent that the governor becomes uncertain, runs from one extreme of its range to another, and produces hopeless confusion in the speed of the engine it was intended to regulate—giving, in fact, a worse result than would be produced by a governor of the common type. This evil has been remedied by retarding the movement of sensitive governors, causing their movement to force fluids through small orifices, an unreliable method now superseded by a method invented by the author, whereby the balls overcome the inertia of a mass of metal as they move in or out, a plan applicable to the usual type of governors, and also to those which are direct acting, fixed upon an engine shaft and altering the stroke of an expansion eccentric. Thus, such governors may be made to effect a more uniform regulation than has hitherto been attainable, and their extreme simplicity remains without attendant disadvantages.

An illustration of the relay system was given, where the governor moves a valve admitting hydraulic pressure under a plunger to raise or lower the sluice of a turbine, and so regulate its rate of motion.

It was finally shown that governor and engine should correspond in their relations so as to work harmoniously together; and that perfect regularity is unattainable, and can only be approached by providing sufficient inertia in the moving parts to diminish the effect of irregularities in power or resistance until the governor can operate; and that at high rate of revolution attains this condition with the greatest economy and success; and that although the governor may advantageously approach isochronism, its sensitiveness must not be excessive.

☞ The total production of anthracite coal to the 12th instant, as stated by the Philadelphia Ledger, is 9,187,000, against 10,558,000 tons to corresponding date last year, showing a decrease this year of 1,371,000 tons. With the probable continued entire suspension from the 1st to the middle of July, the total tonnage to that date will be reduced some two millions of tons below the production to corresponding time last year, with one month less of time then to the end of the coal year to make up the difference.

☞ From a condensed statement prepared by Richard F. Stevens, the expert accountant, of the stock, debt, cost, etc., of the railroads of the State of New Jersey, compiled from the original reports to stockholders, the Legislature, etc., it appears that the aggregate capital stock is $82,730,678 56; bonded debt, $106,847,950 50; other debts, $10,186,076 98; cost of roads and equipments, $144,190,681 44; receipts for last year, $21,667,732 70 expenses, $14,280,522 28; net, $7,387,210 42; dividends, $3,822,991; length of roads, 1,726.95 miles.

Mexican Central Railroad.

The steamer City of Merida, which sailed from New York for Havana and Vera Cruz recently, carried out 400 tons of rails and tools for 2,000 men. These with ten flat cars and a locomotive which will go by the next steamer are for the Mexican Central Railroad Company, limited, which is about to build a road from the City of Mexico to the American frontier, where it is to connect with the Atchison, Topeka and Santa Fe railroad, of which line it is to be an extension. It is intended to build the first section of this line—from Mexico to Leon—in eighteen months. The distance is 252 miles. The Sonora railroad, or rather the Guaymas extension of the Atchison, Topeka and Santa Fe railroad, has begun work, and had 500 men employed at Guaymas about a month ago, and the road is being rapidly pushed eastward. It is expected that the road will reach Hermosilla (eighty-six miles) in February. There is also a force of men at work at the American end of the line pushing it westward with all possible speed.

Boston, Hoosac Tunnel and Western Railway.

Articles of agreement and consolidation of the Boston, Hoosac Tunnel and Western Railway of New York and the Boston, Hoosac Tunnel and Western Railway of Vermont have been filed in the office of the Secretary of State at Albany. The name of the new corporation is the Boston, Hoosac Tunnel and Western Railway Company, and the officers are: President, F. L. Ames; Vice President, John R. Brewer; Secretary, Thomas Voorhees; Treasurer, Estes Howe; Directors, F. L. Ames, Elisha Atkins, William L. Burt, F. G. Dexter, J. W. Candler, J. R. Brewer, J. B. Alley, Oliver Ames, A. Gaddis, S. S. Guthrie, George R. Blanchard, George J. Post, and Coe F. Young. The lease and all obligations between the two parties are terminated and satisfied. The new company assumes the mortgage held by Elisha Atkins and F. Gordon Dexter.

☞ Certificates of the articles of association of the Yonkers and West Side Rapid Transit Railway Company were filed with the Secretary of State at Albany on the 19th inst. The road will commence at the south line of the city of Yonkers at a point of intersection with the line of the West Side and Yonkers Railway, and after running through a number of certain streets will terminate on the easterly side of South Broadway. The capital is placed at $100,000.

☞ The Governor of New York has signed the new banking law. It places all State banks and every private or individual banker, or firm of bankers doing business in this State on the same footing, in respect to usury, as the national banks and bankers. The extreme penalty is the forfeiture of double the interest charged over 6 per cent, if sued for within two years.

☞ The Stockholders of the Louisville, New Albany and Chicago Railway Company have voted unanimously in favor of the proposed issue by the company of $3,000,000 first mortgage bonds.

The First Locomotive.

The first engine to draw a railway train on this continent was run at Honesdale, Penn., Aug. 8, 1829, on the newly finished road connecting the Lackawanna coal fields with tide water by way of the Delaware and Hudson Canal. This was the first road of any consequence in the Republic to adopt practically the economic system of inclined planes and gravity locomotion, since adopted by engineers wherever practicable. At that time railways were just beginning to attract the attention of capitalists. The Liverpool and Manchester Road, the pioneer enterprise of the kind, had been for some time building, and was near completion. GEORGE STEPHENSON'S experiments with steam machines for roads were watched throughout civilization with the deepest interest.

In 1828 JOHN B. JERVIS, Chief Engineer of the Delaware and Hudson Canal, sent his assistant, HORATIO ALLEN, to England to investigate the application of steam to land transportation. ALLEN became convinced that STEPHENSON'S ideas were destined to revolutionize commerce, and he, therefore, bought for the canal company three engines to be used on the initial railway in the United States.

In May, 1829, the first of the engines was landed here; was put together by ALLEN, and exhibited at the foundry for some weeks. It was queer looking enough, having four wheels connected by side rods. Vertical cylinders on each side of the rear end of the boiler communicated motion to a vast walking beam, attached to the same rods of the driving wheels by other long iron rods. The engine was, indeed, so covered with rods and joints that it resembled a vast grasshopper. Having been delivered at Honesdale in due season, ALLEN had it put on the track, consisting of hemlock rails, 8 by 10 inches thick, 4 feet 3 inches apart and spiked to hemlock ties with 10 feet space between them. The engine weighed 7, instead of 3, tons, as had been agreed upon; the rails had been warped, and as the road crossed the Lackawaxen River, after a sharp curve, on a slender hemlock trestle, which, it was believed, would not support the engine, ALLEN was besought not to imperil his life on it. He knew there was danger, but ambitious to connect his name with the first railway in America, he determined to take the risk. He ran the engine up and down along the coal dock for a few minutes and then invited some one of the large assembly present to accompany him. Nobody accepted, and, pulling the throttle valve open, he said goodbye to the crowd, and dashed away from the village around the abrupt curve, and over the trembling trestle, amid deafening cheers, at the rate of 11 miles an hour. The Stourbridge Lion, as the engine was named, from its place of facture, was attached after the trial, to trains of coal cars, and drew them satisfactorily on the docks. But it could not be employed to advantage on so slight a railway which could not be fitted to the engine on account of the expense required. The Lion, was therefore, placed in a shanty on the docks, and stood there for years. Finally, it was taken to pieces, its boiler being carried to Carbondale and put in a foundry where it is still in use. The other two engines shared the same fate. JOHN B. JERVIS is still living, at 80 and upward, at Rome, in this State, and HORATIO ALLEN, over 70, resides at Orange, N. J. What marvellous progress men of their age have seen in their day!

☞ The Lateral Trust 6 per cent bonds of the Union Pacific Railway Company, maturing July 1, 1908, are payable, principal and interest in gold, and are a direct obligation of the Union Pacific, secured by the deposit in trust with the Union Trust Company, New York, of the first mortgage 7 per cent bonds of the Colorado Central Railroad Company, the Omaha and Republican Valley Railroad Company, and the Utah and Northern Railway Company, all branches of the Union Pacific Railway Company. The net earnings of these several roads are more than enough to cover all fixed charges, and the business is rapidly increasing.

Commerce of New York.

The foreign imports at New York for the month of May, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$10,902,264	$17,796 044
Do. for warehousing	6,185,153	14,278 907
Free goods	6 752,501	11,115,579
Specie and bullion	849,026	547,797
Total entered at port..	$24,688,944	$43,738,327
Withdrawn fr.wareh'use	4,963,111	5,325,501

The foreign imports at New York for five months from January 1, were:

	1879.	1880.
Entered for consump'n	$61,923,984	$105,985,402
Do. for warehousing	80,392,794	53,639,273
Free goods	37,752,866	54,878,852
Specie and bullion	4,419,000	3,600,330
Total entered at port..	$134,488,644	$218,103,857
Withdrawn fr. wareh'se	25,877,489	32,879,645

Theforeign imports at New York for eleven months of the fiscal year, were:

	1879.	1880.
Six months ending January 1	$148,784,274	$266,228,601
January	25,657,546	40,897,154
February	26,968,987	40.165,384
March	28,238,007	45,598,729
April	28,935,160	47.704.263
May	24,688,144	43 738,327
Total 10 months	$283,272,918	$484 332 458
Deduct specie	10,524,268	82,343,501
Total	$272,748,650	$401,988,957

The duties received at New York for eleven months ending with May, were:

	1879.	1880.
July	$8,103,513 74	$9,329,895 17
August	10,149,191 69	10,562,138 82
September	9,080,986 88	11,790,902 26
October	8,849,904 94	10,952 554 48
November	6,713,339 94	3,460,050 08
December	6,175,359 43	8,175,540 13
January	7,655,552 67	11,960,677 78
February	8,229,362 06	12,254,602 24
March	9,320,695 68	14,469,557 65
April	8,184,797 88	11,901.071 43
May	7,577,233 93	9,752,773 54
Total	$89,550,388 84	$119,609,768 58

The exports from New York to foreign ports in the month of May, were:

	1879.	1880.
Domestic produce	$26,123,074	$34,681,661
Foreign free goods	195,499	106,308
Do. dutiable	503,681	522,034
Specie and bullion	1,942,420	473,769
Total exports	$28,769,674	$35,783 772
Do. exclusive of specie..	26,827,254	35,310,003

The exports from New York to foreign ports for five months from January 1, were:

	1879.	1880.
Domestic produce	$128,868,191	$149,954,039
Foreign free goods	1 273,118	1,060,133
Do. dutiable	2,076,498	1,899,522
Specie and bullion	8,906,547	3,706,056
Total exports	$141,124,349	$156,619,780
Do. exclusive of specie	182,217,802	152,913,724

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1879.	1880.
Six months ending January 1	$177,556,058	$197,760,586
January	22.559,556	25,416,566
February	27,132,313	23,891,148
March	28,782.849	33,626.459
April	26,915,800	34 669,548
May	26,827,254	35,310,003
Total produce	$309.773,860	$350,674,310
Add specie	12,717,142	7,039,122
Total exports	$322,491,002	$357,713,432

West Jersey and Atlantic City Railroad.

A correspondent, writing from Atlantic City, N. J., under date June 18th says that the completion of the new road, or branch, 34 miles long, from Newfield, on the West Jersey Railroad, to Cape May, gives an additional first class broad gauge route from Philadelphia to Atlantic City, and then adds:

The new line, which has separate trains for Atlantic City and Cape May from Camden, N. J., and ferry depots at the foot of Market street, Philadelphia, is under the management of the Pennsylvania Railroad Company. Its construction, equipment and service are fully in keeping with that perfection of detail and attention to public wants and individual comfort which so eminently characterize that great corporation in all the fields of its extensive operations.

The new part of the road commences at Newfield, 30 miles from Camden, to which point the trains run on the West Jersey Railroad tracks. From Newfield to Atlantic City the distance is 34 miles, making the total distance from Camden to Atlantic City 64 miles. The cost of constructing the new road was $500,000. Steel rails have been laid on white oak ties, 16 to the rail, and the space between the ties has been filled in with gravel below the surface, thus preventing any dust from flying. Wharton switches have been used and the road equipped with all modern appliances and brought up to the standard of the Pennsylvania railroad. Water tanks will be laid between the tracks, so that the engine can take water without stopping. The road is a remarkably smooth one, and passes through some thriving towns and villages, among them Forest Grove, which is a large fruit growing district and May's Landing, where considerable manufacturing is done. It is almost a perfect air line, there being but two curves, near May's Landing, which were necessary to carry the line into that town, and the road also crosses Egg Harbor river right at the head of navigation.

From Pleasantville to Atlantic City the rails are laid on piles, a distance of about four miles. This covers a stretch over marsh meadows, and it is the intention of the company to erect a board fence about three feet high at a distance of about eight feet on either side of the tracks, and fill in the space between the two with sand, thus preventing the tide from submerging the tracks or interfering with the road bed. From Pleasantville the track of the three roads, West Jersey, Camden and Atlantic, and the Narrow Gauge, begin to converge, and a short distance beyond are within a stone's throw of each other, the tracks of the West Jersey road lying south of the other two.

☞ At the recent annual election, the State Line and Sullivan Railroad, which has hitherto been controlled by Boston capitalists, passed into the hands of a Philadelphia board of managers, composed of gentlemen largely interested id the Long Valley and Barclay Coal companies. Superintendent Blight and Secretary Baldwin were re-elected. The roads runs from Monroe-

ton to Berenice, Pa., 24 miles, and has a capital of a million, with a funded debt of $112,400. Its earnings, as reported, for 1878 were $40,866 gross and $29,672 net.

The Warwick Valley and Sussex Railroads.

The extension of the Warwick Valley Railroad to the terminus of the Sussex Railroad at McAfee Valley, Sussex County, N. J., has been completed, and a new line between Pennsylvania and the Hudson River, avoiding the great Metropolis, is in full running order. Last year the Warwick Valley Company, with a view to controlling the large milk trade and iron interest of Vernon Township, Sussex County, decided to extend its line to McAfee Valley. The work was commenced and pushed forward with vigor, and the new line was thrown open to the public on the 24th of May. The Sussex Railroad Company, owning valuable iron mines throughout northern Sussex, had already extended its road to McAfee. E. C. Case, Superintendent of the Sussex, with John I. Blair, its President, with a view of uniting the roads, made a thorough inspection of the route through to Newburg last week. The result of their tour was most satisfactory, and arrangements were perfected for the running of through trains from the Waterloo Junction of the Delaware, Lackawanna and Western Railroad to Greycourt Junction, on the New York, Lake Erie and Western Railroad, thus making a complete route from the line of the Delaware, Lackawanna and Western to Newburg, on the Hudson River, through Sussex County, N. J., and Orange County, N. Y.

From Waterloo Junction the run to Newburg will be made in about two hours, which is as quick as the run from Waterloo to New York City by way of the Delaware, Lackawanna and Western through Morris and Essex Counties. The new connection affords a continuous line, with easy transfers at the Waterloo and Greycourt Junctions, from Pennsylvania and the South through to Newburg, the Catskills, Poughkeepsie, Albany, and other parts of the North and East, avoiding the transfers at New York City. The new line will be open to the public about the 10th of July.

☞ Mr. Wharton Barker and Wayne MacVeigh of Pennsylvania, accompanied by several prominent engineers and coal men, sailed from New York for Russia recently, at the desire of the Czar's Government, who have accorded to Mr. Barker the sole right of opening the Donetz coal fields north of the Sea of Azof, with the privilege of building a railway 200 miles north to the immense grain district which needs an outlet through that sea. The magnitude of the undertaking is indicated by the fact that Mr. Barker expects to employ a capital of $8,000,000 in prosecuting the work. Should his mission of exploration prove successful, other American capitalists will be invited to participate in the undertaking. The Russian coal fields are declared to be immense in extent and superior in quality to the Pennsylvania anthracite.

☞ At a meeting of the Baltimore and Chicago Railroad Company, held at Wooster, Ohio, on the 20th inst., it was decided to elect officers on July 27. About $400,000 has been subscribed, and the right of way secured with few exceptions. Only $200,000 remains to be subscribed.

☞ The Yonkers Rapid Transit Commissioners have completed their labors, and handed to the newly-elected Directors of the Yonkers and West Side Rapid Transit Railway Company the certificates of the articles of association, duly verified before Judge J. O. Dykman. The following officers have been elected: President, Robert M. Gallaway; Secretary and Treasurer, Calvin Goddard; Directors, Robert M. Gallaway, Jose F. De Navarro, Grosvenor P. Lowrey, Egisto P. Fabbri, Adolfo Hegewisch, Thomas R. Sharpe, George A. Saxer, A. Schierenberg, and William Allen Butler, Jr. The Commissioners have secured the consent of the Yonkers Common Council to a right of way over and through certain streets in Yonkers.

☞ The railroad from Du Pont's Station on the Wilmington and Northern Railroad to Jessup & Moore's paper mills on the opposite side of the Brandywine, a distance of about one mile, is nearly completed. The track crosses the Brandywine on a large wooden truss bridge, and, on reaching the upper side branches off into two tracks, each on stone piers at an average height of 10 feet; one branch running around the boiler house and the other between the boiler house and paper mill. The bridge is supported by two large brown stone piers, 82 by 6 feet on top and 18 feet high, above low water. The total cost of the work will be over $20,000. The work is being done by the railroad company in order to accommodate the heavy freight trade to and from the mills. Mr. G. H. Zerr, of Reading, is the contractor for the grading, track laying and masonry.

☞ The certificate and articles of association of the Yonkers and West Side Rapid Transit Railway Company, with the affidavits of three of the directors of the company, stating that the entire amount of stock had been subscribed in good faith and that they int nd to complete the road, were filed on the 21st in the office of the County Clerk of Westchester county,

G. & N. C. Narrow-gauge R. R.

CONTRACTORS FOR CONSTRUCTING AND equipping railroads are invited to make proposals for constructing and equipping a narrow gauge road from the Town of Georgetown, S. C., to the North Eastern Railroad at a point 41 or 42 miles from Georgetown. The roadbed has once been graded the entire way with the exception of about four miles.

Contractors desiring to engage in such a work are invited to confer with Col. J. D. Blanding, the President of the road, who resides at Sumter, on the Wilmington, Columbia and Augusta R. R., from whom all particulars may be learned. Early work is desired.

By order of the Board of Directors.

R. E. FRASER, Acting Secretary.

LITTLE CHIEF MINING COMPANY.

ROOM No. 54 BOREEL BUILDING, 115 BROADWAY, NEW YORK, June 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 5) of ONE PER CENT. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the fifth month's net earnings, payable at the Mining Trust Company, on the 23d inst.

Transfer-books will close June 19, and re-open June 24.

D. F. VERDENAL, Secretary.

SECRETARY AND TREASURER'S OFFICE, METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, June 11, 1880.

THE QUARTERLY DIVIDEND OF (2½) TWO and a Half per Cent. upon the capital stock of this company will be paid on and after the 1st day of July next at the Central Trust Company, No. 15 Nassau-st., New York, to the Stockholders of record on the 18th inst.

The transfer books will be closed on the 18th inst., at 3 o'clock P. M., and reopened on the 2d July next.

JOHN E. BODY, Treasurer.

SECRETARY AND TREASURER'S OFFICE, METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, June 11, 1880.

THE COUPONS OF THE HALF-YEARLY INTEREST on the First Mortgage Bonds of this company will be paid on and after the 1st July next at the Central Trust Company, No. 15 Nassau-st., New York.

JOHN E. BODY, Treasurer.

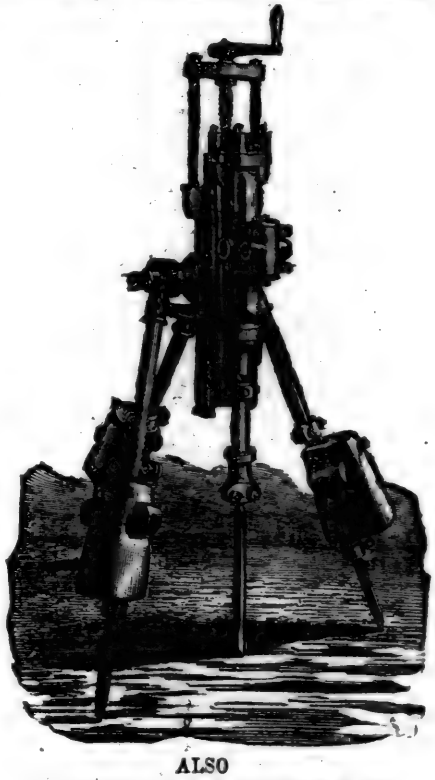
OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL-ST., NEW YORK, June 14, 1880.

DIVIDEND NO. 18.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for May, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 19th inst.

H. B. PARSONS, Assistant Secretary.

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The investigation of frauds on Railway Companies a specialty.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending June 12, as reported by the several carrying companies, amounted to 411,998 tons, against 593,123 tons in the corresponding week last year, a decrease of 181,125 tons. The total amount of anthracite mined for the year is 9,187,070 tons, against 10,588,599 tons for the same period last year, a decrease of 1,371,529 tons. The quantity of bituminous coal sent to market for the week amounted to 45,647 tons, against 41,291 tons in corresponding week last year, an increase of 3,356 tons. The total amount of bituminous mined for the year is 1,662,408 tons against 1,408,073 tons for the corresponding period last year, an increase of 254,335 tons. The total tonnage all kinds of coal for the week is 457,645 tons, against 634,414 tons in corresponding week last year, a decrease of 177,769 tons, and the total tonnage for the coal year is 10,849,478 tons against 11,966,672 tons to same date last year, a decrease of 1,117,194 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of June was 129,151 tons, of which 100,759 tons were coal and 28,392 tons coke. The total tonnage for the year thus far has been 2,989,676 tons of which 2,230,709 tons were coal and 762,967 tons coke. These figures embrace all the coal and coke carried over the road east and west.—Phil. Ledger, June 19.

Manhattan Beach Railway

TIME TABLE.

Double Track, Steel Rails over the Entire Road.

NEW YORK TRAINS, VIA 23D ST., EAST RIVER.

The steamer "Sylvan Grove," from Pier foot TWENTY-THIRD STREET, E. R., running to the Company's Depot, Greenpoint, connects with all trains for Manhattan Beach as follows:

LEAVE NEW YORK—8.45, 9.45, 10.45, 11.15, 11.45 A M.; 12.15, 12 45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.15, 7.45, 8.15, 8.45 P. M.

Trains leave Manhattan Beach for New York, Via 23d St., East River.

7.35, 10.00, 11.05 A. M.; 12.05, 12.30, 1.10, 1.30, 2.15, 2.30, 3.15, 3.30, 4.15, 4.30, 5.15, 5.30, 6.15, 6.30, 7.15, 7.30, 8.15, 8.30, 9.05, 9.30, 10.00, 10.35 P. M.

NEW YORK TRAINS, VIA BAY RIDGE.

The steamers "Thomas Collyer" and "Matteawan" leave New York (N. R.), connecting at Bay Ridge with trains for Manhattan Beach as follows:

TWENTY-SECOND STREET.—9.10, 10.25, 11.25 A. M.; 12.25, 1.25, 2.25, 3.25, 4.25, 5.25, 6.25, 7.25, 8.25 P. M.

LEROY STREET.—9 35, 10.35, 11.35 A. M.; 12.35, 1.35, 2.35, 3.35, 4.35, 5.35, 6.35 P. M.

PIER 6.—9.55, 10.55, 11.55 A. M.; 12.55, 1.55, 2.55, 3.55, 4.55, 5.55, 6.55 P. M.

The steamer "D. R. Martin," running in connection with Elevated Railroads at Whitehall Street, connects with trains at Bay Ridge for Manhattan Beach as follows:

LEAVE WHITEHALL STREET 9.25, 10.25, 11.25 A. M.; 12.25, 1.25, 2.25, 3.25, 4.25, 5.25, 6.25, 7.25, 8.25 P. M.

Trains leave Manhattan Beach via Bay Ridge for New York as follows:

8.20, 9.20, 10.20. 11, 11.20 A. M.; 12 M.; 12.20, 1.00, 1.25, 2.10, 2.25, 3.10, 3.25, 4.10, 4.35, 5.10, 5.25, 6.10, 6.25, 7.00, 7.20, 8.00, 8.20, 8.55, 9.20, 9.55, and 10 40 P. M.

CONCERTS EVERY AFTERNOON AND EVENING BY GILMORE'S BAND AND LEVY.

FIREWORKS EVERY SATURDAY EVENING by the ALEXANDRA COMPANY OF LONDON.

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☞ Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

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And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN, General Superintendent.

JNO. N. ABBOTT, General Passenger Agent.

TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

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(Member N. Y. Stock Exchange, also N. Y. Mining Stock Exchange.)

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Friday, July 2, 1880.

Mexican Railroad Projects.

Mexico has but one important line of railroad, and that not a very long one. It extends from Vera Cruz to the capital, a distance of about ~~150~~ 250 miles, and was built by English skill and capital, and is owned and operated by the English. Its function is to make of Vera Cruz the chief seaport, as it is the only one connected by rail with the interior, and there are no large navigable rivers. The Mexicans themselves have entertained absurd or extreme prejudices against the Yankees ever since the war which resulted in the conquest of large provinces. British, German and French trade and intercourse have been encouraged. This, together with the papal religion, and the consequent dense ignorance, with the inbred tendency to revolt, have made Mexico one of the most backward of countries, and a most unpromising theater for the employment of capital.

Mexico has very rich mines in Chibmaba, Sonora and Coahuila, but life and property are not safe, and they lie comparatively neglected. Beside this, Vera Cruz, as an entrance, is seldom free from yellow fever, and all other routes involve long journeys, over dry country, by animal power. Quite recently the railroad system of the United States has been approaching the Mexican frontier, and very soon it will be reached from three or four directions. The Galveston, Houston and San Antonio line, connecting with New Orleans, is now within 150 miles of the Rio Grande at Eagle Pass; the Texas and Pacific it is understood is to be pushed rapidly to Paso del Norte; the Atchison, Topeka and Santa Fe is heading to the same point, and the Southern Pacific of California very nearly touches the outlying parts of Mexico at San Diego, Fort Yuma, and again at Tucson, and is now within about two hundred miles of the same point, El Paso del Norte, on the Rio Grande.

The recent visit of General Grant to Mexico has done much to open that country to American enterprise; and it will be lucky for Mexico if she does not, at the first attempt, fall into the hands of adventurers. Rumor has it that two or three parties are soliciting charters and subsidies from the Mexican Government to build roads to connect her Capital with the United States' system. Such a charter was granted some years ago to a native company; but the work not being performed it was declared forfeited last year. Meanwhile a "Boston party" has organized in Massachusetts who bought the expiring franchise, and by gaining over the Executive, have undertaken to build the first 45 miles of the Mexican Central Railway, within 18 months. This is without the sanction of the Congress, and is at any time liable to be set aside by the courts upon the application of adverse interests. A recent issue of the Mexico *Cosmopolitan* sent us, indicates that proceedings have been begun by another company claiming rights over the same ground.

The Central Company's pretended authority extends as far north as Leon, with the executive permission to extend the road to Laredo and El Paso. It is not probable that any more road will be built under this faulty franchise than just enough to appeal to Congress to ratify the permission. As it is 750 miles from the capital to the nearest of these frontier points, it is not likely the whole road will be built soon on this precarious footing, but sooner or later a road on that line will be completed, and thus complete the all rail route from New York or San Francisco to Vera Cruz. It will benefit greatly the commerce of both countries.

Crops and Railroad Traffic of 1880-'81.

It was a little less than a year ago that we published an article based on harvest returns in Europe and America, showing that the result would greatly increase the traffic of our railroads for 1879-'80 and increase their dividend earning power immensely, beside enabling them to pay for an unusual amount of renewal and repairs, necessitated by the past seven years of depreciation of the entire property of most of our roads. Our predictions of that date have been fully verified by the results, for never have the railroads of the United States had a more prosperous year than the past. As we are now near another harvest, it is not too early to take in the general prospects of the harvests and hence of our railroads for the year to come.

It is well known that the two great factors of last year's prosperity for our country were, first, unusually good crops at home, and second, unusually poor ones abroad. The latter was scarcely secondary to the former, as we shall see by the following figures. The deficit in the crops of Europe last year that had to be largely made up by America was 40,000,000 to 50,000,000 bushels in the United Kingdom, and on the entire Continent about 100,000,000 more, making 150,000,000 bushels above their average imports. These countries this year show prospects fully up to the average in Great Britain, France and other Continental countries, excepting portions of Russia and Eastern France. However, with their harvests two to four weeks earlier than last year, to the lateness of which much of the damage was then due, the prospects now are that the whole of this 150,000,000 bushels will be supplied at home. As the great bulk of this was drawn the past year from this country, it follows that our roads will have that much less to carry as compared with last year. Our usual or average exports of wheat are not over 80,000,000

bushels per annum although in 1878-'79 they were 160,000,000 for the same reason, they are unusually large the present crop year, the returns of which will not be made for some months in official form.

Our exports in 1877-'78 were 111,000,000; in 1876-'77, 54,000,000; in 1875-'76, 70,000,000; in 1874-'75, 76,000,000; 1873-'74, 91,000,000 bushels. Hence it will be seen that our above estimate of 80,000,000 for this crop is fair. It is too early to speak of corn, yet as the price of wheat was so high the past year as to stimulate the exports of corn very largely as a substitute for wheat, it will be seen that there must be naturally a large falling off in shipment of corn also. As to other crops it may be said that with few exceptions the crop prospects the world over were never so flattering as to-day. While this will cheapen prices of all and stimulate consumption, which will also be stimulated in some countries by the better condition of the masses, their supplies of other articles will also be drawn more largely from home than last year as well as wheat.

Hence we cannot see how the exports of wheat from this country can be more than about half those of last year. We will be required to make good to a great extent the depleted reserves of stock in European countries, however, which are greater or less according to price. Authorities give 10,000,000 quarters or 80,000,000 as a fair average. Assuming that this has been drawn down, we would have to make this good, were it not that the American wheat syndicate hold here, afloat and abroad many millions of bushels of old crop in excess of former years, by reason of their holding back policy for some four months of this year and until less than two months since, when they began shipping freely on their own account, to fill up foreign markets ahead of new crop. It will therefore follow that these depleted reserves will be partially made up from the old crop to the extent of the excess of this Syndicate wheat, carried over into next crop, beyond what is usual. By so much therefore will these 80,000,000 bushels reserve be made good, probably 30,000,000 bushels. This will leave but 50,000,000 to be exported by the United States above our assumed average of 80,000,000 bushels, or 130,000,000 for 1880-'81, against 160,000,000 in 1878-'79 and a still much larger amount in 1879-'80, yet to be officially returned.

Our trunk lines will therefore have, after making good our share of this reserve of 30,000,000 and Europe's average wants of 80,000,000 bushels from us, 100,000,000 bushels less to bring to the seaboard for shipment this year than last; although at low freights it may be drawn to the seaboard or to Europe for investment until Europe shall want it. The same is true of flour, corn and oats unless the price of corn shall go so low that farmers feed it instead of shipping it and thus still further reduce the grain traffic of the roads which could not be made up by increased live stock or provisions traffic, as in this concentrate form of meat, corn does not begin to pay the freight it does as grain, which difference the increased traffic in provisions even would not likely make good, as the same influences would prevent Europe taking the excess of our grain crop in the shape of meat that would in the shape of grain. There is no doubt that with lower prices of all and better employment of the masses in Europe, the consumption there will be greater of the better classes of food this year, but it will be correspondingly less of the poorer articles which, to find market must go to such low prices as to stop their shipment, at the same time drag down better articles to a point at which shipment of them also will become unprofitable. As to consumption here, this year it cannot be increased except by immigration and the natural increase of population. One month's earlier harvest in Europe this year will enable her to commence restoring her reserves that much earlier and deprive us of her markets one month earlier also; which will delay the movement of the new crop that much as well as its volume. Added to this about 3,000,000 bushels in excess of last year, are now afloat from the Pacific Coast, which will diminish the amount to be drawn from here on the opening of the new crop still further.

These conditions with the collapse of speculation in all commodities can not give the railroads as much to do in east or west bound freight as last year, although we have still larger crops. Undoubtedly these crops will all be moved in some shape at some time; but to secure it during 1880-'81 the railroads will as undoubtedly have to offer low enough freight rates for an inducement and the dividend earning power of the roads will thus become less than for 1879-'80.

Lake Shore and Michigan Southern Railway.

The Lake Shore and Michigan Southern Railway Company has declared a dividend of four per cent, payable August 2, out of earnings for the six months ended June 30 as reported to the board of directors by the auditor of the company. The estimated result for the six months compared with the reported estimates for the same six months of 1879, are as follows:

	1879.	1880.
Gross earnings	$6,938,482	$8,988,000
Operating expenses & taxes	4,217,921	4,994,000
Net earnings	$2,720,561	$3,989,000
Interest, rentals and dividends on guaranteed stock	1,350,060	1,380,000
Balance	$1,370,561	$2,600,000

The balance of the 6 months of 1880 is appropriated as follows:

Sinking fund contribution	$125.000	
Dividend 4 per cent on stock	1,978,660	
		2,103,660
Surplus		$505,840

It will be seen that the increase in the gross earnings of the past six months over the corresponding six months of the previous year has been $2,044,518, with an increase in the expenses, etc., of only $776 079, making the increase in net earnings $1,268,439; and that the balance after payment of interest, rentals, and dividend on guaranteed stock, show an increase of $1,238,439.

The statement says that "included in the operating expenses for 1880, in addition to full maintenance of road and repairs and the substitution of steel rails for iron rails, and various improvements in bridges and buildings, is the cost of 750 new freight cars amounting to $306,500." This being the case it reduces the increase of ordinary expenditures to $476,000 against an increase in the gross earnings of $2,044,518, and presents an economy in the operation of railways before unparalleled.

Philadelphia and Reading Companies.

The English papers and London bankers, speaking for the creditors of the Philadelphia and Reading Railroad and Coal and Iron Companies, show much concern as to the character of the settlement which may be determined upon by the receivers and the courts. The circular of Messrs. Douglas & Son, London, of June 8th, is largely devoted to this matter, and in justification of the interest they show says that the depreciation on the securities of the Reading Railroad held in that country must exceed two millions sterling, equal to ten millions of dollars. Messrs. Douglas seem to be anxious mainly to protect the bondholders of the companies, at least to see to it that the stockholders shall bear an equitable proportion of the loss sustained. They assert that the net profits of the railroad have been every year since 1877 more than enough to pay the full interest on all the company's mortgages. They present the facts thus:

	Net earnings Railroad.	Losses Coal & Iron.
1877	$4,373,021	$755,478
1878	3,186,783	752,049
1879	4,045,164	699,450

These net profits were enough to pay the full interest on all the railroad mortgages in even bad years. The mortgages outstanding at November, 1879, are stated in last report as follows:

Small mortgages prior to consolidated	$5,573,500
Consolidated mortgage, 1871	18 616,000
Improvement mortgage, 1873	9,364,000
General mortgage, 1874: issued $19,686,000; pledged $5.000,000; total	24,686,000
Income mortgage loan, 1876	2,218,000
	$60 457,500
Bonds and mortgages on real estate	1,846,377
Total mortgage loans	$62,303,877

The funded half of six coupons on the general mortgage remains secured by the mortgage, and Messrs. Douglas say, the trustees are bound to hold them for that purpose. This adds about $1,800,000 to the above mortgage loans. But the surplus net railroad revenue was enough to pay interest on all in full, even in 1879, the worst of the above three bad years. And the profits of the current year are greatly better.

The following are the suggestions of Messrs. Douglas as to a settlement. They may prove of use to the receivers and other parties in interest here in reaching an equitable conclusion. With that view we publish such extracts as bear most directly on the leading points:

"There has never been any serious doubt as to the safety of the consolidated and improvement in-

terests, but that of the general mortgage 1874 cannot be punctually paid in the present confused state of the company's finances. Still its holders have only to foreclose.

"Below these mortgages come more that 12 millions of debenture loans, not secured by mortgages, and some comparatively small loans on navigations and canals controlled by the company.

"The shareholders under foreclosure would pay a large assessment, and could profitably do so

"A gentleman who is influential and exceptionally well informed as to American railroads proposes to assess the shares $15 each, which would produce ten millions of dollars, clear off the floating debt, and open a good prospect for the shares. In exchange for the assessment he would give the shareholders a marketable security over the mass of bonds and shares held by the company. This is a sensible proposal. If needful the unsecured bondholders could also be assessed, and would pay rather than be cut off. They need not pay much. And their payment would greatly and quickly improve their own securities. In the reconstruction they would, as is usual in such cases, be received according to their priorities, but not as creditors. Meanwhile all these parties have interests opposed to those of the mortgagees and of each other.

"Foreclosure might confer a great incidental benefit on the shareholders. There are grave doubts, very frequently expressed, whether the shareholders are not at present liable personally for all debts. But under foreclosure the present company disappears, and the reorganized shareholders of the new company might be freed from such risks.

"The coal lands were bought at most excessive prices, and, as the parties managing were not thought weak, there is great curiosity as to the reasons for paying so much and as to the persons who profited. If foreclosure were obtained by a committee not mixed up with the past management these matters and some others would of course be inquired into, and there might be discoveries highly important to the shareholders and unsecured bondholders, and even beneficial to the mortgagees.

"The conditions are much more favorable now than in 1877 for reconstructing the company and putting it into a good state. Distrust and disaster were then the rule in America in business and railways; they are now the exception. The condition of the country is immeasurably better. Firmness on the part of the bondholders is the only thing needed. The powerful shareholders will necessarily have to accept their terms.

"Messrs. McCalmont, the great shareholders of this company, announce that they have arranged a committee to protect the bondholders' interests. But are the shareholders—that is the debtors—the proper persons to care for the creditors' interests? It is usual for mortgagees to appoint their own committees and agents. They should no so in this case."

In this connection McCalmont Brothers & Co., give notice in London that they will purchase at par and accrued interest the outstanding Philadelphia and Reading Railroad bonds of the issues of 1848 to 1849, inclusive, which mature July 1. The London Railway News states it is understood in London that "the committee of the bond and shareholders of the Reading Railway Company have requested the receivers to supply certain figures and rates respecting the railway. This arrangement is now being prepared, and will be sent forward as soon as completed. Until official information has been obtained holders will do well to exercise a little patience, and, above all, not be induced to throw away their securities, of the value of which evidence is afforded by the announcement made that Messrs. McCalmont are about to purchase at par, 'prior to maturity, the 6 per cent mortgage bonds due July 1 next.' Bond and shareholders may rest assured that all their interests will be protected, as far as it is possible to do so, by a committee which will have the benefit of the advice and experience of Lord Cairns."

Michigan Central Railroad.

The gross earnings, operating expenses, net earnings, etc., of the Michigan Central Railroad for the six months ending June 30, 1880, compared with the corresponding six months of the previous year were as follows:

	1879.	1880.
Gross earnings	$3,341,000	$4,463 000
Operating expenses & taxes	2,235,000	2,890,000
Net earnings	$1,106,000	$1,573 000
Interest, rentals, etc	811,200	798,000
Balance	$294,800	$775,000
The balance for the 6 months of 1880 is appropriated as follows:		
Dividend on the stock four per cent...		749,528
Surplus		$25,472

It will be seen from the above that there has been an increase in gross earnings of $1,122,000, with an increase in expenses of $655,000, making the increase in net earnings $467,000; and that after deducting interest, rentals, etc., the balance shows an increase of $480,200. Of the $655,000 increase in the estimate for operating expenses $290,000 is due to the payment of $180,000 for new freight cars, $50,000 to the substitution of iron for wooden bridges, and $60,000 to the Jackson accident. So that the increase in ordinary expenditures was only $365,000.

☞ The Secretary of State of West Virginia has issued a certificate of incorporation to a company to be known as the "New Martinsville, Middlebourne and Pennsboro' Railroad Company." The company is formed for the purpose of constructing and operating a narrow gauge road from Martinsville, via Point Pleasant Valley and Middle Creek, to Middlebourne, in Tyler county, and thence by the most practicable route to Pennsboro, in Ritchie county.

☞ The Attorney General of the State of New York has rendered an opinion in regard to the taxation of telegraph poles and wires. It is in the form of a communication to the assessors of Montgomery county, who had asked for his opinion on the subject. He holds that telegraph poles and wires are taxable as real estate in the towns in which they are situated, and to be assessed in the name of and to the company owning the line, and not as "non-resident."

☞ The aggregate cost of the several bridges that span the Mississippi river, from St. Louis to St. Paul, has been $20,573,000, ranging from $120,000 for the bridge at Prairie de Chien to $11,573,000 for that at St. Louis. The annual tolls upon the merchandise crossing the river upon these bridges is officially stated to amount to $2,803,725, or nearly 10½ per cent upon the original cost.

☞ The common council of Norfolk, Va., has unanimously passed a resolution expressing the opinion that the Atlantic, Mississippi and Ohio railroad is not now in a bankrupt condition, and protesting against any sale at this time of the road. The fact that the receivers have a large accrued fund at their disposal is cited to show that they are in a condition to resume payment of interest to the foreign bondholders.

Ohio River Railway.

At a meeting of the directors held at Ironton on the 24th ult., Mr. W. W. Franklin, of Columbus, made a proposition for building the road. He proposes to put the road in first class order and equipment, and have the cars running through from Columbus to Ironton by January 1, 1881, and that work shall begin along the whole line in ten days. The consideration he shall receive is $400,000 in bonds and $500,000 stock in the road. This contract was accepted, on condition that certain absent members of the Board acquiesce. As the Franklin company intimated a desire to have two directors of their own selection on the Board, George Willard and John Means promptly resigned, and General Enochs and Captain McGrath were chosen in their stead.

☞ John J. Pinkerton of West Chester, Penn., has been elected Secretary, and H. C. Stewart of Philadelphia Treasurer, of the West Chester and Philadelphia Railroad Company. Extensive improvements are being made along the line of the road. The platforms at all the stations are to be lowered to suit the cars of the Philadelphia, Wilmington and Baltimore style; the double track between the city and Angora, and between Kelleyville and Sworthmore, will be rapidly pushed, 8,000 new ties having already been delivered and 10,000 more contracted for.

☞ The Toledo, Delphos and Burlington Railroad Company and the Dayton, Covington and Toledo Railroad Company have been consolidated. The new corporation preserves the name Toledo, Delphos and Burlington Railroad Company. The officers are: John M. Corse, President; James Irvine, Vice President and General Manager; Louis Curth, jr., Secretary and Treasurer. The construction is being vigorously pushed and the road will be in readiness for the fall trade.

☞ A special despatch to Kiernan's News Agency, dated San Francisco, June 25th, says: "The new station on the Southern Pacific Railroad 1,025 miles east of this city and 56 east of Tucson, named Benson was opened for traffic on the 20th. Stages connect there for Tombstone. The track is across the San Pedro and progressing eastward to Shakespeare on the new Mexican boundary, which will be reached in a few weeks.

☞ The grading on the Ohio Central road is finished to Bucyrus. Brown, Howard & Co., the contractors, have advertised for 300 men to go to work on the grade between Fostoria and Toledo. Messrs. O. A. Loomis and A. A. Decreet have taken the contract to grade the Lake Erie and Western extension from Fremont to Sandusky, and will commence operations July 1.

☞ In recognition of his services in the construction of the Baturite railway, the Emperor of Brazil has conferred the distinction of an official in the Order of the Rose upon Carlos Alberto Morsing, chief engineer of the line. Orders were also conferred upon six members of Mr. Morsing's engineer corps at the same time.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot..... 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 2
Augusta and Savannah.100	1,022,800	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M & N.	May '80 3½
Boston and Providence.100	4,000,000	M & N	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie* 100	950,000	J. & D	June'80 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3 e
" " pref. 50	838,311	quarterly	Apl.'80 3½e
Camden & Burl. Co.....100	331,925	J & J	July 80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,169,500	Oct.ber	Oct.'79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	M. y '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref 100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D	June'80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J & J.	Jan. 80 3
" pref..... 50	400,000	J. & J	Jan. 80 5
Central Pacific 100	54,275,500	.....	Feb 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. ' 0 3
" " pref.100	2,425,400	M. & S.	Mar. '80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S	June 80 2
Chi., Clin., Dub.& Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July 80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3.
" " pref.....100	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	June'80 3
" " pref.100	22,025,608	quarterly	June 80 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*. 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord..... 50	1,500,000	M. & N.	May 80 5
Concord and Porta.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Feb '80 1½
Connecticut Rive..... 50	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	July 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....1	1,874,000	annually	Feb. '80 3½
" " pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*..... 50	1,309,200	J. & J.	July 80 3
East Mahanoy*..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,600	J. & D.	.....
Eel River.....	3,900,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg 100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	July '80 3½
Han. Junc., Han. & Get. 50	116,850	M. & N.	Nov. '77 2½
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	July '80 2
Illinois Central.....100	20,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May 80 1½
Io. Ce. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Centra 1 0	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,466,800	F. & A	Aug. '80 4
" " (guar.).100	533,500	F. & A.	ug.'80 5
Lawrence*..... 50	450,000	quarterly	July '80 2
Lehigh Valley	27,332,550	quarterly	July '80 1
" pref. 50	106,300	quarterly	July '80 2½
Little Miami*..... 50	5,871,450	quarterly	June 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July 80 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Fe '80 2½
Morris and Essex*..... 50	15,000,000	J & J	July 80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. 80 6
Nashua and Lowell.....100	800,000	M. & N	May '80 3
Nashua and Rochester .100	1,305,800	A. & O.	Apl. '80 1
Nashville and Decatur..100	1,529,000	J. & D.	Dec '79 3
Nash., Chat. & St. Louis. 25	6,675,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3.
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,70	.....	.....
" " pref.....100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	May '80 2
Nlag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	98,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1
Northern Central 50	5 542,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J	July '80 3
Oregon Railway & Nav.100	4,455 0 0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*.100	632,000	J & J.	July '80 4½
Paterson and Newark*.100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '80 4½
Pembor. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,570,200	M. & N.	May '80 3
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp.100	5,204 300	quarterly	July '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. '80 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesse Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,348,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,000,000	.....	.....
" " pref.100	4,000,000	... .	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*.....100	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottav.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*..... 100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	ug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '78 4
Union Pacific 100	36,746,000	quarterly	July '80 1½
United Cos. of N. J*....100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	Jan '79 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.. ..
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180.000	J. & J.	July '80 5
D. Dock.E. Brw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark .100	200,000	— & —	 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180.000	J. & J.	July '80 5
D. Dock.E. Brw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark .100	200,000	— & —	 3
Frankf. & Southw.(Ph.) 50	600 00e	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000.000	J. & J.	Jan. 2
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	Jan '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	982,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. 80 5
Union (Phila.) 50	400,000	J. & J.	Jan. 80 6
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,008,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 868,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express.....100	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80$10
Central Mining Co.....	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	306,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000 000	quarterly	July 80 3
Pacific Mail Steamsh.p.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car ...100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common ...100	5,700 000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	Jan. '80 5
Sioux C. & I.F. L.& L.Co.100	500,000	J. & J.	Jan '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	July '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,080,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679 103
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129.554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,593	1,529,254	1.590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038.000	1,350,000	1,374,000	1,731,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	489,543	602,624	537,326	602,132	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934.688	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12.793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1.566 858	1,407,240	1,114,555	14 53 ,653
1879	1,008,000	889,623	1,107,042	1.130,475	1,434.960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118.736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,579	1,438,167	14,779,715
1880	1,200,238	1,080,853	1,453,611	1,260,319	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798 665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,066,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,917	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,425	3,758,969
1880	392,632	375,619	302,787	281,650	303,906	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,060
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,587	1,372,199	1,221,507	1,163,631	13.979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,468 183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,921	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207.514	219,926	294,935	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	330,028	3,345,373
1880	367,327	326,306	355,508	348,275	274,626	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,289,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127.079	1,172.961	1,258.990	1,157,691	1,445.929	1,338.272	1,473,532	1 381.391	1,205,755	15 134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1.492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,558	1,643,151	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	317,568	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	874,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421.605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	113,261	102,737	118,043	125,209	135,928	92,749	143,541	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,669
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,316
1880	93,306	105,101	128,453	92,242	119,720	.....	.....	.....	.....	.....	.....	.....	.....
Wa Louis & Pacific:													
879	571,196	595,839	655,240	609,278	565,094	.....	.....	.....	.....	.....	.....	.....	.....
880	760,147	762,558	982,480	890,137	946,186	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, June 1, 1880.					
Loan of June 14, 1858.....registered	.....	5	Jan. & July.	1874	.....
Loan of February 8, 1861.....registered	$12,965,000	6	Jan. & July.	1880	102½
.. .. ..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1895	...
Consol. Mortgage (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	111
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	118½
Special Mortgage to Penn.	3 000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	30
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	108
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	117
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	115
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., a. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley.						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	109
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	?	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,008	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	....
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	105
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	42
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie:						
Mort. bonds (ass'd by L.S. & M.S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1896	116
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	119
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	110
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	105
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	106
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	92
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage -Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	115
Chattel Mortgage	292,850	5	May and Nov.	"	89-'99	....
Cayuga Lake:						
1st Mortgage	500,000	7*	June and Dec.	New York.	1901	..
Canenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1899	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	95,000	7	April & Oct.	New York.	1884	108½
1st Mort. (W. to Minn. Lin.)	1,34 000	7	Jan. & July.	"	1907	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112¼
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111¼
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114¼
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	...
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	102¾
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	118
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	...
Adjustm't Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107¾
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	79¼
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	105
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110¾
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	114¾
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102¼
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105¼
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	109
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	10..
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11¼
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	25¼
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	38
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39¼
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	...
Missisquoi R.R.(")	500,000	7	" "	"	1891	38¼
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	107
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds. ...	3,000,000	6	May & Nov.	" "	1903	108
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112¼
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	108
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110¼
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,478	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,631,500	7	une & Dec	Boston.	1903	124
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	969,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Riv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque:						
1st Mort. gurr. C., B. and Q....	1,500,000	5	Jan & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	...
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,500 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C.&NW	109,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114¼
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	115
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	112
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	..
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	115¼
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132¼
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117¼
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	210,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4 000,000	6	" "	" "	1907	103¼
1st Mort. (La C. & Dav. Div.)..	1,785,000	6	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	116
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105¾
General 1st Mortgage (193 m.)..	3,440,400	7	" "	" "	1885	109
Funded coupons (193 m.)	676,400	7	May & Nov.	" "	1883	105
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	150 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,638,000	7	" "	"	1882	....
1st Mort. (Menominee River)..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	...
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122¼
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	117¾
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	.. ..
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	121,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	121
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1890	....
2d Mortgage of 1865.....	491,000	7	Jan. & July.	" "	1895	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich. & Ft. Wayne(G.R.&L):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92¼
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108¼
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112¼
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	...
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Loganaport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	117
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	103½
Des Moines and Ft. Dodge:						
1st Mortgage (scrpon).....	2,406,081	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ").....	81,000	8	May & Nov.	"	1880	...
Detroit& Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1876	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	110
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	109
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. &Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	..
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1857	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	87
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	116½
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	105½
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	109
Buffalo Branch, 1s mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	113
1st Consol Mortgage gold...	16,686,000	7*	March & Sept.	NY&London.	1920	122
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	58½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	107½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1853	....
1st Mort.(Bay C. & K.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.&Mon.)	1 200,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	"	1900	86
Construction Loan.....	280,405	8	Jan. & July.	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. h. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremon: F'khorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, sktg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	428,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold.	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold.	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	5	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	102½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T. W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	108½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	109½
1st Mort. (Q. & Palm.R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1891	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)sktg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1886	....
2d Mortgage of 1868	300,000	6	April & Oct.	Bost. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G.sktg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	107½
Income and Indemnity bonds	1,899,500	7	May & Nov.	"	....	94
Consolidated Mortgage	2,664,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108½
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund..	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	75
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	60
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	897,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R..	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert.B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. (D.,L.&L.M.):						
1st Mortgage 8% bar.	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, sktg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MO):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,600	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250.000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sktg fund guar.	306,000	8	Jan. & July.	New York.	1882	108½
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	887,000	7	March & Sept.	" "	1896	111
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	103
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	105¼
1st Mort. (1,000,000 acres).....	—	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	344,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100¼
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1.092.000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	...
Consol. Mort., S.F., Regist'd..	9,411,000	7	J. A. J. & O.	" "	1900	124¼
Consol. Mort., S.F., Coupon..		7	Jan. & July.	" "	1900	122¼
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	115
Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1892	..
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	118¼
Reg. Mort. (Clev.,Pain. & Ash.)	... ...	7	Jan. & July.	" "	1890	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	349,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118¼
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	. ..
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg...		6	" "	"	1898	113¼
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	128
General Mort. for $40,000,000.	13,904,000	6*	June & Dec.	"	1923	112
General Mort., registered....		6*	" "	"	1922	112
Lewisb. Centre & Spruce C.(Pa. E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	108¼
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103¼
Mort. main office lot & buildin.	60.000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'86	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (ecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,07 ,000	7	April & Oct.	" "	1898	114
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225.000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1896	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¼
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'0-'9	90
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	92¼
2d Mort. (Somerset & Kennebec)	260.000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farmington).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102¼
1st Mortgage Dollar.....	2,450.000	7	" "	Baltimore.	1891	103¼
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	71¼
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	85¼
4th Mortgage.....	4,000,000	8	April & Oct.	"	1906	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	112¾
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'0	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1895	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	90
Tennessee State Loan.....	1,814,142	6	" "	"	...	....
Income Bonds.....	600,000	10	March & Sept.	" "	73-'7	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	102
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107¾
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	119
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $300,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¼
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	103
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	...
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	...
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (B.,C.R.& N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	103¼
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	62½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent.R.R.ofGa.	300,000	8	" "	New York.	1889	...
Plain bonds	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	..	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	114
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage..	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,2.9,000	7	June & Dec.	" "	1915	109
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	114
Nashville and Decatur(L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	209,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.)						
1st Mortgage guar	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfie d bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	710,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage	592,000	7	June and Dec.		1892	....
N.O.,Jack.& Gt.N. (N.O.St.L.& C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7.250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D.& H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	111
Bonds of 1871, tax free	1,960,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	125½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	124½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	114
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	...
New York, N. Haven & Hartford:						
1st Mort.(Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	111½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000....	1,000,000	7	Jan. & July.	"	1899	...
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	100
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops,NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	119
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	116
General Mortgage	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush.,N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	109½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	106½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	"	Baltimore.	1926	80
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	80
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	117
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	111½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	6	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,054,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 yrs s)	200,000	10	Jan. & July.	New York.	'78-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	121,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	358,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	109
2d Mortgage sinking fund	2,650,000	7	Jan & July.	" "	1891	....
3d Mortgage	4 590 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1 200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	103½
General Mortgage	19,999,760	6	J. A. J. & O.	"	19 0	117
General Mortgage, registered.		6	" "	"	1910	117
Consolidated Mortgage	28,301,540	6*	Jan. & July.	London.	1905	114
State lien for $1,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Ca Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,088,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	19,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	117
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	102½
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	112½
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,126 500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510 500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	114
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg	134,400	7*	" "	"	1893	109
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	107
	Dollar registered	3,339,000	7	" "	"	1911	107
	Gold or stg coup	6,999 000	6*	" "	Phil. or Lond.	1911	104
	Gold or stg reg.	663,000	6*	" "	" "	1911	100½
	Dollar coupon	305,000	6*	" "	Philadelphia	1911	...
New debent. loan, conv		10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)		19,686,000	6*	Jan. & July	" "	1908	56
Income Mortgage of 1878		2,218,000	7	June & Dec.	Philadelphia.	1898	-
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000.		13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed		1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,155,000	7	Feb. & Aug.	Philadelphia.	1896	50
Funding Income		315,933	7	" "	"	1896	70

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bos'.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,641,000	7	Feb. and Aug	Philadelphia.	1900	116
Consolidated 2d Mortgage	2,500,000	7	April & Oct	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	81
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7	April & Oct.	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	115½
1st Mort. (Turtle Cr. Div. 10½ m)	226,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,865,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	..
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	486,000	41	June & Dec	Boston.	1937	78
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	...
Quincy & Warsaw (C. B. & Q):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	...
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1893	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	360,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich, Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	64½
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,105,200	5	Feb. and Aug.	Boston.	1898	60
General Mortgage	1,500,000	6	May & Nov.	"	19[illegible]	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M rtgag	346,000	8	May & Nov.	Saginaw.	1892	110½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
Ft. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	92
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	100½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	102
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,500,000	7	May & Nov.	" "	1898	106½
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1899	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	95½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	75
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	368,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (L.S. & M.S):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	112
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1898	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shopaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Six City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,627,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	105
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99½
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie June. (E.):						
1st Mortgage	1,000,000	7	....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	105
Consolidated Mortgage	7,548,000	6*	June & Dec.	" " "	1905	90½
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	62
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,000,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	114½
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	114½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	109½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	107
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	102½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	102½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	102½
Equipment (Toledo & Wabash)	800,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	99
Consol. 2d mort. gold	2,188,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Bar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	11,85[illegible],000	8	March & Sept.	New York.	1894	117[illegible]
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'e)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'e)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.'	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112[illegible]
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage.....	999,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,[illegible]81	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	78
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	106[illegible]
3d Mort. " " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	88[illegible]
Funded Coupons (do.)	722,684	..	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	210,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lon[illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	456,000	7g	Apr. and Oct.	" "	1901	35
Westchester and P[illegible]:						
General Mort[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114[illegible]
Western North Carolina:						
1st Mortgage.....	853,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	114[illegible]
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co....	300,000	6	" "	"	1890	108[illegible]
2d Mortgage preferred.....	600,000	6	" "	"	1895	101
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	116
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	109
Western Pennsylvania (Penn.):						
1st Mortgage.....	200,000	6	Apr. and Oct.	Philadelphia.	1883	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	8	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,500,000	7	June & Dec.	Baltimore.	1900	56
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1861	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109[illegible]
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	116
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1861	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	99[illegible]
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg.) 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	102[illegible]
	5,000,000	7	" "	" "	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	108
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107[illegible]
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,958,500	6g	June & Dec.	"	1897	1[illegible]
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	102[illegible]
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1890	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	82
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,300	6	March & Sept.	Philadelphia.	'72-'97	98
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	64[illegible]
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,[illegible]50	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	70
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. Bds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1898	....
West Branch & Susqueh. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1874	....
2d Mortgage.....	289,[illegible]	6			1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Property and Assets. Rolling Stock. $	Property and Assets. Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Liabilities. Bonds. $	Liabilities. Accounts. $	Liabilities. Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Operations. Passengers. Number.	Operations. Freight. Tons.	Earnings. Gross. $	Earnings. Net. $	Dividends. pc.	Value of Shares. Par. $	Value of Shares. Market. p.c.
Dec 31, 1878	96.0	—	4.2	—	13	8	2	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	380,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	200.0	—	15.4	—	21	15	6	387	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	571,195	—	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq.¶(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	37,461	—	177.3	692,461	293,624	485,336	1,006,211	456 579	7	100	105½
Dec. 31, 1878	242.0	17.5	63.0	—	75	28	17	1,98	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	551,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	916,728	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	118.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	661,903	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	120
June 30, 1879	80.?	—	4.5	—	21	5	5	162	Atlanta and West Point.....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,091	65,134	321,140	118,435	8	100	....
Dec. 31, 1878	387.5	35.3	210.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O	89,236,462	*	11,982,758	1,995,380	34,675,804	57,220,893	6,925,537	—	512.0	4,856,182	919,084	2,662,834	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.0	—	26	19	8	37	Atlantic and Gulf¶.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1879	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,012,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,865	1,781,719	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	288,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73.000	73.000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio¶.....Md. & W. Va	38,042,577	12,116,258	57,305,232	3,031,495	18,277,004	37,670,350	5,319,724	37,111,919	567.3	3,303,055	.....	.....	8,533,957	4,039,612	8	100	152½
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch¶.....Maryland	1,650,000	.....	.....	114,332	1,630,000	.....	20.000	94,332	31.0	778.648	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,716	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,639	186,023	—	100	61
Sept. 30, 1878	262.6	—	53.9	—	—	—	—	—	Baltimore and Ohio and Chicago O., I. & Il.	8,834,271	—	.....	.....	1,503,460	7,744,000	3,425,858	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,781	696,010	37,838	64,638	3,523,250	6,500,000	288,365	—	90.2	571,469	903,548	281,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38.000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,848	506,459	98,352	—	100	....
Nov. 20, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	—	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9 mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.8	48.0	173.6	—	248	184	55	4,90	Boston and Albany.... Mass. & N. York.	24,389,716	3,145,400	2,433,360	955,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,611	2,612,555	6,633,513	2,219,536	8	100	145½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass	1,317,404	155.962	1,462	82,101	863,002	554,300	263,135	—	52.5	135,063	104,752	721,301	156,324	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,047,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	3	27	16	574	Boston, Concord and Montreal .....N. H	4,319,000	*	380,905	222,687	1,800 000	2,527,200	12,387	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,154	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,468	453,612	83.7	943,757	1,935,843	604,122	1,073,411	307,873	2	500	94½
Sept. 30, 1878	115.5	11.0	107.5	—	77	183	32	1,600	Boston and Maine.....Mass., N. H. & Me.	3,513,216	1,242,230	1,040,044	203,339	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,85	2,100,741	741,373	7	100	126½
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,16	77,615	2,945,231	500,000	50,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	37
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490 774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,226,417	358,490	6	100	198
Sept. 30, 1878	8 8	—	1.5	—	6	33	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,289	135,619	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	99½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany¶.....Ga.	3,006,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.0	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,868,000	—	.....	.....	2, 88,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie. (N. Y., L. E. & W.). N. Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	339,434	120.5	509,791	199,122	589,245	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,554,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162.729	101,021	138.227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	1,783,770	344,016	150,000	361,564	5,500,000	5,995,800	213,758	751,793	416.0	911,305	287.634	721,754	1,614,762	580,311	—	100	52
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,141,852	*	60,249	2,000 377	9,390,900	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19 8	—	1.5	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.8	—	4.5	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,889	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	10	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,890	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399.061	121,213	—	50	60
June 30, 1878	72.5	86.5	8.7	—	12	10	4	208	Canada Central..... .....Canada.	3 377,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,091	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000 000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	57
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C	10,202,600	*	.....	.....	4,20 ,000	6,000,000	.....	—	242.0	403,539	.....	.....	.....	163,959	—	100	19
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,208,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	18
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	—	75.6	.....	.....	.....	.....	113.370	—	100	19
Dec. 31, 1878	271.6	2.6	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	.....	.....	7,020,000	3 614,000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	122
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,5 1,562	508,458	7,500,000	3,617,000	396,718	—	718.6	952,966	.....	.....	2,721,624	1,523,809	2[illegible]	100	....
Dec. 31, 1878	189.1	1.6	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,546	—	190.6	685,952	175,517	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,386	2,851,870	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,224,822	5,849,526	2,302,770	—	100	66½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.8	—	36.2	—	81	19	8	341	Central Ohio (B. & O.).....Ohio	4,937,963	425 587	349,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	285,448	6	50	80½
Dec. 31, 1878	882.8	380.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah	134,650,528	7,956 113	9,097,651	6,369,421	54,275,500	84,249,680	7,200,255	12,389,278	1,941.0	5,528,444	6,978,188	1,787,642	17,630,858	8,744,740	—	100	71
Sept. 30, 1878	195.0	—	13.0	—	22	17	5	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132 651	*	287,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,363	58,570	97,948	441,357	152,228	—	100	97½
Sept. 30, 1878	427.8	6.8	77.0	—	76	34	16	2,150	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975.421	108,692	486.0 5	15,950,402	28,258,820	2,127,589	—	435.0	3,233 377	172,175	588,066	1,936,360	341,621	—	100	17½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2, 95,239	322,266	177,285	145,71	2,153,300	828,500	26,342	24.427	53.6	757,059	124,321	419,309	527,588	123,885	1pf	100	45½
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230,768	269,408	12,490,872	11,391,850	2,001,068	—	677.8	2,709,403	781,991	1,967,306	4,691,619	2,156,385	7	100	112
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,712	*	1,592,885	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	120
June 30, 187	264.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6 6 6,10	*	.....	.....	6,156,630	.....	250,334	.....	221.6	313,592	87,572	236,933	538,595	260,947	—	100	77½
Dec. 31, 1878	30.3	—	13 1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,078.985	*	.....	.....	978,985	1,099,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	5	1,226	Chicago and Eastern Illinois.....Ill. & Ind.	3,949 594	*	352,407	71,538	323,054	3,714,154	229,611	115,718	152.2	563,439	111,068	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,900	—	.....	.....	3,916,200	779 700	.....	—	82.4	.....	.....	.....	1,454,765	545,537	10	100	138½
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2,848,293	1,430,429	27,683,744	32,038,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	79½
May 31, 1879	1,200	—	326.7	149.5	360	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,917,997	2,335,058	36,514 220	34,598,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	91½
Mar. 31, 1879	500.2	222 0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,829,961	10	100	107
Dec 31, 1878	549.0	22.6	60.0	—	100	34	28	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	—	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	28½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Date of Closing.	Railroad. Main Line.	Branch Lines.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec 31, 1878	40.4	484	3,671	6	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,037	50,000,000	37,024,000	1,925,320	3,246,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	107¼
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	—	—	345,100	600,000	—	—	25.0	—	12,400	37,882	27,828	3,912	—	50	....
Nov 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	356,536	275,994	1,874,068	961,579	—	50	....
Dec. 31, 1878	120.4		55.2	—	45	36	13	679	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,360,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,956	5,532,738	3,075,811	4	50	99½
Dec. 31 1878	165.7		4.1	—	10	6	2	234	Little Miami .....Ohio.	6,561,375	*							194.9	1,157,971	850,950	624,564	1,223,691	384,621	8	50	....
Sept. 30, 1878	84.9	63.0	63.0	—	65	152	15	381	*Little Rock and Ft. Smith* ¶ .....Ark.	8,000,000	*	490,632	27,421	4,636,200	2,104,000	27,419	311,809	165 2	169,845	47,805	47,284	228,648	116,857	—	100	40
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Long Island ¶ .....N.Y.	6,242,608	—	—	—	3,280,600	1,881,750	1,157,861	—	322.9	1,609,250	1,157,715	251,580	1,537,314	497,896	—	50	....
Jan. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisiana and Mo. Riv. (C. & A.)....Mo.	8,248,000	—	—	—	1,624,000	1,674,000	—	—	101.5	—	—	—	231 390	138,370	—	100	11
Jun. 30, 1878	195.0	280.6	98.3	—	180	75	37	3,239	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978 083	294,160	—	100	....
Dec. 31, 1878	288.5	—	26.0	—	23	12	8	489	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,508,120	803,930	9,007,819	17,400,722	2,562,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	8	100	124
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	—	—	1,500,000	2,000,000	—	—	288.3	—	—	—	621,780	50,141	—	100	102
Jun. 30, 1878	187.3	87.9	163 5	—	66	33	11	1,378	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	—	—	1,373,000	1,471,000	—	—	43.0	—	—	—	91.424	36,569	—	50	....
Jan. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	—	312.0	2,272,100	701,122	716,627	1,845,793	268,980	—	50	....
Dec. 31, 1878	68.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200.000	3 844	—	3,530,000	20.113	—	99.7	171,215	74,140	45,114	110,777	9,467	—	—	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*.....Mich.	7,804,981	1,050,376	28,667	132,436	4,565,627	4,42 200	102,588	106,025	88.5	195,998	59,411	663,276	566,483	299,181	—	100	17
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,062	5,312,725	4,220,000	1,309,535	—	292.0	645,928	.....	158,458	682,412	307,445	—	100	31
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock.....Arkansas.	4,419,584	*	—	408,169	1,500,000	2,850,000	402,217	75,586	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	61,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,938	*	6,159,161	845,178	18,736,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,580,737	6,872,094	2,707,353	4	100	92
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	—	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.)....Minnesota.	2,529,000	—	.....	.....	2,000,000	366,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.) .. Minn.	136,330	—	—	28,669	15,000	150,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	[*]	.....	163,917	825,400	1,982,900	324.445	.....	100.0	157.457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348 483	—	100	35½
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	17
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,168,261	557,484	71,478	170,625	2,022,518	275,000	67 754	600,526	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7 9	—	178.8	480,138	62,493	.....	680,188	258,391	5	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,278	1,149,354	1,810,000	1,129,688	—	528.6	1,166,773	233,067	186,638	2,098,500	879,331	—	100	17½
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Morris and Essex .....New Jersey.	17,710,791	18,144,249	4,141,925	625,044	15,000,000	19,923,000	—	—	80.0	.....	.....	.....	291,354	72,614	—	100	....
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua and Lowell .....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	105
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	116
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6 575,296	7,522,000	918.941	89,939	48.8	.....	.....	.....	95,932	45,275	5	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	3	Nashv. & Decatur (L.& N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	58
Dec. 31, 1878	22.8	—	1.8	—	3	2	2	36	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	—	20.696	309,002	122.3	356.841	77,756	425,257	737,756	337.644	6	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge..... Cal.	591,164	*	7,427	756	242,200	250.000	37,500	59,647	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	78,998	937,400	800.000	149,102	—	22.6	—	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3¶)..... ... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99.000	—	44.0	283,732	.....	.....	135,295	50,749	—	100	....
Dec. 31, 1878	14.9	—	5.9	—	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	—	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	Newcastle& Beaver Val.(Penn. Co.)...Pa.	834,093	—	55,358	52,472	605,000	—	881	336.032	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp.Conn. & Mass.	4,005.281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	14.9	193,381	130,508	982,560	268,143	126,789	24	100	..
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.).... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile...La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Sept. 30, 1878	491.8	298.4	1,389	—	595	470	213	9	New York and Canada (D. & H.). N. Y.	8,153,683	—	126,058	.....	4,000,000	4,000,000	279,741	—	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York Central & Hudson River.N.Y.	82,163 689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	—	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	1,018.3	5,998 941	8,927,565	7,695,413	26,405,017	10,269,640	8	100	128½
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	—	Included in 5.5		Lessees returns.				8	100	180
Sept. 30, 1878	460.0	96.5	2.179	—	475	311	96	—	N. Y., Lake Erie & Western..N. Y. &Pa.	118,649,931	*	.....	.....	55,254,400	66,818,204	.....	.....	928.1	10,730,931	4,896,327	6,150,468	15,644,978	5 009 114	3	100	40½
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft)...N. Y.	568.111	169,107	704,118	.....	500,000	829,000	45.000	82,829	22.1	181,874	1,056,871	16 740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	58.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,852	1,731,635	435,867	1,006,287	197,890	—	100	39½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	1,373,778	1,537,029	15,500,000	—	475.465	1,940,376	152.2	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	165
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	253	N. Y., Providence & Boston...Conn.& R.I.	2,645.027	559,487	1,089,987	.....	3,000.000	1,050,000	218.800	.....	62.5	442,622	657,742	279,354	710,038	273.455	10	100	138½
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....
Sept. 30, 1878	228.6	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,935,778	—	466,223	59.020	4,000,000	291,500	135.742	1,024,779	223.2	433,744	98,763	98,765	494 022	159,659	6	100	....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	142	Northeastern¶ .....S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,845	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	592	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	8.	452.301	141,209	401,922	426,874	107,372	5	100	98
Dec. 31, 1878	187.0	13.0	192.9	—	152	68	42	5,296	Northern Central .....Md. & Pa.	12,184,505	4 196.107	5,156,440	560.455	5,842,000	15,393,000	1,828,533	—	322.7	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	64½
Aug. 31, 1878	449.0	136.5	26.0	180.0	48	22	24	1,196	Northern Pacific...Minn .Dak.,Wash.&c.	19,588,550	1,115,378	130.694 587	120,347	100,000,000	—	50,348,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	26
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,145	North Penney vania (P. & R.).....	5,834,418	1,748,208	4,619,6 7	251,639	4.264, 50	6,000.000	2,041,.55	148,329	88.2	1,390.319	1,310,278	917,484	1,460,924	573,061	4	50	95
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51.928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Sept. 30, 1878	118 0	4.0	14.0	—	34	15	6	950	Ogdensburg & L. Champlain.....N.Y.	5,677 000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	77
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	34,030.000	12,841,000	1,924,750	—	615.0	.....	.....	.....	3,137.136	861,547	—	100	38½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832.238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	58	Omaha and Republican Val..... ...Neb.	1,118.000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
ent. 30, 1878	35 0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	—	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4.277,634	*	56,606	22,674	2,853.000	1,428,194	66,644	10,079	195.6	352,451	53,277	223.882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	185
Dec. 31, 1878	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,500	11,269,491	68,870,200	55,114,760	19,696,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	106
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,564	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,017	—	50	...
Apl. 30	1878	44.0	6.0	3.0	—	6	3	1	65	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,557	15,274	.....	102,680	36,758	12	100	...
Jan. 30,	1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,815	—	100	...
Sept. 30,	1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,511	—	100	
Dec. 31	1878	51.7	—	5.2	—	8	40	5	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,000	.....	51.7	140,376	.....	.....	78,004	.....	—	100	...
Oct. 31,	1878	46.0	—	7.2	—	10	8	3	120	Philad'phia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,520	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	181,308	257,870	86,841	—	50	...
Dec. 31,	1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,11	—	50	294
Nov. 30,	1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	.....	.....	—	50	2 5
Nov. 30,	1878	98.4	228.6	763.4	—	416	334	59		Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,742	10,505,396	34,278,175	75,30 ,797	11, 96,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,921	—	50	168
Oct. 31,	1878	96.3	15.9	151.2	—	80	118	178	1 174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	798,365	2,680,446	1,198,048	8	50	1338
Dec. 31,	1878	192.8	8.1	64.0	—	106	39	26	1,477	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,156	1,814,337	8,43 ,200	12,497,000	2,383,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	...
Sept. 30,	1878	149.6	1.9	37.3	—	16	16	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,465	1,542,754	578,312	—	50	...
Dec. 31,	1878	468.4	—	215.6	—	278	152	51	6,656	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,38 ,686	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,8 ,110	3,689,197	7	100	120
Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	...
Dec. 31,	1878	68.0	2.6	3.5	—	20	10	4	505	Pittsb., Titusville and Buff	N. Y. & Pa	9,086,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,166	281,919	522,402	526,701	184,563	—	50	294
Dec. 31,	1878	95.0	25.0	23.0	—	32	19	6	268	Pittsb., Wheeling & Kentucky	W. Va.	599,39	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,476	47,991	45,653	49,315	10,304	—	100	...
Dec. 31,	1878	24.0	—	1.2	6.0	—	—	—	—	Portland and Ogdensburg	Me. & N.H.	3,551,544	292,533	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	...
Sept. 30,	1878	92.0	—	10.0	—	9	16	4	160	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	686,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0 .2	148,151	29,334	—	100	...
Sept. 30,	1878	52.5	—	7.0	—	7	9	4	137	Portland, Saco & Portsmouth	Me.	1,334,09	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30,	1878	51.0	—	18.1	—	19	—	—	203	Poughkeepsie, Hartford & Boston	N.Y.	1,355,000	*	.....	.....	850,000	535,000	41,0 5	.....	47.5	76,503	51,040	18,647	55,296	14,121	—	100	104
Sept. 30,	1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86, 97	41,812	—	100	...
Sept. 30,	1878	22.8	—	1.6	—	3	3	1	57	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,686	66.7	458,923	1,627,427	624 722	870,876	290,815	4	100	...
Sept. 30,	1878	43.4	8.0	55.6	—	30	33	8	1,282	Raleigh and Gaston	North Carolina	1,500,000	*	1,174,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	...
May 31,	1878	97.0	—	6.9	—	12	12	9	131	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	118
Sept. 30,	1878	72.6	110.1	62.3	—	56	77	20	1,547	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	265,962	942,386	310,948	—	100	...
Sept. 30,	1878	140.5	11.0	13.3	—	55	37	20	798	Richmond, Fred'bg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	...
Sept. 30,	1878	80.0	—	7.2	—	12	15	10	127	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,237	10,741	24.8	73,787	102,3 5	80,760	62,553	4,479	—	100	...
Sept. 30,	1878	22.5	2.8	2.6	—	7	7	5	103	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	...
Sept. 30,	1878	41.0	—	1 9	—	4	7	2	57	Richmond and State Line	N. Y.	2,081,345	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	...
Sept. 30,	1878	107.6	—	10 7	—	11	8	4	232	Rochester and Genesee Valley	N. Y.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109 359	191,428	366,489	96,278	3	100	...
Dec. 31,	1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	403.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	34
Sept. 30,	1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295.812	278,758	—	100	54
Jan. 30,	1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	...
Dec. 31,	1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	811,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	33,566	15,425	—	100	...
Sept. 30,	1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	...
Dec. 31,	1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas.	9,500,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	555.302	534,932	—	100	19
Dec. 31,	1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	956,985	103,792	75.2	395,390	184,988	478,648	506,459	239,621	—	100	45
Dec. 31,	1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.																	
Dec. 31,	1878	489.5	195.0	114.3	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	45
Dec. 31,	1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	...
Dec. 31,	1878	265.5	113.3	67.2	—	100	42	20	2 600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	868,907	24,000 000	10,181,500	1,237,500	533,000	598.8	.....	499,441	960,466	3,324,496	347,500	—	100	...
Dec. 31,	1878	827.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. Ter.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,436	130,431	327.3	872,626	63,132	254,38	1,201,652	6 5,517	—	100	334
Oct. 31,	1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,769	*	.....	.....	10,841 [	5, 46,000	.....	.....	208.2	658,208	183,359	.....	954,333	168,210	—	100	...
Oct. 31,	1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,526	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,785	1,059,443	158,685	—	100	26
May 31,	1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350.6 0	46,568	224,767	483,349	121,008	—	100	40
Dec. 31,	1878	121.3	—	11.	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43.019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	...
Sept. 30,	1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	110.3	841,442	191,069	731,146	657,632	234,2 7	—	50	...
July 31,	1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,016	—	100	...
Dec. 31,	1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94 170	9,471	100.0	333,049	155.114	147,842	282,153	1 5,879	—	100	...
Sept. 30,	1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	242,890	487,797	160 378	7	100	...
Sept. 30,	1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,74	.....	79.0	125,679	50,345	38,376	99,153	20 0 2	—	100	...
Nov. 30,	1878	46.0	—	3.8	49.0	8	4	2	117	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,583	319 2.9	254,039	135,241	—	50	...
Sept. 30,	1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	...
Sept. 31,	1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,800	.....	.....	158.5	165.745	59.315	136 055	414,477	100 090	—	100	...
Jan. 30,	1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,832	*	.....	.....	3,461,767	6,181,0 0	575,875	.....	190.5	552,986	79,038	713,952	844,689	2 3 649	—	100	...
Dec. 31,	1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,9 2,479	1,413,036	.....	243.0	691,202	104.0 5	252,366	1,011,762	409 305	—	100	...
Sept. 30,	1878	114.0	—	17.3	—	16	9	5	408	Southern Central	N. Y.	3,273,492	397,651	625,858	131,764	1,790,234	2,540,12	88,416	.....	114.0	413,552	149,484	440,071	462 908	142,80	—	100	...
Dec. 31,	1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,659,900	.....	.....	167.0	326,497	64,978	175,312	643,086	311,152	—	100	...
Dec. 31,	1878	161.0	55.1	48.2	—	48	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,273	36,763,900	26,186,900	1,558,925	.....	71.20	.....	.....	.....	4,327,086	1,155,704	—	100	...
Aug. 31,	1878	144.0	166.8	21.8	—	86	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339 000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	...
Sept. 30,	1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,48	600 000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	...
Dec. 31,	1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,658,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	...
Dec. 31,	1878	81.0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	2 6,696	65,804	81.0	378.11	150,916	810,886	610,582	224,624	3	100	...
Oct. 31,	1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,878	*	1,386,974	693,159	1,988,150	1,600,000	291,96	1,280,393	113.8	953,319	221,841	1,092,085	876,865	356,378	8	50	100
Dec. 31,	1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	6,99 ,000	18,806,225	1,349,575	327,908	103.0	.....	.....	.....	2 0,137	74,284	—	100	...
May 31,	1879	179.7	264.1	39.4	89.0	40	21	11	977	Texas and Pacific ¶	Texas.	26,819,117	*	925,673	167,318	3.0 0,000	1,142,000	54 ,854	125,095	442.9	1,392,777	268,149	407,114	2,136,743	956,455	—	100	259
Dec. 31,	1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	134
Sept. 30,	1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,17 ,500	436,022	.....	52.9	405,324	294,879	595,901	580,844	274,747	2	100	...
Sept. 30,	1878	74.0	—	9.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,582	.....	74.0	104,758	82,965	85,467	168,158	31,058	—	100	...
Dec. 31,	1878	275.5	—	369.8	—	55	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,985,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	160
Dec. 31,	1878	1 038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,732,300	77,424,612	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	87
Apr. 30,	1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,12	62,069	—	100	...
Sept. 30,	1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	295,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	...
Sept. 30,	1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,904,100	1,500,000	355,436	.....	118.0	211,252	103,365	88,120	147,547	def. 3,911	—	100	118
Sept. 30,	1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,96 ,000	900,000	6,264	38,902	58.8	.....	.....	[rental.	153,197	150,197	5	100	118
Feb. 28,	1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,786,939	88,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	...
Dec. 31,	1878	52.2	1.6	37.0	—	24	10	4	357	Virginia and Truckee	Nevada	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	729,092	12	100	49
Dec. 31,	1878	462.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	38,211,468	*	191,442	834,587	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1 952 003	4,798,372	,664,123	—	100	...
Sept. 30,	1878	258.5	121.5	18.0	—	31	34	14	478	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149.248	192,197	925,044	225,554	—	100	...
Sept. 30,	1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	99,745	29,169	27,126	102,863	22,237	—	100	...
Oct. 31,	1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,108	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	...
Dec. 31,	1878	59.5	—	18.4	—	20	52	11	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,148	1,359,750	2,400,000	71,53	39,592	128.5	440,645	615,380	119,032	541,678	202,955	—	50	70
Aug. 31,	1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	724,011	2,568,000	207,757	.....	167.0	292,286	.....	.....	514,107	176,652	—	100	...
Sept. 30,	1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,406	*	80,000	43,701	682,250	3,675 000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30,	1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	818,114	808.864	16,294	4,000,000	3,500,000	387 629	256,633	212.7	870,604	289,094	462,241	1,067,654	304,401	—	100	...
Sept. 30,	1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,236	300,00	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	509,698	98,658	—	100	55
Sept. 30,	1878	163.5	17.0	18.2	—	23	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,428	63,078	1,466,200	1,619,100	5 ,132	315,434	1-0.5	406,277	.....	.....	312,171	176,277	3	100	...
Sept. 30,	1878	46 7	—	35.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,060	584,980	76,046	1,789,300	1,000,000	117,024	229,767	94.6	342,755	325,977	313,962	473,240	168,351	—	100	54

The Steamer Anthracite.

The little steamship Anthracite, arrived at St. John's from England last week. Great interest attaches to the Anthracite as being the smallest vessel that has yet steamed across the Atlantic, her gross tonnage being 70.26 and her registered tonnage 27.91 tons. But a more important interest relates to her trial of the Perkins system of boilers, and the success of the Anthracite trip points to great if gradual changes in the methods of steam navigation. The promise of this lies in the wonderful economy effected by the Perkins system in the consumption of both coal and water. The Anthracite met very heavy weather, behaved remarkably well, and took just eighteen days for her passage from Falmouth to St John's, consuming on the trip only 20 tons of coal and 400 gallons of water.

Statement of the Public Debt of the United States, June 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$16,038,000 00	$100,822 00
per cent. bonds, 1881 (Oregon,) 1861	747,050 00	18,676 25
per cent. 1881 bonds, 1861..	161,414,700 00	4,03 .867 50
per cent. 1881 bonds, 1863..	63,807,150 00	1,595,178 75
per cent. funded loan of 1881	488,845 700 00	2,036,869 58
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	739,434,700 00	4,229,564 67
Refunding Certificates.....	1,413,100 00	9,420 66
3 per cent. navy pension fund, 1868.....	14,000,000 00	175,000 00
Aggregate of debt bearing interest.....	$1,735,698,400 00	$16,013,402 41
Interest due and unpaid		2,890,785 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,550 00	5,118 17
6 per cent. 5-20 bonds, called June, 1864	65,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,156 21
5 per cent. 10-40 bonds, called, 1864.....	2,889,300 00	263,C17 51
6 per cent. Consol. bonds, called, 1865.....	631,700 00	7,737 91
6 per cent. Consol. bonds, called, 1867.....	2,467,200 00	275,624 24
6 per cent. Consol. bonds, called, 1868	874,450 00	94,387 19
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	5,000 00	208 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,800 00	1,137 65
5 per cent. 1 year notes, 1863.	46,775 00	2,350 85
5 per cent. 2 year notes, 1863.	56,050 00	1,957 99
6 per cent. compound interest notes, 1863-64.....	243,210 00	49,450 46
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$8,124,965 26	$830,556 75

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$61,980 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit	12,815,000 00	
Fractional currency, 1862-3-4	15,502,9 '4 37	
Coin certificates, 1863.....	8,050,100 00	
Silver certificates, 1878.....	12,224,270 00	
Unclaimed interest.....		7,777 03
Aggregate of debt bearing no interest.....	$395,424,350 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$712,001,900 00	
Bonds at 5 per cent.....	488,348,700 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,434,700 00	
Refunding certificates.....	1,413,100 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,735,698,400 00	$16,904,187 41
Debt on which interest has ceased since maturity.....	8,124,965 26	830,556 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,742,046 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency.....	15,592,934 37	
Coin and Silver Certificates.	20,274,370 00	
	$395,424,350 37	
Unclaimed interest.....		7,777 03
	$2,139,257,715 63	$19,742,521 19
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,159,000,236 82

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,890,785 00
Debt on which interest has ceased.....	8,134,965 26
Interest thereon	830,556 75
Gold and silver certificates.....	20,274,370 00
U S Notes held for redemption of certificates of deposit.	12,815,000 00
Cash balance available June 1, 1880.....	161,867,839 96
	$206,813,516 97
Debt, less amount in Treasury, Jun. 1, 1880.	$1,952,386,719 85
Debt, less amount in Treasury, on the 1st ult.	1,968,314,753 72
Decrease of debt during the month.....	$15,928,033 87
Decrease of debt since June 30, 1879.....	$74,820,5 .6 52

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $12,084,315 67; interest repaid by cash payments: 5 per cent net earnings $655,198 87; balance of interest paid by United States $31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Gainesville, Jefferson and Southern Railroad.

Yesterday Mr. Claude Estes, of Gainesville, came to Atlanta for the purpose of having printed the bonds of the Gainesville, Jeffersonville and Southern Railroad, the new line which is prospected from Gainesville to Jefferson, in Jackson county, and ultimately on to Social Circle, to connect there with the Georgia Railroad. Gainesville takes a liberal view of such questions and has subscribed $30,000, to be given in 7 per cent bonds, to run twenty years. The total cost of the road from Gainesville to Jefferson, a distance of 21 miles, will be about $51,000. As soon as the Gainesville bonds and the Jackson County subscriptions are arranged, work will be begun. The road will be pushed through without any delay. —[Atlanta Constitution.

☞ Operations have commenced preparatory to constructing a narrow gauge railroad from Pleasantville to Somers' Point, a distance of about seven miles. Although the enterprize is in the hands of another organization, it is understood that the Philadelphia and Atlantic City Narrow Gauge Company will operate it. It is believed that the road will be completed during the present season.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 29.

	W. 23.	Th. 24.	F. 25	Sat. 26.	M. 28.	Tu. 29
Allegheny Val. 7 3-10s..	....	....	....	....	....	....
7s, Income.....	....	....	29	30	31	28
Camden & Am. 6s, 1885	....	....	105	....	105	....
6s, 1889	....	....	105	....	....	....
Mort. 6s, 1889.....	112¼	....	....	....	....	112¼
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	106	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	5	5	5	....	6¼	
Preferred	8	....	9	9	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	26¼	27¼	27¼	27¼	28¼	27¼
6s, 1884.....	....	....	....	....	....	106
Gold Loan.....	102¼	102¼	....	....	102¼	102¼
Railroad Loan.....	....	....	110	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	102¼	....	....	102¼	....
Lehigh Valley	48¼	49¼	49¼	50	50	49¼
1st mort. 6s, coupon.....	....	118	....	....	....	....
1st mort. 6s, reg.....	....	113¼	....	....	....	....
2d mort. 7s...	128	....	....	....	128	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg....	....	....	....	....	....	....
Little Schuylkill... ..	44	44	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania ..	48	48¼	....	....	....	....
1st mortgage 6s.....	....	....	103¼	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup....	....	....	....	....	....	....
Gen'l Mort. 7s, reg....	....	....	....	....	....	....
Northern Central.		31¼	32	32¼	32¼	28
6s	....	80	80	80¼	80	80
Northern Pacific	27¼	27¼	27¼	27¼	27¼	27¼
Preferred	49	49¼	50	50	49¼	49¼
Pennsylvania R. R. ..	54¼	53	53¼	53¼	53¼	53¼
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	117	....	....	....	....	....
Consol. mort. 6s....	....	....	....	....	....	....
Consol. mort. 6s, reg....	....	....	....	....	....	....
Penn. State 6s. 2d series ...	....	....	....	....	....	....
do, 3d series	....	....	....	....	....	....
do. 5s, new.....	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	9¼	9¼	9¼	9¼	9¼	8¼
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	114
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.. 106	....	....	....	....	107	....
Consol mortgage reg	106¼	....	....	....	....	107
Gen'l mortgage 6s.....	....	....	....	....	....	....
Philadelphia and Erie 13	14¼	....	14¼	14¼	....	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	113¼
Pittsb., Cin. & St L. 7s	....	116	....	....	116	
Pittsb., Titusv. & Buff.. 14¼	14¼	14¼	14¼	14¼	14¼	
7s.....	....	....	79	80	....	
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred..... 4¼	....	....	4¼	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882..... 55	....	....	....	....	....	....
United Co. of N. Jersey	159¼	....	....	159¼	....	
Hestonville, (Horse)	....	20	21	22¼	22¼	
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending June 22.

	W. 23	Th 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.
Baltimore and Ohio .. 152¼	....	....	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	40¼
1st mortgage	....	....	....	....	....	110¼
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s..... 108¼	....	....	....	....	....	108¼
2d mortgage, 7s..... 71¼	71¼	71¼	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	85¼	....
Northern Central ($50)....	31¼	31¼	32¼	32¼	....	
2d mortgage, 6s 1885....	....	....	....	....	....	....
3d mortgage, 6s, 1900....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	112¼	112	112¼	
6s, 1904, gold.....	105¼	105¼	105¼	105¼	105¼	
Orange and Alex. 1st....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	77	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	38¼	....
O., Alex. & Manassas 7s 79¼	....	....	....	....	....	78
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol .. 61¼	61¼	61	61¼	61¼	61¼	
Consol. Coupons	....	95¼	....	....	....	....
10-40 bonds..... 43¼	43¼	42¼	43¼	43¼	43¼	
Deferred Certificates. 6¼	6¼	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 30.

	Th.24	F.25	Sat 26	M 28.	Tu.29.	W.30.
Adams Express	....	113½	114	....	....	113
Albany and Susq	....	105	....	107	....	105½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	59½	60	60	62	60	59½
Atlantic & Pacific Tel.	43	43	42½	....	41½	40½
Buri., C. R. & Nor	....	....	....	63	61½	....
1st mortgage 5s	91½	91½	91½	91½	91½	91
Canada Southern	56½	56½	56½	57½	56½	57
1st mortgage guar	92½	92½	92½	93	93½	93½
Central of N. Jersey	64	65½	68½	68½	66	66½
1st mortgage 1890	....	....	....	....	118	....
7s, consolidated, ass.	104½	104½	105	105	....	....
7s, convertible, ass.	103	103	103½	....	....	....
7s, Income	....	76½	....	79½	79½	....
Adjustment	....	....	....	....	107½	....
Central Pacific	72	72	72½	72½	72½	72½
6s, gold	....	114½	....	....	....	114½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	19½	19½	18½	19	....	18
Chicago and Alton	112½	112½	112½	112	....	112
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	121½	120½	120½	120½	120½	120½
7s Consol, 1903	124	124	....	124	....	....
Chic., Mil. and St. Paul	80	78½	80	81½	80	79½
Preferred	104½	104½	105	106	105½	105½
1st mortgage, Ia	....	....	132½	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
Is, gold	....	119½	120	....	....	....
1st M. (La Crosse div.	....	....	115	....	....	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	....	....	....
1st M. (H. & D. div.	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	115½	....	115½	116	....	....
Chic. & Northwestern	93½	93	93½	93½	92½	91½
Preferred	109	108½	109	109½	108½	108½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	....	....	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	108	108	108½	108½	107	106
6s, 1917	....	....	121	....	....	....
Clev., Col., C. and Ind.	72	71	....	71	71½	68½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	117½	....	....	117½	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	17½	17½	16½	16½	16	15½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	75½	75½	77½	78½	76½	75
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	102[x	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	79½	79½	81	80½	78½	78½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	107½	107½	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	103	....	103½
5th mortgage	....	....	....	....	108½	109
7s, Consol. gold	....	121	....	121½	....	....
Great Western 1st mor	....	....	....	....	....	....
2d mortgage	100½	101	....	....	102½	....
Hannibal & St. Joseph	34½	34½	35½	35½	34	33½
Preferred	....	73	74½	74½	72½	72½
8s, Convertible	....	109½	109½	109½	....	....
Houston & Tex. Cent.	66½	....	66½	66½	66½	....
1st Mortgage	110	....	....	....	....	....
Illinois Central	....	106½	106½	106½	....	105
Lake Shore & Mich. So.	108½	108½	108½	108½	107½	107½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg	....	....	124½	....	....	....
2d Consolidated	....	....	....	115½	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	125	124½	125	124	124	124
7s, Consolidated	....	....	114	....	....	....
Manhattan	32	31	29½	31½	31½	31½
Metropolitan Elevated	....	93	90	92	92	92½
1st Mortgage	101½	101½	....	102	....	102
Michigan Central	93½	93½	95½	94½	93½	92½
7s, 1902	119	....	....	....	....	....
M. S. and N. I 1st, S. F	....	....	....	....	....	....
Morris and Essex	105½	105½	....	104½	105½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	115	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	108½	108½	....	....	108½	109
N. Y. Cent. & Hud. Riv	128½	128½	129½	129½	128	127½
6s, Sinking fund, 1883	105½	....	105½	....	105	105
6s, Sinking fund, 1887	....	....	....	108½	....	....
1st mortgage	130	....	....	....	....	....
1st mortgage, reg	....	....	130	....	....	....
N. Y. Elevated	114	114	110	111	....	112½
1st mortgage	114	114	....	113½	114	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 30.

	Th.24	F.25	Sat.26	M.28	Tu.29.	W.30.
N. Y., Lake Erie & W.	41½	40½	41½	43½	41½	40½
Preferred	66½	66	66½	70	68	65½
2d Consolidated	89	89	89½	89½	89	88½
New 2d 5s fund	84½	84½	84½	85½	83½	82
N. Y., N. Haven & Hart	164	....	164½	....	165	....
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	27½	27½	27½	27½	27½	27½
Preferred	49½	49½	49½	49½	49½	49½
Ohio and Mississippi	22½	32½	33½	35½	33½	32½
Preferred	71	....	74½	75½	73½	75½
2d mortgage	111	110½	....	111	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co	39	39	40	42½	39½	39
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	108½	109	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	19	....	19½	19½	17½	17½
Pitts., Ft. W. & Chi. gtd	....	....	120	....	....	....
1st mortgage	....	....	....	....	....	121
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	113	....	114	....	....
Quicksilver Mining Co	....	....	40½	....	11½	....
Preferred	....	54½	....	....	....	54
St. Louis & San Fran	34½	35	35½	35½	35½	....
Preferred	....	48	47½	....	48½	48
1st Preferred	....	72½	....	72	72½	72
St. L., Alton and T. H.	21	21	21	21	21	19
Preferred	....	58	....	....	59½	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	104	104
Income bonds	....	....	....	....	....	92
St. L., Iron Mt. & S. As	47½	47½	48	48½	47	46½
1st mortgage	....	....	....	....	....	....
2d mortgage	100½	100½	100½	100½	101	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	89	89	89½	89½	88½	87½
1st mortgage	114½	115	....	....	115½	115½
Land Grant 7s	....	....	....	113	....	....
Sinking Fund 8s	....	118	118	....	117½	....
United States Express	48	48½	49	49½	48½	49½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	102	101½	102½	102	102½
7s, Consolidated	....	....	99	....	99½	....
St. Louis Division	....	....	....	108	107½	....
Wabash, St. L. & Pac.	36½	37½	37½	39	37½	36½
Preferred	66½	66½	67½	68	66½	65
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	....	109	109½	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	105½	105	105½	106	104½	103½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending June 30.

	Th.24	F.25.	Sat.26	M.28.	Tu.29.	W.30.
Atch., Top. and San. Fe.	119½	119½	120	....	....	....
1st mortgage	....	....	....	....	....	117½
2d mortgage	....	....	....	....	....	....
Land Grant 7s	115	....	....	....	....	....
Boston and Albany	145½	....	145½	....	145½	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	94½	....	....	....	....
Boston and Maine	....	126½	....	....	126½	126½
Boston and Providence	....	....	....	138	....	....
Boston, Hart. & Erie 7s	39½	41½	42½	44½	42½	42½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	80½	81
Chi., Burl. and Quincy	121½	121	120½	121	120½	120½
7s	....	120	....	....	....	....
Cin., Sand. and Clev	18½	13½	13½	13½	13½	12½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	36½	36½	36½	37	35	35
New 4½ Bonds	94½	....	....	95	94½	94½
Fitchburg	....	....	....	....	122	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	94	....	....	92½
N. Y. & New England	37	38½	39½	42½	40	39½
7s	110½	....	111	....	111½	....
Northern, N. H	....	....	96	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	....	....	....	27	....
Preferred	....	....	....	....	....	....
Old Colony	....	114	....	113½	....	113
Ph., Wil. & Balt. ($50)	69½	....	....	69½	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Arz. Val	....	....	....	....	....	....
7s	112½	113	....	....	112½	112½
Pullman Palace Car	....	114	114½	114½	114½	....
Union Pacific	....	....	....	....	....	112
4s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	116½	....	....	....	115½	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	48	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	68	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co	....	225	225	225	....	224½
Quincy	28	27½	27½	28½	28	....

New York Stock Exchange.

Closing Prices for the week ending June 30.

	Th.24.	F.25.	Sat.26	M.28.	Tu.29.	W.30
Federal Stocks:—						
U. S. 4s, 1907, reg	107½	....	....	....	....	108½
U. S. 4s, 1907, coup	....	108½	....	....	1 9½	....
U. S. 4½s, 1891, reg	....	109½	....	....	....	....
U. S. 4½s, 1891, coup	....	109½	....	....	....	109½
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	108½	108½
U. S. 6s, 1881, reg	....	....	....	104½	104½	....
U. S. 6s, 1881, coup	....	....	107½	....	107½	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	97	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	97	97½	....	....	....
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— June 18.	June 11
Atlantic & Gt. W. 1st mort. Certs.	64 — 66	65 — 67
Do. 2d mort., Certs	28 — 30	29 — 31
Do. 3d mort., Certs	13½ — 14½	13½ — 14½
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	61 — 64	63 — 66
Do. Cons. Mort. Oct. '79 coupon	102 104	102 —104
Do. Adjustment bonds	102 —105	102 —105
Do. Income bonds	74 — 78	74 — 78
Det., Gd Haven & Mil. Equip. bds.	109 —111	109 — 111
Do. Con. M. 5 p.c. till '84 after 6 p.c	100 —100½	99 —101
Erie shares $100 Recon. Ass. $6 pd.	37½ — 38	37 — 37½
Do. Pref. Shares, R. T. Ass. $3 pd	60 — 65	60 — 66
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —122	116 —121
Illinois Central $100 shares	105 — 107	105 —107
Lehigh Valley Consol mortgage	111 — 113	108 —112
N. Y. Cent. & Hud. Riv. Mt. bonds	125 — 127	125 —127
Do. $100 shares	150 — 152	129 —131
Do. Mort. bonds (sm.)	117 —119	117 —119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 —120	118 —120
Do. do. 2d do.	78 — 82	78 — 82
Do. 2d Consol. Mort. bonds	86 — 88	86 — 88
Do. Gold Income Bonds	65 — 70	65 — 70
Pennsylvania, $50 shares	51½ — 52½	51½ — 52½
Do. Con. Sink. Fund Mort	113 —115	112 —115
Philadelphia & Reading $10 shares	8½ — 9½	10½ — 11½
General Consol. Mortgage	101 — 103	101 — 103
Do. Improvement Mortgage	83 — 85	84 — 86
Do. Gen. Mort. '74, ex-deferd. cou.	54 — 56	55 — 57
Do. Scrip for the 6 def. 4 coupons	55 — 65	55 — 65
Pittsbg, Ft. W. & Chic. Equip. bds.	169 —171	169 —171
St. Louis Bridge 1st mort. gold bonds	107 —109	107 —109
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	112 —114	111 —113

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 1, 1880.

The Stock market since our last has been on the upward incline under a continued demand from the shorts and some buying for the July dividends, induced by the heavy earnings shown for June by the Trunk lines, particularly the northwestern lines, by reason of the heavy movement of the clique wheat, as explained elsewhere. This upward tendency continued until the early part of the calendar week when realizing sales began and some short sellers appeared who had been bulls, and since then the tide has set in the downward direction with everything on Wall St. of a speculative nature. There has been no break however, and temporary reactions have followed each decline, yet in each drop lower prices have been touched each time. The advance has now been large since the bottom prices were reached and after the payment of July dividends and the stocking of the grain movement alluded to, it will be strange if there is not more or less of an undoing of the late bull campaign, for it looks as if the controlling spirits of the market had squeezed out the short interest they held so tightly, and meantime had put out another line of shorts themselves which they are about ready to take in at lower prices, yet this reaction may be be delayed sometime yet, as the let up in the grain movement will not be visible in reported earnings for some time after it has occurred, which will not be much before the end of July, after which the movement

of the new crop will begin, but reported earnings will not show the falling off that is sure to come as compared not only with May, June, and July, but also with August of last year, when the wheat movement was enormous, for reasons that do not exist this year. For a fuller explanation of the prospects of the railroads for 1880-'81 based upon the crops see an editorial article on first page, which not only shows the changed conditions under which the stock market but all the produce markets must come with the new crop year.

There is no especial feature in Wall Street outside of those incident to the general situation explained above. As we then said the trunk lines stocks were most effected by the grain movement and hence the greatest strength and activity have been in those, led by Erie, which also led the decline as well as the advance, partially on the revival of the old rumors and their subsequent contradiction, that it was to be made a part of the Transcontinental system. The extent of the grain movement spoken of above is shown by the following:

The receipts of flour, wheat and corn at the seven Atlantic ports—New York, Baltimore, Philadelphia, Boston, New Orleans, Montreal and Portland—for the week ending June 26, are: of wheat 4,045,572 bushels; corn, 6,009,530 bushels; flour, 183,893 barrels. The exports from the same ports for the week are: 3 084,999 bushels of wheat, 4,038,502 bushels of corn, and 71,868 barrels of flour, and for the past eight weeks, 19,678,555 bushels of wheat; 20,240,992 bushels of corn; 643,933 barrels of flour.

Of course the Sterling Exchange market has been controlled chiefly by this movement, as we predicted in this article it would be several weeks ago, when money writers were ominously discussing the probable exports of gold in July or August in total ignorance or disregard of the operations of the Wheat Syndicate. Exchange has been plenty, dull, and lower therefore. Money has of course been easy at 3@4 per cent and has ceased to be a factor in the stock market of any importance. The Treasury purchase of bonds was bbt $1 000,000 Wednesday out of offerings of little over double that at higher prices.

Government bonds have been dull without material change or new features.

Railroad bonds have kept sympathy with stocks on the speculative list, and but little has been done in investments as they are not offered freely.

State bonds have been firm but dull without material change.

The bank statement was about the same.

The numbers and amounts of dividends declared this year for July show a material increase over last year same time and will no doubt when disbursed tell on the stock and bond market of all kinds and may put prices of same up still further this month and delay the reaction indicated above.

In view of the glut of wheat bills and decline in sterling exchange we now find some money writers predicting that we shall import gold in August as they did two months ago, that we should export gold instead. They are as wide of the situation now as they were then; for this extraordinary movement of grain for May, June and July cannot continue when the abnormal causes that produced it, cease to exist. Only another general disaster to European harvests can continue such exports.

Mining stocks have been weak for the most part with little change and almost featureless.

Other markets are in the condition noted in all our recent articles, the tendency still being downward on good crops, and especially wheat.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 41@41¾; Burlington, Cedar Rapids and Northern, 62@63; Canada Southern, 56¾@57; Central of New Jersey, 66⅜@66½; Central Pacific, 71@72; Chicago and Northwestern, 91@91¾; do. pref., 108½@109; Chesapeake and Ohio, 17@18½; do. 1st pref., 24@27; do. 2d pref., 18@21; Chicago, Milwaukee and St. Paul, 79½@79⅜; do. pref., 105¼@105½; Chicago, Rock Island and Pacific, 107@107¼; Chicago, St. Louis and New Orleans, 28½@29; Cleveland, Columbus, Cincinnati and Indianapolis, 68⅞@69½; Columbus, Chicago and Indiana Central, 15½@15⅞; Delaware and Hudson Canal, 75½@76; Delaware, Lackawanna and Western, 77⅞@79; Hannibal and St. Joseph, 32¼@32¾; do., pref., 72¼@72¾; Houston and Texas Central, —@65⅞; Illinois Central, 104¾@105; Lake Erie and Western, 27½@28; Lake Shore and Michigan Southern, 107⅜@108½; Louisville and Nashville, 123@124; Morris and Essex, 105@106; Metropolitan Elevated, 93@93½; New York Central and Hudson River 127½@128½; New York, Lake Erie and Western, 40⅞@—; do. pref., 67¼@67½; New York, Ontario and Western, 27⅞@28¼; Northern Pacific, 25⅞@26¼; do. pref., 48½@48¾; Ohio Central, 20@21; Ohio and Miss. 32⅞@33; do. pref., 73@74; Pacific Mail, 39⅝@39¾; Philadelphia and Reading, 16¼@—; St. Louis and San Francisco, 33½@34; do. pref., 45½@46; do. 1st pref., 70@—; St. Louis, Iron Mountain and Southern, 45@45½; St. Paul and Sioux City, 41@42; do. pref., 75@76; Union Pacific, 86¾@87; Western Union Telegraph, 103½@103¾; Wabash, St. Louis and Pacific, 36⅝@37; do. pref., 64⅝@64⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 1st consol., 111; Am. Dock and Imp. bonds ass., 108; Boston, Hartford and Erie 1st, 42; Buffalo, New York and Erie 1st, 1916, 119; Chesapeake and Ohio 1st pref., 25½; do. cur. int., 38¼; do. 1st, Series B, 67; Chicago, St. Louis and New Orleans, 28; Chicago, St. Paul and Minn., 50; do. pref., 100; do. inc., 104¾; Chicago, Milwaukee and St. Paul 1st S. Minn. Div., 103; do. 1st L. C. and Dav. Div., 92½; Central Iowa 1st, 102; Col., Chi. and Ind. Cent 1st Trust Co. certif. ass. sup., 85; do. inc., 37; Cedar Falls and Minn., 19; Denver and Rio Grande, 63; do. 1st, 103⅞; do. consol., 94½; Erie and Pittsburg consol., 101½; Frankfort and Kokomo 1st, 95; Houston and Texas Central 2d M. L., 110; Ind., Bloom. and Western, 31½; do. 1st, 75; do. 2d, 62; International and Gt. Northern 1st, 99½; do. 2d, pur com. rec., 30; Indianapolis, Decatur and Springfield 1st, 100; Keokuk and Des Moines, 12; do. 1st, 97; Kansas Pacific 1st consol., 94⅞; do. 6s, Denver Div., ass., with coupon certif., 105⅜; Lake Erie and Western, 28; do. 1st, 100⅛; Louisville, New Albany and Chicago, 102; Lehigh and Wilkesbarre consol. ass., 96¼; Laf., Bloom. and Muncie 1st, 99¾; do. inc., 65; Marietta and Cincinnati 1st pref., 8½; do. 2d pref., 6¼; Mobile and Ohio, 17¾; do. 1st deben., 76; do. 2d deben., 42; do. 3d deben., 32½; do. 4th deben., 81⅞; do. 1st mort., 100; Missouri, Kansas and Texas, 34⅞; do. consol. ass., 103¾; do. 2d, 63¼; Michigan Central 8s, S. F., 107¾; Nashville, Chattanooga and St. Louis, 59¾; do. 1st, 114; New York, Ontario and Western, 27⅝; Nevada Central 1st, 99¼; Ohio Central, 21; do. 1st, 91¾; do. inc., 45¼; Oregon Railway and Nav., 120; do. 1st, 100¼; Peoria, Decatur and Evansville, 25; do. 1st, 101; do. inc., 63; Rome, Watertown and Ogdensburg, 34; do. 1st consol., 64¾; St. Paul, Min. and Man., 110½; St. Paul and Sioux City, 40; do. pref., 76; do. 1st, 102; St. Louis, Vandalia and Terre Haute 2d, guar., 105⅞; St. Louis and Iron Mt. 1st pref. inc., 83¼; do. 2d pref. 75; do. Cairo, Arkansas and Texas 1st, 101⅛; St. Louis, Kansas City and Northern R. E. 7s, 1895, 107; St. Louis and San Francisco 2d, class A, 95½; do B, 75; do. C, 74; do. Equip., 100¼; Syracuse, Binghamton and New York 1st, 114; Texas and Pacific, 25½; do. Inc. L. G., 62; Toledo, Peoria and Warsaw E. D., pur. com. rec., 130½; Winona and St. Peter 2d, 113; Alabama, Class A, 59½; do. C, 73; Louisiana 7s, consol., 46¼; Missouri 6s, 1886@1887, 108½; do. 6s, 1889 or 1890, 110¾; Missouri 6s, H. and St. J. issue, 1888, 108¼; North Carolina 6s, S. T. 3d class, 3½; Virginia 6s, consol., ex mat. coupon, 61½; Maryland Coal, 19; Col. Coal and Iron, 31¼; New Central Coal, 23¼; Am. Dist. Tel., 73; Canton Co., 50; Sutro Tunnel, 1⅞; Central Mining Co., 5⅞; Caribou 2½; Climax, 2¾; Excelsior, 17¾; Homestake, 35¼; Little Pittsburg, 5⅞; Standard, 25; Silver Cliff, 4⅞.

Boston.—Atchison and Nebraska, 80½; Atchison, Topeka and Santa Fe 8s, inc., 107¼; Burlington and Missouri in Nebraska, def., 71; Boston Land, 6⅛; Boston Water Power, 8⅛; Brook line Land, 4; Boston, Revere Beach and Lynn, 99⅛; Boston and Lowell 5s, 1899, 101; Chicago and West Michigan, 62; Chicago, Clinton, Dubuque and Minnesota, 77½; Cedar Rapids and Missouri River, 122; Cheshire pref., 45⅜; Connecticut and Passumpsic Rivers pref., 64⅛; Cincinnati, Sandusky and Cleveland 7s, 92⅛; Denver and Rio Grande, 65½; Detroit, Lansing and Northern pref., 108; Flint and Pere Marquette, 17¾; Florence, El Dorado and Walnut Valley, 15; do. 7s, 1907, 97¼; Iowa Central 1st pref., 40¼; Iowa Falls and Sioux City, 43½; Kansas City, Lawrence and Southern 4s, 88; Kansas City, St. Joseph and Council Bluffs, 7s, 111¾; Kansas City, Fort Scott and Gulf 1st, 106½; Louisiana and Missouri River, 11; Little Rock and Ft Smith, 40; do. 1st, 101; New York and New England 6s, 103; New Hampshire Land, 4½; New Mexico and Southern Pacific 7s, 110½; Nashua and Lowell, 116; Portsmouth, Gt. Falls and Conway, 28¼; Republican Valley 6s, E. D., 101¼; Rutland pref., 25¼; do. 5s, 1898, 1st coupon Feb., 1881, 60½; do. 6s, 1902, 96; Summit Branch, 10¾; Vt. Central and Vt. and Canada 8s, 1889, equip., 40; Wisconsin Central 1st, 57½; do. 2d, 33; Boston 5s, 1883, 102⅞; Cincinnati 7.30s, R. R., 124½; Cleveland 7s, 1892, 115; Worcester

6s, 1892, 116⅛; Atlantic Mining, 18½; Allouez, 4¼; Brunswick Antimony, 18½; Blue Hill, 3; Catalpa, 1⅝; Contentment, 2; Copper Falls, 11; Central, 40; Duncan, 1½; Franklin, 13¾; Huron, 4⅜; Harshaw, 31½; Mesnard, 1¼; National, 2¼; Osceola, 37; Pewabic, 17; Phœnix, 3; Pontiac, 1; Ridge, 4⅝; Star, 1½; Sullivan, 8½; Wenkeag, 4.

Philadelphia.—Am. S. S. Co., 29½; do. 6s, 102½; Allegheny Valley scrip, 23; Central Transp., 49; Elmira and Williamsport 5s, 87; Erie and Western Transp., 50¾; do. 6s, 101; Huntingdon and Broad Top Mt. consol., 7s, 60; Hestonville R. R. 6s, 105; Oil Creek 1st mort., 99; Pennsylvania dividend scrip, 106½; Philadelphia, Germantown and Norristown R. R., 102½; Shamokin Valley and Pottsville 7s, 112; Steubenville and Indiana 6s, A. & O., 103½; Warren and Franklin 7s, 103. The latest quotations are: City 6s, 106@108; do. free of tax, 122@123; do 4s, new, 105½@106; Pennsylvania State 6s 2d series, 101½@102½; do. 3d series, 108¼@108½; do. 5s, new loan, 115@116; do. 4s, new, 105@107; Philadelphia and Reading, 8⅜@8½; do. consol mort. 7s, coup., 107@109; do. reg., 107@108; do. mort., 6s, 100@104; do. 7s, 1893, 114@117; United New Jersey R. R. and Canal, 160@160½; Pittsburg, Titusville and Buffalo R. R., 14¼@14⅜; do. 7s, 79@81; Camden and Amboy mort. 6s, 1889, 112@113; Pennsylvania R. R., 53¼@53⅜; do. 1st mort., 103½@105; do. gen'l mort., coupon, 117@119; do. reg., 117@119; do. consol. mort. 6s, reg., 112@114; Little Schuylkill R. R., 44@45; Morris Canal, 50@64; do. pref., 149@151; Susq. Canal 3@6; do. 6s, —@50; Schuylkill Nav., 2@4; do. pref., 4½@5; do. 6s, 1882, 54@60; do. 1872, 94@96; Elmira and Williamsport pref., 50@54; do. 6s, 109@111; do. 5s, 80@87; Lehigh Coal and Navigation, 27¼@27⅜; do. 6s, 1884, 107¼@107½; do. R. R. loan, 110@112; do. Gold Loan, 102½@103; do. consol. 7s, 102¼@102¾; Northern Pacific, 26¾@27; do. pref., 49@49½; North Pennsylvania, 49@50; do. 6s, 108½@109; do. 7s, reg., 115@117; do. Gen'l mort. 7s, reg., 116@117; Philadelphia and Erie, 12⅛@13⅛; do. 6s, 102⅛@104; do. 7s, 112@114; Minehill, 49¾@50; Catawissa, 5@9½; do. pref., 38@39; do. new pref., 82@87; do. 7s, 1900, 114@115; Lehigh Valley 49¾@50; do. 6s, coupon, 118¼@119; do. reg., 117½@118; do. 2d mort. 7s, 127@128; do. consol. mort., 111⅛@112½; Fifth and Sixth streets (horse), 115@117; Second and Third, 104¾@105¼; Thirteenth and Fifteenth, 74@80; Spruce and Pine, 51@54; Green and Coates, 100¼@103; Chestnut and Walnut, 76¼@80; Hestonville, —@22; Germantown, 66½@68; Union, 100@112; Lombard and South, 12@18; West Philadelphia 77½@80; People's, 13@13⅜; Ridge Av., 70@80; Continental, 96@100.

Baltimore.—Baltimore and Ohio 2d pref., 107; do. scrip, 150; Cincinnati and Baltimore 7s, 107⅜; City 6s, 1902, 119¼; do. 1890, 114½; do. 6s, 1900, new, 117¼; do. 5s, 1894, 112; do. 5s, 1916, 113¾; Charlotte, Columbia and Augusta 1st, 107; North Carolina 4s, 71; Tennessee 6s, new series, 26¼; Virginia Funded, 1867, 18; Virginia Consols coupons, July, 1880, 87; Virginia Peelers, 22¾; Virginia 10-40 coupons July, 1880, 92¼; Wilmington, Columbia and Augusta, 96. The latest quotations are: Baltimore and Ohio, 151@154½; do. 6s, 1885, 109¼@—; do. 1880, 102⅞@103; Northern Central, 82¼@32½; do. 6s, 1900, —@112; do. 6s, 1900, gold, 112⅛@112⅝; do. 6s, 1904, gold, 105⅜@105½; do. 5s, —@80½; Marietta and Cincinnati 1st mort., 1892, 108@109; do. 2d mort. 7s, 71@71½; do. 3d mort. 8s, 35½@35⅞; Pittsburg and Connellsville 7s, 116¼@116½; Orange, Alex. and Manassas 7s, 77@78; Virginia consol. 6s, 61⅛@61¼; do. 2d, 22½@23½; Virginia Consols coupons July, '80, 86½@87; Virginia 10-40 bonds, 43@43¼; Virginia 10-40, coupons July, '80, 91@—; City 6s, 1900, 118@120; do. 1884, 106½@—; do. 1890, 114½@—; do. 6s, 1886, 107@—; do. 5s, 1894, 112@112¼; do. 1900, 112@—; do. 1916, 113¾@—.

New York, Boston, Albany and Schenectady Railroad.

Articles of agreement and consolidation of the New York, Boston and Albany, the Boston, Hoosac Tunnel and Albany, and the Boston, Albany and Schenectady Railroads, under the title of the New York, Boston, Albany and Schenectady Railroad Co., have been filed with the Secretary of State. The consolidated company is to be managed by a Board of thirteen Directors, to be in office one year or until their successors are elected. The officers are: Erastus P. Carpenter, President; John W. Van Valkenburg, Vice President; Andrew V. Stout Treasurer; William S. Carman, Secretary, and Edward Appleton, Chief Engineer. The number of shares of capital stock is 92,600 of the par value of $100 each. The maximum capital stock of the New York, Boston and Albany Company is $7,000,000, that of the Boston, Hoosac Tunnel and Albany, $260,000, and that of the Albany and Schenectady $2,000,000. The first regular annual meeting is fixed for January 12th, 1881.

☞ The St. Louis, Arkansas and Texas Railroad Company has let the contracts for grading, masonry and tying of the road from Pierce City to Washburne, in Barry county, Mo., a distance of thirty miles. It will carry the new road to within seven miles of the Arkansas line. The road is headed for Fayetteville, in Arkansas. It is said the road will open up a most valuable, rich, and fertile section of country, which will become almost exclusively tributary to St. Louis.

☞ The track of the Shenandoah Valley railroad is now completed and construction trains running to the College of St. James, six miles south of Hagerstown. The bridge over the Potomac, at Shepherdstown, will be completed by the middle of July, and by the middle of August trains will be running regularly 100 miles south of Hagerstown.

☞ No less than thirteen cargoes of iron arrived in Philadelphia during last week, aggregating 5,374 tons of old rails, 5,157 tons pig iron, 505 of scrap and 77,797 bars. The imports of ore footed up 5,859 tons in five vessels.

☞ The Vicksburg (Miss.) Herald says that arrangements have been consummated in New York which will insure the speedy completion of the Vicksburg, Shreveport and Pacific railroad and its thorough equipment. Among the gentlemen composing the building committee are H. B. Plant, President of the Southern Express Company, Col. Wadley, President of the Central Railroad of Georgia, and Edward Hooper of Philadelphia.

☞ The very large increase in the receipts of the Grand Trunk Railway of Canada, exceeding since January 1 to date those of 1879 by more than $800,000, is accounted for principally by the connection at Port Huron, which insures an independent line to Chicago. The raising of the embargo on cattle passing through Canada has also enormously helped the revenue. The immigration and emigration to Manitoba and the Western States have swollen the general result to the tune of $200,000. The great development of trade in Canadian live stock exportation has also contributed much to the prosperity that has at last rewarded the company.

☞ Of the entire North Carolina debt to be funded, amounting to $14,166,045, the treasurer of the State announces that he has succeeded in retiring $6,461,445, for which, under the arrangement with creditors, he has issued 4 per cent bonds to the amount of $1,901,495 25. When the process of funding shall have been completed the outstanding 4 per cents will represent a sum of $1,000,000 and an interest charge of $160,000.

☞ The receivers of the Philadelphia and Reading Coal and Iron Company give notice that they will postpone until September 15, 1880, any announcement of their conclusion as to the question of payment of interest due July 1 upon the divisional coal land mortgage bonds of the company.

☞ The Denver and Rio Grande Railroad reached Malta, in the suburbs of Leadville, on the 29th inst., and will probably be in the city on the 3d inst. Ground was broken for the Leadville, Ten Mile and Breckenridge road on the 29th, which will be built this summer.

☞ The coupons of the first mortgage bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company and the California and Oregon Railway Company, due July 1, 1880, will be paid at the office of Fisk & Hatch.

☞ The rolling stock of the Vermont division of the Portland and Ogdensburg railroad was sold at auction on the 28th ult., by order of Court, and purchased by the St. Johnsbury and Lake Champlain Railroad Co. for $57,450.

☞ The checks for the July interest on the Government 4 per cent funded loan were mailed from the Department on the 28th ult. There are 56,896 checks, representing in the aggregate $5,281,009 05.

☞ The Hannibal and St. Joseph Railroad Company has declared a dividend of three per cent upon its preferred stock ($5,183,024), payable on the 2d of August.

☞ The President of Mexico has sanctioned the law allowing railroad companies to augment the width of the gauge to 4 feet 8½ inches if this is necessary for connecting with international or interoceanic lines.

Business of the Adams Express Co.

The Adams Express Company has the daily use and occupation of 21,216 miles of railroad, operated by 4,279 employes, who make 911 daily trips, amounting to 64,560 miles daily, and 19,884,420 miles annually, for a compensation amounting to $1,568,412 annually, and at an expense for transportation paid the railroad companies of $2,098,412 annually. The routes are divided among 155 different railroads, 11 steamboat lines and 9 stage companies. In 1878 the company carried for the Government and safely delivered $1,200,000,000, and in the year 1879 $661,000,000, and during the same year carried for the general public the sum of $11,050,000,000. It has received daily and transmitted from the New York office alone 14,000 packages.

Chicago, Rock Island and Pacific Railroad.

The gross earnings of the Chicago, Rock Island and Pacific Railroad for the years ending March 31, 1879 and 1880, were as follows:

	1879.	1880.
From passengers	$1 868,027 71	$2,318,462 20
" freight	6,929,925 99	8,035,165 29
" mail	151 298 29	198,519 03
" express	115,790 00	122,562 75
" rents, interest, etc	247,918 83	295,672 78
" mileage of cars	88,800 82	81 721 19
" telegraph	8,076 77	9,569 27
	$9,409,833 41	$11,061,662 46
Salaries of agents and clerks	$355,976 52	$342 570 72
General office exp		115,311 68
Books, printing and stationery	42 511 16	58,299 40
Station house exp	65,818 43	80,533 40
Labor of handling freight, watchmer, etc	356,202 69	435,786 99
Conductors, baggagemen and brakemen	293,982 03	356,226 06
Enginemen, firemen and wipers	471,698 93	556,977 32
Fuel account	520,859 42	578,560 71
Oil, tallow and waste	62,834 01	74,752 65
Loss and damage of goods and baggage	20,316 51	12,004 15
Gratuities for injuries to persons	20,123 65	34,635 74
Contiogent account	112,845 97	89,091 42
Legal expenses	41,117 59	34,426 82
Repairs of engines and tenders	272,836 83	304,640 88
Repairs of cars	401,628 08	519,964 46
Tools and machinery in shops	15,772 40	18,197 35
Repairs of roadway and track	860,781 67	869,792 86
Cost of iron for repairs and renewal of rails	390,561 80	288,930 72
Repairs of fences and gates	26,908 83	32,612 79
Repairs of bridges and draws	182,991 59	234,948 95
Repairs of buildings and fixtures	88,215 77	152,375 41
Damages for cattle killed or injured	25,253 66	26,277 80
Repairs of telegraph	8,357 11	9,071 85
Missouri River Bridge tolls	77,949 31	88,166 45
Dining car expenses	34,671 10	39,681 80
Car service account	112,098 43	145,854 44
Exchange, interest and discount		1,511 67
	$4,961,716 79	$5,500 704 49
Taxes on real estate	218,155 70	295,841 62
	$5,079,872 49	$5,796,546 11
Net earnings	$4,329,960 92	$5,265,116 35

From this sum there has been paid:

For rentals of leased roads	$272,537 37
Interest on bonded debt	940,610 00
Dividends	2,097,990 00
Improvements, new equipment, construction of second track and branches	1,128,672 12
Leaving a surplus of	825,306 86
Total, as above	$5,265,116 35

Compared with the previous year the gross earnings of 1880 show an increase of $1,651,829 05, with an increase in expenses (including taxes) of $716,673 62, making the increase in net earnings $935,155 43. The percentage of operating expenses to gross earnings in 1880 was 49.73; in 1879, 51.67. Including taxes in each of those years, the percentages were 52.40 and 53.99 respectively. The average number of miles operated during the year 1880 was 1,257; average number operated during the previous year, 1,125—increase, 132 miles or 11.7 per cent.

	Miles.
The railroads owned or controlled under lease by this company at date of last annual report amounted to	1,231
Since acquired:	
Newton and Monroe Railroad (purchased)	17
Atlantic to Lewis, branch (constructed)	9
One-half interest in Hannibal and St. Joseph Railroad between Cameron and Kansas City (leased)	54
Total operated at date	1,311
Classified by States, as follows:	
In Illinois	235
In Iowa	851
In Missouri	223
In Kansas	2
Total, as above	1,311

The equipment of the road consists of 276 locomotives; 17 sleeping and 90 day coaches, all classes; 24 baggage, mail and express, 6 railway post office, 4 dining, 1 officers', 1 paymaster's, 3,611 box freight, 987 stock freight, 155 caboose and drovers', 1,408 platform and coal, and 631 gravel, hand and other cars used in repair of roadway, track and bridges.

The number of miles run by locomotives with passenger trains was 1,834,556; with freight trains, 6,436,743; with wood, gravel and construction trains, 676,737—total miles run by locomotives, 8,948,036, against 7,546,090 for the previous year, an increase of 1,409,946.

The total number of passengers carried was 1,905,418, of which 1,875,094 were first class, 7,471 second class, and 22,852 emigrant; 23,873 were through, and 1,851,544 way passengers; 940,011 were carried east, and 965,406 west. Total number of passengers carried one mile, 82,610,900, equivalent to carrying each passenger 44 miles. The number carried one mile in 1879 was 62,811,574, which was equivalent to carrying each passenger 42 miles. The average rate per passenger per mile was 2.806 cents, against 2.974 in 1879. The average for each passenger carried was: in 1880, $1 21½; in 1879, $1 24. Increase in number of passengers carried, 404 458, or 26.94 per cent; increase in movement of passengers one mile, 19,799,326, or 31.5 per cent, and the rate of increase in passenger earnings was 24.11 per cent.

A comparison of freight movement and earnings shows that there were transported during the past year 5,933,529,463 lbs. against 4,472,539,370 lbs. in the previous year, an increase of 1,460,990,093 lbs., equal to 32.66 per cent. The total paying freight carried one mile amounted to 664,861,579 tons, against 484,610,209 tons in the previous year, an increase of 180,251,370 tons, equal to 37.19 per cent. The average rate per ton per mile was 1.21 cents; last year it was 1.43 cents. The number of loaded cars moved East was 160,064; do. West, 134,351, a total of 294,418. The average car load was 10.154 tons. The increase in receipts was 15.94 per cent. The number of tons carried one mile for company's use was 21,597,375, which at the average rate received would have amounted to $261,828 28, but for which no charge was made.

The amount expended in improvements, etc., and charged to construction and equipment account, was $1,128,672 12; of this $213,865 48 were for construction of 23.633 miles of second track; $110,637 85 was for construction of branch railroads; and $424,526 84 for construction and purchase of equipment. Referring to the last two items, the report says:

The additions made to equipment consist of 4 heavy passenger engines; 1 standard freight engine; 6 Mogul freight engines; 6 pony switching engines, all except 2 constructed in this company's shops; 1 sleeping car; 6 first class passenger coaches; 3 baggage, mail and express cars; 426 box freight cars; 134 stock cars; 18 caboose or drovers' cars; 27 flat and coal cars; 8 cars for construction purposes. Of the above 102 box cars and 27 flats were purchased, the balance were built in this company's shop.

To protect the traffic and occupy territory contiguous to your main line in Western Iowa, your board deemed it advisable to authorize the construction of their branch roads, each averaging about 15 miles in length; two in a southerly direction, one from Avoca and the other from Atlantic, and one in a northwesterly direction from Guthrie Station to the county seat of Guthrie County. These lines are located mostly in valleys, are not expensive to build and can be cheaply maintained and operated. That branching from Atlantic is in use to Lewis, nine miles, and work is well advanced on all, insuring their completion during the summer.

In the month of December an arrangement was made with the Hannibal and St. Joseph Railroad Co., whereby this company obtain the right, for a term of 25 years, to run its passenger and freight trains from Cameron to Kansas City, together with the right to use jointly the freight depot, tracks and other facilities of the said Hannibal and St. Joseph Railroad Co. in Kansas City. The terms are briefly, interest at 7 per cent on one half the valuation of road used, one half the taxes, and a portion of the cost of maintenance proportioned to the train mileage of the parties using it. Bridge tolls over Missouri river substantially the same as at Atchison or Leavenworth.

An agreement was also made with the Union Passenger Depot Co., by which our trains and passengers are allowed to participate in the privileges and benefits of the Union Passenger Depot at Kansas City upon the same terms accorded to eight other railroad companies whose trains run to that point.

Under these arrangements through passenger and freight trains commenced to run between Chicago and Kansas City on the 5th of January with decided advantage to the traffic and earnings of this line.

A traffic contract has been made by which the Hannibal and St. Joseph Railroad take passengers and freight of the company between Cameron and the City of St. Joseph on fair and equitable terms.

Your company are now enabled to compete more successfully than before for a share of the through Southwestern business. This traffic is increasing largely in both passengers and freight. Kansas City being the most prominent business point in the Southwest.

Connections are made and through cars are run to Atchison and Leavenworth as heretofore.

On the 1st of January a contract was concluded with the Pullman Palace Car Co. whereby this company sell one half interest, and transfer to the Pullman Co. the control and management of their line of sleeping and parlor cars. The Pullman Co. pay this company one half the appraised valuation of the sleeping car equipment; and one half the net receipts, withdrawing all claims for infringement of sleeping car patents used heretofore by this company.

In view of the extensive ownership and control of sleeping cars exercised by the Pullman Co. on connecting and competing lines of railway, your board deemed it inexpedient to continue the independent operation of the sleeping car line by this company.

Should additional sleeping cars be required, under the terms of this contract the Pullman Co. are to furnish them—charging this company with half the cost, or if only occasionally required an agreed mileage rate.

The condition of the roadway, track and buildings has been materially improved during the past year, and was never in so good condition for doing business as now.

The steel rails in use have increased 17,090 gross tons. 2 283 tons were used in new second track, and 14,807 tons in renewals, the entire cost of this last item being charged in operating expenses. The steel rails purchased and laid by this company to date of this report amount to 74 852 gross tons, equal to 796 miles of track.

In the renewal of bridges, and the increase of capacity of water stations and other buildings, large expenditures have been made and a very marked improvement is manifest. In addition to the iron bridges and culverts of masonry previously referred to, 14,383 lineal feet of pile and trestle bridging, and 2,280 lineal feet of truss and girder bridges have been wholly or in part renewed, and cost charged to operating expenses.

In reviewing the detailed operations of the past year, showing that the volume of freight moved is more than doubled within three years, your board are convinced of the necessity of speedily completing a continuous second track from Chicag to the Mississippi River, and the importance of providing increased facilities and storage room for grain at Chicago and other terminal and junction points, and the board confidently appeal to the stockholders to ratify and approve a continuance of the policy herstofore pursued of applying a reasonable percentage of the net earnings to perfecting, extending and increasing the value of their property.

In conclusion the President, in his report says that the operations of the road for the past year have been conducted without serious accident or disastrous losses from fire or flood.

BALANCE SHEET, March 31, 1880.

Capital stock fixed, $25,000,000; amount issued		$20,979,900 00
Fractional scrip, convertible into stock		100 00
Six per cent Mortgage Coupon bonds	$5,230,000 00	
Six per cent Mortgege Registered bonds	4,765,000 00	
Seven per cent Sinking Fund bonds (called in)	5,000 00	
		10,000,000 00
Suspense account		5,144 99
Profit balance of income account		8,571 433 28
		$39,556,578 22

Cost of road and equipment, including all branch roads owned by the company		$34,923,675 73
Cost of railroad bridge at Rock Island		758,526 10
Capital stock and bonds of connecting roads		2,327,670 80
Six per cent Mortgage Coupon bonds on hand		50,000 00
Loans payable on demand and cash in New York		1,008,734 52
Due from Post Office Department		47,609 59
Cash and balances due from other roads in hands of local treasurer, Chicago		164,953 57
Stock of material, fuel, etc., on hand	$463,907 84	
Less bills, etc., due in Chicago	188,499 93	
		275,407 91
		$39,556,578 22

President.—HUGH RIDDLE.

1st Vice President.—DAVID DOWS.

2d Vice President.—RANSOM R. CABLE.

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Secretary and Treasurer.—FRANCIS H. TOWS.

General Superintendent.—A. KIMBALL.

Ass't Gen'l Sup't and Purchaser.—A. MANVEL.

Auditor and Assistant Secretary.—C. F. JILSON.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending June 19, as reported by the several carrying companies, amounted to 400,301 tons, against 575,082 tons in the corresponding week last year, a decrease of 174,781 tons. The total amount of anthracite mined for the year is 9,596,871 tons, against 11,133,699 tons for the same period last year, a decrease of 1,537,328 tons. The quantity of bituminous coal sent to market for the week amounted to 104,127 tons, against 88,714 tons in corresponding week last year, an increase of 20,413 tons. The total amount of bituminous mined for the year is 2 120 535 tons against 1,548,173 tons for the corresponding period last year, an increase of 572,362 tons The total tonnage all kinds of coal for the week is 504,428 tons, against 658,796 tons in corresponding week last year, a decrease of 154,368 tons, and the total tonnage for the coal year is 11,716,906 tons against 12,681,872 tons to same date last year, a decrease of 964,966 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of June was 130,711 tons, of which 94,510 tons were coal and 36,201 tons coke. The total tonnage for the year thus far has been 3,124,387 tons of which 2,325,219 tons were coal and 762,967 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended June 19 were 42,044 tons, and for the year to that date 936,982 tons—265 489 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 21,399 tons, and for the year 626,613 tons, an increase of 216,238 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 16,901 tons, and for the year 201 135 tons, an increase of 17,202 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,744 tons, and for the year 109,234 tons, an increase of 32,049 tons as compared with 1879.—Phil. Ledger, June 28.

☞ E. W. Cole has been elected Vice President of the Memphis and Charleston Railroad Company vice C. McGhee resigned, and will at once assume control of the entire consolidated line from Memphis to Bristol.

Payments by Installment.

In a case growing out of the sale of a sewing machine on the installment plan, recently decided by the Supreme Court of New Jersey, Judge Depew, in delivering the opinion of the court, held that, while the courts in some States had maintained the doctrine that upon a sale of chattels possession inconsistent with the actual title is, *per se*, fraudulent and void as against creditors and bona fide purchasers, that doctrine is not in force in New Jersey; that where the contract is for payment of the contract price on delivery, an unconditional delivery, without exacting payment, would be regarded as a waver of the condition, and in the absence of fraud the property would vest in the purchaser; but where the delivery was conditional, as in the case under consideration, where the parties had stipulated that the article should not become the property of the buyer until it was paid for, the seller retained the title until the money was paid; the property was not subject to execution at the suit of creditors of the buyer, and the title of the seller is preferred to that of purchasers from the buyer. The judgment of the court below was reversed.

☞ The first ambulance steamer ever built for marine hospital service is nearing completion at Dialogue's shipyard, Gloucester, N. J. In three weeks it is expected she will be plying in New York harbor, between the Battery and the Marine Hospital. She will be named John M. Woodworth in honor of the late Surgeon General of the Marine Hospital service.

☞ The Illinois Supreme Court has approved the judgment in the case of the people vs. the Illinois Central Railroad, holding that the State statute of May 2, 1873, to prevent extortion and unjust discrimination, is constitutional. Judge Dickey dissented.

☞ The bond of Wm. H. Crennel, the newly appointed Receiver of the Rochester and State Line Railroad, for $100,000, has been accepted by Justice Westbrook. The bond is signed by John W. Martin of Rochester and A. T. Soule, of Wayne county.

☞ The State Treasurer of Alabama has deposited in the Importers and Traders' Bank of New York, and in the Bank of Mobile, funds with which to pay the State interest due 1st July. About one-third of the State debt is held by Alabamians.

☞ A new side wheel steamer has been bought to run from Tom's River to Island Heights, 2½ miles, in connection with the Pennsylvania Railroad, and will run three times daily.

☞ The Governor of New York has signed the act amending the act in relation to reports by railroad corporations to the State Engineer and Surveyor.

☞ W. Scott Lasher has been appointed Division Engineer of the Eastern division of the New York State Canals, in place of E. Sweet, Jr., resigned.

☞ The Fall River, (Mass.) Board of Aldermen on the 21st inst, concurred with the Common Council in the order for the purchase of a portable stone crusher and engine at a cost of $2,500.

☞ Lord Cairns, London, has accepted the chairmanship of the Provisional Committee of the Reading Railway bondholders.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO., No. 9 NASSAU-ST., NEW YORK, June 26, 1880.

THE COUPONS OF THE FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due July 1, 1880, will be paid at the office of FISK & HATCH, No. 5 Nassau-st.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK June 26, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a DIVIDEND of 4 PER CENT upon its capital stock, payable on the SECOND DAY of AUGUST next at this office. The Transfer Books will be closed at 3 o'clock p. m. on SATURDAY, the 3d day of July next, and will be reopened on the morning of FRIDAY, the 6th day of August next.

E. D. WORCESTER, Treasurer.

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CONTRACTORS FOR CONSTRUCTING AND equipping railroads are invited to make proposals for constructing and equipping a narrow gauge road from the Town of Georgetown, S. C., to the North Eastern Railroad at a point 41 or 42 miles from Georgetown. The roadbed has once been graded the entire way with the exception of about four miles.

Contractors desiring to engage in such a work are invited to confer with Col. J. D. Blanding, the President of the road, who resides at Sumter, on the Wilmington, Columbia and Augusta R. R., from whom all particulars may be learned. Early work is desired.

By order of the Board of Directors.

R. E. FRASER, Acting Secretary.

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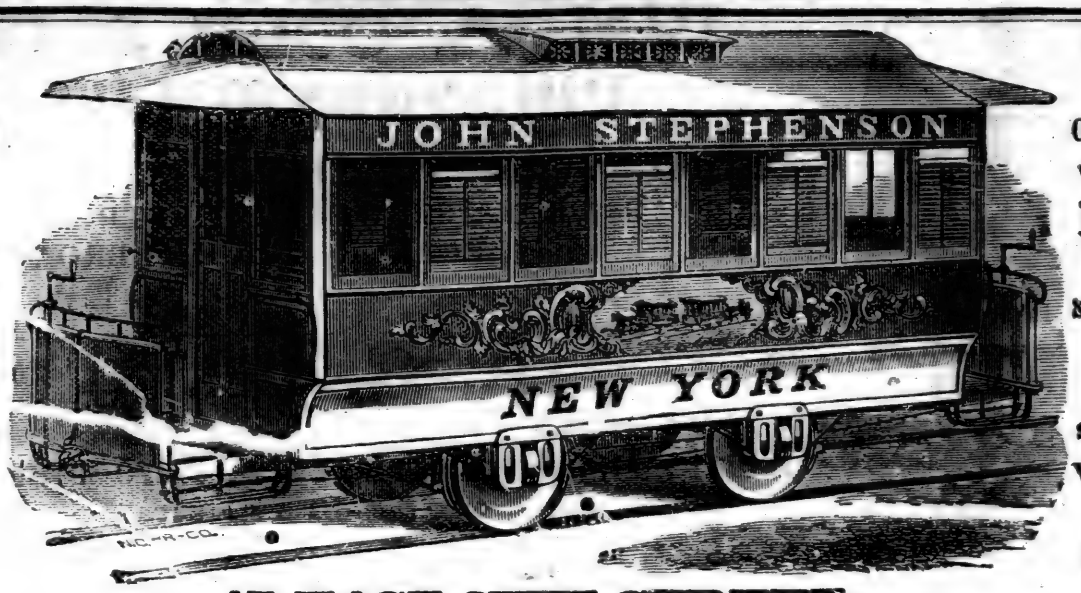
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ESTABLISHED 1831.

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☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Friday, July 9, 1880.

Mr. Jewett and the New Erie.

President H. J. Jewett, of the New York, Lake Erie and Western Railroad Company, has but recently taken leave of absence from his arduous duties in order to recuperate his health by a trip to Europe. Mr. Jewett, though still in the prime of life, and ripeness of his judgment, has carried a responsibility and performed a task in railroad organization and management quite without an equal in this country. The duties of supervision and direction will devolve upon Mr. George R Blanchard, the Assistant President, and Mr. Robert Harris, General Manager. Mr. Jewett has made many friends both with the transporters who use the road, and among the officers of other roads with whom he must have dealings, sometimes of amity, and at other times of commercial rivalry, all of whom will wish him a safe journey and return in improved health and spirits. It is a significant sign of the enormous complexity of our modern trunk railway system that to whoever has the talent and endurance to reach the supreme management, there is the inevitable recompense of hard work and jaded powers. The past five years furnish several illustrations of the penalty which this distinction of "Railway King" carries with it. Nor is this confined merely to the official head; for the heads of departments are also over burdened with cares and anxieties and prematurely wear out.

The present is not an unfavorable moment to cast a glance at the great property which Mr. Jewett has had in trust. The old Erie road was for twenty or thirty years, in fact, a very useful medium for the conveyance of the local produce and the travel of New York State between the metropolis and the country it drains; but as a through route it was noticeable chiefly by its mischief. This was in part due to its wider gauge, and in part to the councils of its managers. During all that time its junior securities were little more than footballs of speculation. All the time, too, shrewd men recognized that it ought to be a great stem-end of a tributary system, and a magnificent, useful property. To bring it up to that standard was an Herculean task, the magnitude of which only those familiar with its management can appreciate. There were rings to be broken and obstacles to be thrust aside, in order to make the real earnings available; then the gauge of the road must be changed to conform with that of the national system, and for this a better basis of credit must be established. The gauge has been at last changed, so far as its main line division are concerned, and there remain now only a few of the less important branches, without through connections, to be narrowed. Upon these latter it is presumed, part, at least, of the old equipment will be worn out. The main line, including the Dunkirk and Buffalo forks, is now ready to interchange business with the two roads across Canada, with the Lake Shore at two points, and with the old Atlantic and Great Western (now New York, Pennsylvania and Ohio) at Salamanca, thus obtaining efficient connections to the west and southwest. It is safe to presume that it can reach the Chicago business by one or another of these connecting roads; but the time is ripe for a consolidation or unity of interests with at least two links of an independent Chicago line crossing Ohio.

There remain some improvements to be made to bring it up to the standard of its rivals on the north and on the south—the New York Central and Hudson River and the Pennsylvania. One of these is an efficient Boston connection, the rudiments of which are in existence; another is adequate terminal facilities for freight and passengers on both sides of the Hudson; perhaps, also, it would be found advantageous to reduce its maximum grades at two or three points, notably on the Western Division, so as to do away with supplementary power. These, with a gradual heightening of the tone and respectability of its salaried *personnel*, would leave the Erie conspicuous among the trunk lines of this country. It has still many part owners in England, whose faith in American institutions and men will be greatly strengthened when the burden of these alterations and improvements is passed and the road begins to earn, as well as pay, dividends for its stockholders.

The Erie has in times past, while conducting most of its transportation at a disadvantage, and much of it with fierce competition, earned over $20,000,000 per annum, in paper. Now that its relations with its neighbors are satisfactory (much more so than ever), and it is nearly or quite abreast of them in point of economical handling, there is no good reason visible why its earnings should not soon reach $25,000,000 per annum, the equivalent of gold, with a decreased ratio of operating expenses. There is business for all the existing trunk lines, and under the present astute management no doubt Erie will have its proportion.

☞ The first month's business of the receivers of the Philadelphia and Reading Companies has been audited by the masters. The audit is for the period between May 25 and June 22, inclusive. The account shows that the railroad had but $1,849 and the Coal and Iron Company $3,465 cash when the suspension occurred. The receivers during the month received in the railroad account $2,719,014 74, including $1,000,000 borrowed money, and they paid it all out for current expenses and interest excepting a balance of $151,803 47. In the Coal and Iron Company's account they received $417,043 35, and paid it all out for current expenses and interest but $10,848 65. The payments for wages, salaries and

contingent expenses on account of Railroad Company were $862,602 20, and for interest, &c., $1,856,412 53. The account of the Coal and Iron Company shows the payments for wages, interest, &c., $406,194 70. The interest payments made were $756,887 on account of the railroad and $39,654 on account of the Coal and Iron Company.

The Nicaraguan Ship Canal Co.

The full text of the interoceanic canal concession granted by Nicaragua to the American Provisional Society has been received at Washington. It is signed by Don Adam Cardenas, Minister of Foreign Affairs, and Mr. A. G. Menocal, member and Commissioner of the Provisional Society. The concession has been duly ratified by the Nicaragua Senate, and published as a law by the Republic. The Provisional Society, under the terms of this concession, secures the exclusive privilege to construct a ship canal across the territory of Nicaragua.

The canal is to be of sufficient dimensions to accommodate steamers of the largest class used between Europe and America, and the locks are to be not less than 500 feet long and 28 feet deep. The concession is for 99 years from the date of the opening of the canal for general traffic, and at the expiration of that period the Nicaragua Government is to take possession of the canal in perpetuity, with the right reserved to the company to lease it for another 99 years.

During the period of the concession the company is to have the privilege of constructing a railway along the whole or any part of the canal; also, such telegraph lines as it deems necessary for the construction and working of the canal, and these lines shall transmit public messages free of charge. The Government of Nicaragua will declare the terminal ports and the canal itself, throughout its length, to be neutral, and that the transit in case of war between other powers and Nicaragua shall be uninterrupted. In general, the canal shall be open to free navigation of all vessels, provided they pay the dues and observe the regulations of the company. Troops of foreign nations and vessels of war will be allowed to pass through the canal under regulations of existing treaties. Vessels of war belonging to other nations engaged in hostilities with Nicaragua or any other Republic of Central America will be vigorously excluded. An effort will be made to secure a guarantee from all powers of the neutrality of the canal, and of a zone along it, and of the sea in the vicinity of the terminal ports where dimensions will be defined.

This concession, with all its advantages and privileges, will appertain to a construction company, and is transferable only to the company which is to be organized by the Provisional Society, and in no case can it be tranferred to a foreign Government or power. It is to be organized in the usual manner of such enterprises, with its principal office in New York or elsewhere, as it may deem most convenient. Its designation will be, "The Nicaragua Ship-canal Company."

The company is to be allowed to bring immigrants to Nicaragua freely from all parts of the world, but it is required to bind itself not to interfere in questions which, directly or indirectly, may affect the public peace of Nicaragua, and not to give protection to criminals or disturbers of the peace. It is exempt from every form of taxation during the period of this concession. The remainder of the document refers to routine matters.

Capt. Phelps, the President of the Provisional Society, is now in Europe for the purpose of arranging for an early commencement of the work.

Philadelphia and Reading Companies.

A bill in equity was filed in the United States Circuit Court Philadelphia, on the 1st inst., for a foreclosure of the $60,000,000 general mortgage loan issued by the Philadelphia and Reading Railroad Company in 1874, in which the Farmers' and Mechanics' National Bank is the complainant as the holder of $15,000 of the said mortgage loan. The bill prays:

First—That the said mortgage of the Philadelphia and Reading Railroad Company of July 1, 1874, to secure the general mortgage loan of 1874 for $60,000,000, be decreed to be a lien upon the railroads, branches, leasehold interests, franchises, and all other property, real and personal, in the said mortgage described.

Second—That the amount due upon the bond, principal and interest, intended to be secured by the said mortgage of July 1, 1874, be, at such time and in such manner as the court shall direct, ascertained and determined.

Third—That a decree be entered directing the defendants, the Philadelphia and Reading Railroad Company, to pay what shall appear to be due upon taking such account by a certain day, to be named by the court.

Fourth—That in default of such payment it be decreed that the Philadelphia and Reading Railroad Company, Edwin M. Lewis, Trustee, and all persons claiming them to be absolutely barred, and foreclosure of and from all right and equity of redemption in and to the said premises, and that a decree of this court—in connection with such auxiliary decrees to be obtained in other courts, if such decrees should be necessary, in order to vest a valid title to the whole mortgaged premises in the purchases thereof—be entered, directing the sale of the whole mortgaged premises as one property, and in such manner, by such Master, or other officer or person, and the purchase money to be paid and adjusted or settled as the court may direct, appoint, or deem proper.

Fifth—That a Receiver or Receivers be appointed to take custody of the property of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company, with such power and authority for the preservation and use of the same as to the court shall seem best adapted to protect the interests of all persons having any interest therein; or that the Receivers heretofore appointed may be ordered and directed to take, receive, and hold the said property, and to continue the same business of the said corporation for the benefit and account of the bondholders secured by the said general mortgage.

Sixth—Such other and further relief as the court may deem proper.

Seventh—That the said Philadelphia and Reading Railroad Company, the Philadelphia and Reading Coal and Iron Company, the Fidelity Insurance, Trust, and Safe Deposit Company, each under its respective corporate seal, and the said Edwin M. Lewis, may be required to answer all and singular the matters hereinbefore stated.

This proceeding is, in all probability, the beginning of the legal processes necessary to the reorganization of the companies, and the bill indicates that it is in the interest of the company and all its creditors, and that the step is taken at the suggestion of the present management. The bill does not seem to antagonize any purpose of the receivers, and it also asks that the entire property be kept intact and sold as one property.

Mr. John C. Bullitt is the counsel for complainant, and also counsel for the committee of English bondholders. The President of the Farmers' and Mechanics' Bank is Mr. Edwin M. Lewis, who is also one of the receivers.

Continuous Brakes on British Railways.

Figures which have lately been laid before Parliament show that up to the first of the current year not more than 23 per cent of the whole number of engines and 28 per cent of the whole number of passenger cars were fitted with continuous brakes. Some of the brakes returned as continuous are not properly so classed; they are only sectional, or cannot be applied by the engineer, or are not automatic when a train becomes divided. Such an entire lack of uniformity prevails that cars are sometimes seen fitted with two different forms of continuous brakes for use on the different lines on which they are destined to travel; and quite as often both forms of brake are rendered useless by the fact that the car in question is attached to other cars which contain neither brake. The Railway Department of the Board of Trade has lately addressed a circular letter to the several railway companies, in which the defects and dangers of their present policy are pointed out, and the companies are admonished to take immediate measures for supplying their engines and cars with continuous brakes of uniform action. The letter concludes thus:

The Board of Trade are now, as heretofore, most desirous that action should be taken in this matter by the companies themselves, and that the interposition of Parliament should be thus rendered unnecessary. But it is obvious that such a state of things cannot be allowed to continue indefinitely, and that, if the companies fail or decline to act in the matter, steps no doubt will be taken to compel them.

Under these circumstances, the Board of Trade desire again to press this subject on the earnest attention of your company, and at the same time to request that they will, on or before the 31st day of July next, inform the board, not only what steps they are taking to adopt continuous brakes, but whether they will give an undertaking that the passenger trains on their line shall, within a period to be named in their reply, be fitted with brakes of the description which is contained in the schedule to the act of 1878, viz., (1) Brakes instantaneous in action and capable of being applied by engine driver and guards; (2) self-acting; (3) capable of being appliedto every vehicle of a train; (4) in regular use in daily working; (5) materials employed of a durable character, easily maintained and kept in order.

Wear of Rails on an Incline.

On a down grade 1 in 38 on the Aachen railroad in Germany, the amount of real wear per 1,000,000 kilometric tons (of 2,205 lbs.) gross weight was 3,059 in., so that a rail was completely worn out in five years. On August 10, 1878, as an experiment, cast-steel brake blocks were substituted for the wrought iron ones on the left side. On taking measurements May 6, 1879, it was found that the left rail was worn down 0.287 in., the right rail 0.35 in., while formerly the rail on the right side was least worn. For the sake of obtaining a certain result, the brake-blocks were exchanged right with left, on the 6th of June, and the height of the rail (twenty lengths on each side of the track) carefully measured. According to the measurements made Sept. 13 and Nov. 24,

1879, the wear on the steel-brake block side amounted to 0.05 in.; on the side where the wrought iron blocks were used, 0.086 in., per million tons gross load. On a down grade of one in seventy-five between Heissen and Mulheim, the real wear, with a gross load of 24 million tons, amounted to 0.507 in., in the eight years. The chief engineer of the road can only attribute the enormous amount of wear to the fact that the soft wrought iron blocks hold the wheels perfectly tight, while the hard steel has not such a grip on them, they occasionally slip round, and less friction results to the track.

Pennsylvania Railroad.

From the report of Mr. Frank Thomson, General Manager of the Pennsylvania Railroad, we learn that the entire number of locomotives in daily use on the main line and on the Philadelphia and Erie and United Railroads of New Jersey division is 1001. Of the 925 passenger cars 587 are first class. The freight equipment consists of 18,311 cars, and the maintenance of way equipment 2,100 cars—showing a total of 21,336 freight and passenger cars. There are also 18,730 cars running over the various lines, owned by individuals and companies, including 1000 Railway Equipment Trust cars, 2500 Car Trust, 500 Railway Car Trust, 3406 Empire Car Trust, 1308 Tank Car Trust cars, and 4153 Union and National Line cars. On the Pennsylvania Railroad division the total gross earnings of 1879 showed an increase over 1878 of $1,426,488 45, or 7 per cent. The earnings from passengers increased 6.1 per cent; the earnings from freight increased 7 per cent, and the net earnings increased $536,951 53 or 6.1 per cent. The expenses showed an increase of 7.61 per cent. Two general reasons are given for this increase in the expenses: first, the increase of 23.37 per cent in the tons moved one mile; and second, the advance in the price of supplies of all kinds in the latter part of the year. Mr. Thomson says:

It is gratifying to again call attention to the large increase in tonnage and the comparatively small increase in expenses, which result clearly vindicates the policy of placing and maintaining the tracks and rolling stock in superior condition. The cost of moving freight per ton mile was reduced to 427-1000 of one cent, the lowest figure ever reached on this division.

There were moved in 1879 13,684,041 tons of freight over the Pennsylvania Division, 5,052,995 tons over the New Jersey Division, and 4,130,126 tons over the Philadelphia and Erie Division. In the movement of this unprecedentedly large amount of tonnage during the year, it is particularly gratifying to us to learn that there was no serious accident resulting in loss or damage to freight in transit, and no loss of life from any cause which could be controlled by the company.

☞ The Sacramento Record-Union says concerning the rolling mills projected some seven or eight months since for erection by the Central Pacific Railroad Company on its grounds in that city, that it is now certain that the construction of the works will be carried forward and completed before the next rainy season sets in. The plans have all been drawn, and most of the patterns for the heavy castings are finished. It is probable that the casting for the machinery will be begun in a few days. The new works will be located between the railroad tracks at the northeast end of the foundry and the shops.

Chicago, Rock Island and Pacific Railroad.

LAND OFFICE, DAVENPORT, April 1, 1880.

HUGH RIDDLE, ESQ., President:

SIR:—The following report of the business of this office for the fiscal year ending March 31, 1880, is respectfully submitted.

The conveyances and contracts to convey lands certified to this company by the United States, have, during the year, amounted to 86,860.46 acres, for a total consideration of $747,691.28.

Of the above, however, 201.10 acres were of lands to which there were opposing claims, and which we conveyed by quitclaim; the consideration received being $212.94.

This leaves the regular sales of land 86,656.36 acres for $747 478.34, the average price received being about $8 62½ per acre.

Lots in the town of Audubon have been sold during the year to the amount of $13,891. The county seat was removed to this town at the election in last October, and the removal has already enabled the company to dispose of large quantities of land to actual settlers in the northern part of Audubon county. As an inducement this company has built and leased to the county, for five years, free of charge, a commodious brick building for a Court House. The cost of this, about $9,000, has been charged to the town account with the other expenses attending the town property, but the amount is an asset of this company, and the building will undoubtedly be worth its cost at the expiration of the lease to the county.

The amount of interest and premiums received during the year was $75,060.11.

The bills receivable, after deducting those canceled, have increased until they stand, on March 31, 1880, at $1 203 625.81, an increase during the year of $377,885.30.

There has been remitted to the Treasurer of the company at New York, from the sales and collections, a total sum of $350,000.

The taxes paid during the year on lands unsold, Nov. 1, 1879, were $39,554.48; the number of acres being 267,840.68, the average tax per acre for the year 1879 being thus 14⅔ cents, nearly.

The favorable result of last year's harvest in Western Iowa, being the first after the opening of the Audubon and Harlan Branches, and the efforts that have been made by advertising, employment of agents, etc., have enabled this office to report a large increase in its business over any previous year; and with very few exceptions, all its sales have been to actual settlers for immediate occupation. The number of acres unsold is now about 185,000, and should another good crop be the result of this year's husbandry, the great bulk of the more desirable lands now remaining will undoubtedly be disposed of this season.

Very respectfully,
J. L. DREW,
Land Commissioner.

☞ Judge McKennan, of the United States Court, sitting at Pittsburg, Pa., on the 2d inst. extended the original order by which the receivers of the Philadelphia and Reading Companies were appointed, so as to cover the bill filed on the 1st instant on behalf of the general mortgage bondholders. Judge McKennan made the original order at Pittsburg on the 24th of May.

☞ The Paterson (N. J.) Press of 19th ult. says that during 17 working days of that month there were turned out from the Rogers Locomotive and Machine Works several engines for the New York, Woodhaven and Rockaway Railway, one for a Florida railroad and two for the Wabash, St. Louis and Pacific; also, several for the Cairo and Vincennes Road from Grant's, and several for the International Railway, Canada, and for the Canada Central Railway, from Danforth's. Work at the shops continues brisk and the prospect encouraging.

Delaware and Bound Brook Railroad.

From the annual report of this company to New Jersey Legislature we learn that during the past year there has been additional capital stock issued to the amount of $70,000, the floating debt has increased to $299,600—an addition of $19,980 during the year—and the cost of the road is figured at $1,522 more. There has been an increase of $4,039 in the passenger receipts, $33,658 in the freight earnings, and a decrease of $1,438 in the miscellaneous receipts, so that the gross earnings foot up $310,469, against $270,570 for the previous year, a gain of $29,899, or a little more than 10 per cent. The cost of working the road has increased $15,665, or 9 per cent to $167,213, making the net earnings $143,276, a gain of $24,254, or 20 per cent. The Reading Company paid the interest upon the bonded debt, $105,000, and upon the floating debt, say 6 per cent, or $18,000, leaving $20,276 toward meeting the dividend of 6 per cent, which was guaranteed, and required the sum of $47,532. The deficit on the lease was, therefore, $27,256, which is a trifle less than a thousand dollars a mile. The Reading guaranteed 6, and the road earned a surplus of 1⅓ per cent.

☞ The contract for building the Baltimore and Cumberland Valley railroad has been awarded to Jacob Humbird, of Cumberland, Md. Active operations will soon be commenced, if the right of way can be obtained, and it is thought the road which will be from Waynesboro' to Shippensburg, by way of Chambersburg, a distance of 26 miles, will be completed by July 1, 1881. The company was incorporated by the State of Pennsylvania, June 25, under the name of the Baltimore and Cumberland Valley Railroad Extension Company, Hon. David Wills, of Gettysburg, president. An engineer corps commenced operations on Tuesday last between Waynesboro' and Chambersburg.

☞ The stockholders of the Pittsburg, Titusville and Buffalo Railroad Company adopted almost unanimously the joint agreement of consolidation and merger of that corporation and the Buffalo and Southwestern Railroad Company; but the stockholders of the Buffalo and Southwestern Railroad refused to ratify the scheme for a consolidation with the Pittsburg, Titusville and Buffalo Railroad.

☞ The Central Pacific Railroad Company will pay a dividend of $3 00 per share on and after August 1st on presentation of Dividend warrant No. 10 at the office of the company either in San Francisco or New York. Books closed July 15 to Aug. 1, inclusive.

☞ The Herkimer, Newport, and Poland Narrow Gauge Railroad Company was organized in Herkimer, N. Y., on the 6th inst., a capital of $88,000 being subscribed, and 10 per cent paid in. Thomas W. Spencer, of Utica, President. The road is about 10 miles long.

☞ The first section of the Guatemala Central Railway is about to be opened.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	May '80 1½
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost. Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'80 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3. s
" " pref. 50	838,311	quarterly	Apl.'80 3½s
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	October	Oct.'79 $1½
" pref.....50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '80 1
" " pref 100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 73 2½
Central Ohio*.....50	2,425,000	J. & J.	Jan. '80 3
" pref.....50	400,000	J. & J	Jan. '80 3
Central Pacific.....100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	880,000	quarterly	July '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,085,400	M. & S.	Mar. '80 3
" " pref.100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,604,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	June'80 3
" pref.100	22,025,605	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,087	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb '80 4
Concord.....50	1,500,000	M. & N.	May 80 5
Concord and Porta.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Feb '80 1½
Connecticut River.....10	2,100,000	J. & J.	July '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	July 80 2½
" 1st pref..50	241,900	A. & O.	Apl. '80 4
" 2d pref....50	248,000	A. & O.	Apl. 80 4
Danbury and Norwalk..5	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*....100	1,584,400	quarterly	May '80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....10	1,874,000	annually	Feb. '80 3½
" pref 10	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	July 80 3
East Pennsylvania*.....50	1,309,200	J. & J.	July 80 3
East Mahanoy*.....50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June 80 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*..100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,924	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	July '80 2
Illinois Central.....100	29,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May 80 1½
Ja. Riv. & Mo. Northern. 25	600,000	quarterly	May '80 1½
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Centra 1 0	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Aug.'80 4
" (guar.)100	633,500	F. & A.	Aug.'80 5
Lawrence*.....50	450,000	quarterly	July '80 2
Lehigh Valley.....50	27,332,550	quarterly	July '80 1
" pref. 50	106,300	quarterly	July '80 2½
Little Miami*.....50	3,871,400	quarterly	June 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex...50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '80 1
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	Jan. '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3
Nashua and Rochester..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N Haven & Northamp..100	600,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,70-	.....	.....
" pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania.....50	4,527,150	quarterly	May '80 1½
Northern Central 50	5 842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	.....	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,0 0	quarterly	May '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	May '80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504 300	quarterly	July '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,800	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,464,400	F. & A.	Feb. '75 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*.....50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	July '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)...100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	4,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)...100	309,000	J. & J.	July '71 3½
Dambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..'0	500,000	— & —	Apl. 78 3
Continental (Phila.).....100	180.000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Phila.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000.000	J. & J.	Jan. 2
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantua & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	100,000	J. & J	Jan. 80 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)....50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	982,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J, &..	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	Mar '80 $7½s
Delaware and Hudson...100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	May'80$10
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,800	.....	.....
" pref.....100	5,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Morgona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000 000	quarterly	July 80 2
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car 100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common ...100	5,700 000	.....	.....
preferred ...100	4,300,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	July '80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,103
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68.094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129 554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	158,897	141,619	129,494	124 676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424 317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438.659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354.882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533 701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038.000	1,350,000	1,374,000	1,731,000	1,752,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445.597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4 671,519
1879	343,737	307,361	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601.101	553,014	5,755,677
1880	502,285	468,543	602,624	537,326	602,132	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,904,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934.888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566 858	1,407,240	1,114,555	14 52[illegible]653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434.960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118.736	1,275 516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,080,853	1,453,611	1,260,319	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17[illegible]
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798 665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	302,787	281,650	303,906	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616 292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654.840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13 505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13 979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458 183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207.514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,036	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121.412	1,147.208	1,127.079	1,172,961	1,258.990	1,157,691	1,415.929	1,338,272	1,473,532	1 381.391	1,205,755	15 134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,181	1,252,218	1,644,553	1,643,151	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	317,568	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323.978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	800 482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,333	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94.907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,316
1880	93,305	105,101	128,453	92,242	119,720	.....	.....	.....	.....	.....	.....	.....	.....
Wa Louis & Pacific:													
879	571,196	595,839	655,240	609,278	565,094	.....	.....	.....	.....	.....	.....	.....	.....
880	760,447	762,558	982,480	890,137	946,186	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, July 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,365,600	6	Jan. & July.	1880	102¾
.. ..coupon	2,909,000	6	" "	1880	102¾
Oregon War Bonds of March 2, 1861...coupon	742,450	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	115,837,550	6	Jan. & July	1881	104¾
.. ..coupon	41,419,550	6	" "	1881	104¾
Loan of March 3, 1863.....registered	49,185,500	6	Jan. & July.	1881	104¾
.. ..coupon	13,017,350	6	" "	1881	104¾
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	294,686,500	5	F. M. A. & N.	1881	102¾
.. ..coupon	190,278,400	5	" "	1881	103¾
.. ..registered	171,107,350	4½	M. J. S. & D.	1891	110
.. ..coupon	78,892,650	4½	" "	1891	109¾
.. ..registered	527,707,950	4	J. A. J. & O.	1907	108¾
.. ..coupon	210,272,850	4	" "	1907	108¾
Refunding certificates of Feb. 28, 1879.....	1,367,000	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	7,621,455	...	.....	.....	....
Debt bearing no interest.....	388,800 815	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	123
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	61
.. Substitution B) bonds; R. R. do.....	595,000	5	" "	1906	93¾
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	78
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	40¾
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5¾
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	870,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	97¾
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	642,000	7	Jan. & July.	1896	110¾
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds.....	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	735,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	46¾
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	...
.. * Levee (Act, 1835 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	460,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	560,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob. & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	876,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105¾
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¾
.. Bounty Loan bond 1864.....	2,330,000	6	June & Dec.	1889	113¾
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,535	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80 '90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,828,750	6	Jan. & July.	1883	108¾
.. State Loans (1870 to 1874).....	916,...	6	'	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate	Interest. Payable.	PAYABLE.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108¾
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	104
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109¾
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	110¾
.. R newal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'9 -'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	110¾
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	107¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¾
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'98	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28¾
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7 -'98	22¾
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	8¾
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,972,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Convesion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	29
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1888	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered...	1,641,815	5	" "	1905	....
.. Consols (act, 1872).....	2,359,600	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	112
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	116
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,500	7	" "	Pittsburg.	1894	33
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	113½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	117½
Land Grant Mortgage (gold)	3,110,500	7*	April & Oct.	Boston.	1900	115
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	116
Land Income bonds	480,000	8	Jan. & July.	Boston.	1583	107½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley.						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	109
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1880	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	105
	367,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	42
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	115
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	87
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	118
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	110
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	110
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	106
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	106
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	93
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.	"	98-'99	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1900	.
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	93,000	7	April & Oct.	New York.	1884	108
1st Mort. (W. to Minn. Line)	1,34 000	7	Jan. & July.	"	1907	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	102½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	118½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm·nt Mortgage.....	5,550,000	7	May & N·v.	New York.	1903	107
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	79½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	103½
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105½
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	106
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	38
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	...
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	605,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	107
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Charters:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	103
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold " B".....	15,000,000	6*	May & Nov.	New York.	1908	65½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds. ..	3,000,000	6	May & Nov.	" "	1903	108
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	111
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,830,500	7	June & Dec	Boston.	1903	120
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	85
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,999,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	9	J n e & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	118
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	108½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	113½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4 000,000	6	" "	" "	1907	103½
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	112
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105½
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	105½
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	"	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122½
General Consol. Gold Bonds....	12,343,000	7*	June & Dec.	" "	1902	117½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $28,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	119½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd.	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick :						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore :						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C., H.& D.):						
1st Mort., guar. for $2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville :						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	93
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	405,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	664,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	663,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600.000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,695,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1903	80½
2d Mortgage skg fund.....	3,992,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,347 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'92-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,832,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	606,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganap't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	361,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	496,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,057,000	7	March & Sept.	" "	1907	120½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	103½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan.) & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1876	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	378,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1876	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	119
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	645,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	106½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1893	100
Loan of 1857	.....	7	" "	"	1867	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	87
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	107
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	109
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	"	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	113
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	122
1st Consol Mort. Coup. Bonds.	3,088,000	7*	" "	" "	1920	87½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	107½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,710,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1863	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.&Mon.)	1 200,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov	"	1902	96
Construction Loan.....	280,400	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. & Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1886	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont Elkhorn & Mo.(SC&P):						
1st Mortgage	600,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,092,000	7	Feb. & Aug.	New York.	1893	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debenture)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1909	109½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,638,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,100	8,715,500	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109½
2d Mort., " " "	2,500,000	7	May & Nov.	"	1893	102½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,548	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,768	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1899	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1895	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	108½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	109½
1st Mort. (Q. & Palm.R.R. 15 m.)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300,000	6	April & Oct.	Brist. & Bost.	1889	....
Equipment Bonds	125,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G.skg fund,gold.	6,227,000	7*	Jan. & July.	New York	1891	110
1st Mortgage (Western Div.)	2,265,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,250,000	7	May & Nov	"	....	94
Consolidated Mortgage	2,564,000	8	April & Oct.		1912	109

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	103
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	60
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert.B'ds(" ")	1,077,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	489,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (I.,S. & D.,L.& L.M.):						
1st Mortgage skg fund guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MO):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	516,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,963,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1888	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	806,000	8	Jan. & July.	New York.	1882	108½
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1885	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	840,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1895	....
Consolidated Mort. (280m.)conv.	887,000	7	March & Sept.	" "	1899	111
New Consol. Mort. for $8,000,000	847,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116½
1st M.(3dD 244.66m.& 3,000,000a)	5,411,000	7*	May & Nov.	N. Y. L. & F.	1899	106½
1st Mort. (1,000,000 acres)gold.....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1898	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124½
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	124½
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	116
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1890	118½
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,695,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	819,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1858	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3 200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720.000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg... }		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	128
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112
General Mort., registered .... }		6*	" "	"	1922	112
Lewisb. Centre & SpruceC.(P.& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	93
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1890	105½
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1900	....
2d Mortgage	956,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'86	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	116½
Louisville Loan.....	850,000	6	" "	" "	'80-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1896	....
Louisv. Loan (Leb. Br. Exten.)	325,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1900	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'80-'9	90
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	——
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	'80-'95	92½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	108½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	70½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	35
4th Mortgage.....	4,000,000	6	April & Oct.	"	1903	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	118
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'0.	96
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,514,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'7	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	90½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South BendDiv.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179.000	8	" "	"	1882	107½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1895	109
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.)	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N. W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tobo & Neosho) S. F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	103½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	65
Third Additional Consol. Mort..	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* / 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....
Convertible 8 per cent. bonds..	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	750,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	320,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	114
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,2.9,000	7	June & Dec.	" "	1915	109
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	107½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	208,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N. J.)						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimun.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton.						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N. Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	710,000	7	" "		1891	....
New Jersey Wes. Line						
1st Mort. gold for $8.000 000....	1,200,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage.....	582,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7.250,000	8	" "	New York.	1915	....
3d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6.632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,891,000	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	111
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	127½
1st Mort., reg'd }		7	" "	" "	1903	126½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	125½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	110½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.. ....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000....	1,000,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1883	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	119
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	106
2d Mortgage.....	1,500,000	7	May & Nov.		1896	118
General Mortgage.....	2,035,000	7	Jan. & July.		1903	116
North Shore (Flush., N. S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	109½
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Loud. & Balt.	1904	105½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	" "	Baltimore.	1926	80
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N. W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	116
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	117
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	111½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1898	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1891	105

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 yea s)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	358,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	109
2d Mortgage sinking fund	2,656,000	7	Jan & July.	" "	1891	....
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,500	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (T. W. & W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Eights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	100½
General Mortgage	19,999,760	6	J. A. J. & O.	"	19 0	117
General Mortgage, registered.		6	" "	"	1910	119
Consolidated Mortgage	28,201,540	6*	Jan. & July.	London.	1905	112½
State lien for $1,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Ca Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400.000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	119,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val (C. R. I. & P.):						
1st Mortgage guaranteed	500,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300 000	6	" "	"	1891	....
2d Mortgage (Pa. & Md 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	117
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1891	102½
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	109
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,126 500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510 500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	114½
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg	134,400	7*	" "	"	1893	109
Consolidated Mortgage June 1, 1871.	Do'lar coupon.. 7,310,000	7	June & Dec.	Philadelphia.	1911	107½
	Dollar registered 3,339,000	7	" "	"	1911	107½
	Gold or stg coup 6,999,000	6*	" "	Phil. or Lond.	1911	104
	Gold or stg reg.. 663,000	6*	" "	"	1911	100½
	Dollar coupon.. 305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)	19.686,000	6*	Jan. & July	" "	1908	56
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	....
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,156,000	7	Feb. & Aug.	Philadelphia.	1896	75
Funding Income	515,933	7	" "	"	1896	70

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgag	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	116
Consolidated 2d Mortgage	2,500 000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	131
1st Mor gage (Se ies B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	114
1st Mort. (Turtle Cr. Div. 10¼ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,50,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,865,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	486,000	4½	June & Dec	Boston.	1937	78
Poughkeepsie, Hart. & Boston:						
1st Mort. for $500,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1893	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Bal'h.	1893	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,707,000	6	May and Nov.	New York.	'78-'90	103
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1900	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgge (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,200,000	7	April & Oct.	" "	1904	64½
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgge	1,105,200	5	Feb. and Aug.	Boston.	1898	60
General Mortgage	1,500,000	6	May & Nov.	"	19[illegible]	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	92
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	100
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	102
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	101
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,983,000	7	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.& I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	105
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	95
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	75
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	3,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS& MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	280,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1890	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,029,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,627,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,064,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	105
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	103
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (D L & W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	134
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	90
Income and Land Grant	7,700,225	7	July.	N. Y. & Phil.	1915	62
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,800,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	103
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	109
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	107
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	103
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	103
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	101
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,810,000	7	F. M. A. & N.	"	1907	99
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	118
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.'	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	105
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.&Lynch.	1873	....
2d Mortgage.....	990,000	6	" "	" "	1884	103
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & G.R.So.:						
1st Mort. (O., Alex. &Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	77
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	106
3d Mort. " ")	600,000	8	May and Nov.	"	1873	77
4th Mort. " ")	700,000	8	March & Sept.	"	1880	40
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	317,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	£56,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible], tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	114
Sterling Bonds, Sinking Fund..	981 234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	108
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108
2d Mortgage preferred.....	600,000	6	" "	"	1895	101
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,755,000	6g	Jan. and July.	New York.	1899	109
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1888	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	113
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	....
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1902	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	....
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	90
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1895	90
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	102
1st Mort. reg. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	103
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,668,500	6g	June & Dec	"	1897	103
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	102
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	82
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	94
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	54
Improvement bonds.....	260,000	6	May and Nov.	"	1930	....
Boat and Car Loan	756,650	6	" "	"	1913	76
Boat and Car Loan	621,600	7	" "	"	1915	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	76
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1889	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1878	....
2d Mortgage.....	298,000	6	" "	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A star (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31,1878	96.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	12,000,000	1,600,000	350,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	382	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,371,745	1,098,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456 579	7	100	1 51
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsy'vania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,322	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	44,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63.858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	...
Dec. 31, 1878	146.6	42.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,518	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	25,854,000	*	1,130,481	664,903	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	120
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,628	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,662,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,688	*	18,829	1,013,294	4,476,677	3,586,500	1,331,144	.....	350.2	651,887	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†.. Virginia.	19,398,206	*	7,052,955	2,051,625	7,121,900	14,065,809	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,712	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73.000	73.000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va	38,042,577	12,116,258	57,305,232	3,031,492	18,277,809	37,670,350	5,319,729	37,111,919	567.3	9,303,055	.....	.....	8,563,357	4,039,612	8	100	152
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch †.....Maryland	1,650,000	—	.....	114,332	1,650,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.(	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	458,903	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,781	696,010	37,538	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,908	—	.....	.....	75,250	38.000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	66.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,890	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	182,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	—	.....	.....	1,000,000	475,000	.....	.....	59 0	185,771	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	248	184	55	4,90	Boston and Albany.....Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,556	6,633,543	2,219,536	8	100	145
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	863,002	554,300	263,133	—	52.5	135,063	104,762	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,947,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	3	27	16	572	Boston, Concord and Montreal .....N. H	4,319,000	*	380,905	222,687	1,800 000	2,527,200	12,887	582,485	165.8	.....	.....	.....	593,550	201,618	6	100	124
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass	4,587,374	434,374	1,469,337	88,942	3,250,000	2,449,500	424,463	453,612	83.7	943,75	1,935,843	604,122	1,073,411	507,873	2	500	93
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	203,389	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,85	2,100,741	741,373	7	100	127½
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,16	77,615	2,945,231	500,000	503,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	87
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,893	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,266,417	358,490	6	100	198
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,619	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn	2,866,000	—	.....	.....	2, 86,000	580,000	.....	.....	—	—	—	—	.....	40,800	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	—	—	—	—	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,050	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,265	884,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,653,472	—	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	1,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287 634	721,754	1,614,762	560,811	—	100	53
Dec. 31, 1878	190.7	—	40.5	—	29	28	5	1,230	*Burlington and Missouri River in Nebraska.*	20,341,852	*	60,449	2,000 377	9,390,900	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.(	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,82	25,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.(	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... ... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,849	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3.522	—	100	....
Dec. 31, 1878	67.0	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,873	391,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,655	369,417	67.0	278,130	.....	.....	399.061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3 37 ,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000 000	11,511,845	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,470,270	233,045	—	100	57
Mar. 31, 1879	42.0	—	12.3	—	22	17	6	273	Carolina Central.....N. C	10,202,600	—	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	...
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	18
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	118.870	—	100	19
Dec. 31, 1878	271.6	2.0	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,020,000	3 614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	122
Sept. 30, 1878	294.5	17.0	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia	7,800,000	*	3,551,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2;	100	....
Dec. 31, 1878	189.1	1.0	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,624	*	.....	.....	4,921,055	4,325,000	180,515	.....	190.6	685,952	175,547	274,721	725.658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18761	Central of New Jersey.....New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,668	.....	384.6	4,324,938	4,501,718	3,229,922	5,589,128	2,302,770	—	100	65½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	...
Sept. 30, 1878	187.8	—	36.2	—	81	19	8	341	Central Ohio (B. & O.).....Ohio	4,937,983	425 557	589,182	104,798	2,858,550	2,500,000	42,592	456,386	137.8	1,281,787	297.472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah	134,650,528	7,556 115	9,097,651	6,369,421	54,275,500	34,249,680	7,260,255	12,339,278	1,941.0	3,528,444	6,978,188	1,787,642	17,550,858	8,744,740	—	100	71
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	215	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,528,000	2,510,548	186,855	192,480	195.0	415,353	68,570	97,948	441,357	152,228	—	100	97½
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	18	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,056	15,950,402	28,258,820	2,127,589	—	435.0	3,233 377	172,175	588,066	1,936,360	341,621	—	100	173
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2, 95,229	322,268	177,285	145.719	2,153,300	825,500	26,312	24.427	53.6	257,059	124,321	419,309	527,588	123,885	1pf	100	45½
Dec. 31, 1878	243.5	121 9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois	18,274,828	*	7,230,768	269,496	12,490,872	11,391,800	2,001,053	—	677.8	2,709,406	781,941	1,987,306	4,691,519	2,156,385	7	100	110
Dec. 31, 1878	486.5	1,117	455.8	103.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,685	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	120½
June 30, 187	64.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn	6 6 16,10?	*	.....	.....	6,156,600	.....	230,354	.....	221.6	313,592	87,572	235,934	534,595	280,947	—	100	77½
Dec. 31, 1878	30.3	—	18 1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,0 3,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	...
Aug. 31, 1878	103.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	*	352,407	71,538	323,054	3,714,154	229,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779 700	.....	.....	82.4	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	881.3	581.0	182 0	122 0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.& M.	58,755,134	*	2,848,295	1,480,429	27,633,744	32,088,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,708	3,959,454	7pf	100	74½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,050	36,514,220	34,698,000	3,241,088	4,342,772	1,618.5	11,125,639	3,328,427	4,265,937	13,420,606	6,816,812	7p	100	91½
Mar. 31, 1879	500.2	222 0	161.7	39.0	259	110	37	6,657	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,510	*	2,624,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,646,000	1,500,980	2,236,270	9,409,833	4,829,961	10	100	104
Dec 31 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	—	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	28½

Sept.30, 187	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapo'is.....Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749			739,836	787,943	—	50	51
Dec. 31, 1878	179.0	75.6	28.2	—	26	13	6	497	Chicago & West Michigan... Michigan.	6,570,475	*	31,755	52,711	6,150,000	480,000	23,944	—	—	245.6	387, 56	205,294	197,637	488,784	80 908	—	100	60
Mar. 31 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Da'ton...Ohio.	3,527,07	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,634,794		59.9	567,951	950.520	756,569	907,211	141,193	—	100	....
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	488	Cin., Hamilton & Ind. (C.,H.& I.).O.& Ind.	2,436,088	229,072	60,080	.....	—	1,929,200	1,898,000	300,000	.....	98.4	388,764	152,052	210,283	341,676	78,167	—	—	....
June 30, 1878	54.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic...O. & Ind.	4,050,000	*	.....	.....	—	2,500,000	1,180,356	.....	.....	75.3	328,970	.....	.....	408,188	127,599	—	100	....
Mar. 31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H & I.)..Ohio.	826,733	184,552	700	9,000	382,600	625,000	8,190	5,195	—	42.0	131,114	83,175	1 6,371	188,448	33,458	—	50	....
June 30, 1878	130.1	15.3	15.9	—	35	26	12	856	Cincinnati, Sandusky & Cleveland...Ohio.	6,219,262	*	800,734	84,437	4,434,787	2,178,726	562.189	—	—	190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	25½
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,751,000	—	.....	.....	1,100,000	2,651,000	1,342,282	.....	.....	86.2	627,142	354,672	524,951	691,751	192,224	—	50	....
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	.....	109.5	280,022	.....	.....	195,710	52,268	—	100	....
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind...Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,825		391.2	4,598,561	695,955	1,314,974	5,528,714	707,899	—	100	64
Jun. 30, 1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.).Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335		123.4	188,619	53,00?	524,032	408,400	309,459	7	100	....
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)...O.	4,625,871	*	208,148	37,678	1,768,798	2,969,000	669,275	—	—	156.5	410,716	228,693	259, 23	382,698	64,971	—	100	....
Dec. 31, 1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	281,817	723,214		225.8	1,885,556	594,237	1,434,207	2,474,654	1,168,580	7	50	117½
Dec. 31, 1878	118.0	74.2	13.0	—	19	19	5	188	Colorado Central.. .....Col. & Wy.	4,430,300	*	.....	.....	3,971,300	2,459,000	.....	.....	—	192.2	.....	[11 m	onths.	669,448	280,558	—	100	....
Dec. 31, 1878	620.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.	28,851,097	*	58,000	.....	13,969,823	24,859,724	79,556	.....	—	580.5	4,178,285	668,917	1,791,981	3,433,665	411,614	—	100	16½
Dec. 31, 1878	75.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley .....Ohio.	3,201,748	1,265,711	803,827	80,025	2,030,150	2,500,000	165,580	455,631	—	105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin.(C.,S.& C.)..Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	23,250	.....	.....	—	.....	.....	.....	230,797	65,942	—	50	....
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo.....Ohio.	2,816,106	*	640 590	114,223	897,168	2,416,000	229,316	28,496	—	117.7	416,530	145,283	348,605	517,871	222,259	—	50	....
Mar. 31 1879	35.0	7.0	78.0	—	38	41	16	946	Concord.....New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	—	178,750	153,226	—	141.7	617,254	509,203	673,471	738,004	318,847	10	50	166½
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv..Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,500	263,883	435,774	—	147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	84½
Sept. 30, 1878	60.0	5.8	37.1	—	18	25	14	326	Connecticut River .....Massachusetts.	2,306,638	241,829	175,675	226,486	2,100,000	206,400	154,862	678,887	—	79.8	377,739	946,900	332,900	504,670	199,034	8	100	144
Dec. 31, 1878	53.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.N.Y.&P.	2,400,000	*	.....	.....	1,900,000	500 000	.....	.....	—	64.0	181,905	58.582	507,185	404,665	118,3 4	6	50	....
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley .....Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878	—	135.0	321,496	325,551	316,696	512,121	199,560	10	50	....
Sept. 30, 1878	23.8	10 0	5.0	—	6	8	3	83	Danbury and Norwalk .....Connecticut	973.940	164,740	15,264	26,711	600,000	500,000	—	80,645	—	33.8	97,380	222,212	51,81g	157 953	41,279	—	100	....
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern.....Iowa.	5,230,000	*	.....	.....	3,520,000	1,710,000	196,827	.....	—	160.6	187,487	81,582	67,043	222,627	17,738	—	100	....
Mar. 31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.).Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	831,733	164,921	—	142.7	683,849	209,674	422,303	545,238	271,482	3½	50	....
July 31, 1879	69.7	—	3'4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)....Ohio.	971,368	*	.....	.....	457,817	413,500	152,701	.....	—	69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31, 1878	33.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,367,508	—	.....	73,198	1,480,323	760,000	160,400	69,983	—	94.8	268,998	...	.....	365,580	109,674	6	25	....
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook.....N. Jer.	3,136,534	*	.....	.....	1,514,000	1,500,000	279,621	.....	—	30.8	.....	.....	.....	270,570	119,022	—	100	100
Dec. 31, 1878	115.0	92.5	223.7	—	150	32	22	16139	Delaware, Lack. and Western.....Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125	—	207.5	2,468,754	474,16.	3,193,531	3,699,601	2,320,481	—	50	76½
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.).....Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350	—	106.0	.....	.....	.....	147,022	38,068	—	100	....
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.).....Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383	—	329.5	704,938	47,552	132,828	773,322	342,676	—	100	53
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge.....Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....	—	87.2	111,664	45,646	66,945	182,812	52,477	—	100	....
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw.....Mich.	—	—	.....	.....	—	—	—	—	—	191.6	.....	.....	[9½ mos.	828,657	265,893	—	100	....
Dec. 31, 1878	166.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern.....Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	156,540	—	197.8	785,106	372,722	364,737	970,034	372,199	—	100	90
Dec. 31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,882,000	—	31,453	.....	5,000,000	882,000	.....	31,453	—	—	.....	.....	.....	925,226	323,830	5½	100	68
June 30, 187	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga.¶.....Tenn. & Ga.	9,185,633	*	469,381	148,250	1,967,074	4,186,100	226,269	2,423,721	—	272.0	911,899	76,366	239,054	1,022,252	409,608	3	100	....
Sept. 30, 1878	41.4	7C 6	116.2	—	75	136	35	1,281	Eastern.....Massachusetts.	7,000,000	905.000	1,691,481	249,876	4,997,800	13,589,022	1,488,349	—	—	—	1,557,775	4,197,991	697,987	2,422,394	841,2 8	—	100	35½
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	266	Kel River (Wabash).....Indiana.	2,799,128	*	8,261	85,514	2,792,120	—	27,221	78,562	—	93.8	197,596	64,795	208,595	206,556	67,842	2	100	50
Dec. 31, 1878	81.0	3.5	56.3	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,895,725	251,325	18,488	1,998,400	3,322,000	57,987	—	—	84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶.....Maine.	—	—	.....	.....	—	3,223,800	.....	74,934	—	153.0	250,406	154,015	141,533	356,858	126,507	—	100	....
Aug. 31, 1878	109.0	21.2	18.0	—	22	11	5	450	Evansville and Terre Haute.....Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,303	—	109.0	335,938	143,603	334,700	564,809	160,538	4½	50	80
Apr. 30, 1879	55.8	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi..Ind.& Ill.	1,649,600	—	17,068	5,815	458,661	1,100,000	118,822	—	—	69.3	.....	.....	.....	242,896	94,236	—	100	....
Sept. 30, 1878	50.0	45.3	45.4	—	70	17	25	1,661	Fitchburg .....Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,435	—	189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	121½
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*.....Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,905	1,920,826	—	—	280.0	1,095,422	540,556	408,053	1,056,017	438,203	—	100	15
Dec. 31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag...Mich.& Ind.	2,702,247	373,551	3,920	30,879	1,196,450	2,000,000	1,464	—	—	100.0	247,783	96,932	136,029	245,051	95,071	—	100	....
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.....Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	—	—	—	104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo.....Indiana.	485,000	—	315,000	.....	600,000	200,000	.....	—	—	26.0	.....	.....	.....	38,397	19,196	—	100	25½
Dec. 31, 1878	51.1	—	3.1	17.5	—	—	—	—	From., Elk H. & Mo. V. (S C.&P.)..Neb.	1,310,000	—	.....	.....	690,000	690.000	.....	—	—	51.1	55.218	19,772	45,352	138,159	46,053	—	100	4½
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶.....Tex.	9,474,077	809,723	2,239,241	491,660	6,450,000	5,686,927	494,500	373,574	—	215.0	488,151	60,19	157,988	1,325,846	792,014	—	100	....
Dec. 31, 1878	50.0	—	8.8	—	17	9	6	256	Galv., Houston and Henderson ¶....Tex.	3,495,335	*	15,805	81,488	1,000,000	1,500,000	275,598	817,032	—	50.0	124,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30, 187?	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)..N. Y.	1,481.297	*	.....	.....	850,000	600,000	192,249	—	—	75.6	388.066	95,811	501,852	264,996	df.16,139	—	100	....
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking).....Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,931	511,323	—	275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31, 1878	332.0	—	30.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)Mich. & Ind	11,095,085	*	66,504	246,737	2,800,000	8,000,000	2,164,707	—	—	423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec. 31, 1878	856.0	158.7	213.5	—	434	274	84	8,173	Grand Trunk ¶.....Canada.	152,044,870	*	2,311,680	.....	118,498,280	36,812,710	45,510	—	—	1,390.2	8,884,271	2,025,737	2,387,942	9,581,320	2,349,255	—	100	....
Jan. 31, 1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶.....Canada.	33,424,430	7,877,010	2,851,045	.....	33,166,835	18,221,095	.....	—	—	1,08?.3	3,616,829	1,206,332	1,854,663	4,216,335	1,297,055	—	100	....
Sept. 30, 1878	218.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota....Wisconsin.	12,297,805	*	.....	1,459,135	8,000,000	3,979,000	1,777,941	—	—	213.9	338,341	56,634	124,478	384,701	106,792	—	100	....
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Groenville and Columbia (S. C.)..S Car.	3,623,905	*	374,200	193,595	1,515,166	2,178,768	989,222	—	—	164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶..Tex.	1,919,727	*	.....	.....	500,000	.....	.....	—	—	66.8	242,592	4,340	202,584	112,358	29,706	—	100	....
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern.....Canada.	.....	.....	.....	.....	.....	.....	.....	—	—	146.7	103,153	146,651	70,466	127,084	40 991	—	100	....
Dec. 31, 1878	208.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶.....Missouri.	13,492,427	—	.....	.....	14,251,724	8,700,000	.....	—	—	292.8	1,354,767	257,916	543,472	2,045,450	780,355	—	100	32
Sept 30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South.... N. Y. & Vt.	.....	.....	.....	.....	.....	.....	.....	—	—	58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept.30, 1878	74.0	—	3.0	—	19	21	10	436	Housatonic .....Connecticut.	2,581,006	*	226.856	78,762	2,000,000	550,500	161,348	154,256	—	126.2	468,662	224,214	190,167	569,199	208,253	—	100	....
Apl. 30, 1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central¶.....Texas.	21,870,021	1,831,342	6,864,922	353,302	7,722,900	14 901,996	2,773,600	5,521,092	—	521.7	1,499,238	242,559	457,840	3,031,361	1,326,905	—	100	66½
Dec. 31, 1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.....Penn.	4,367,820	*	179,067	365,985	2,052,800	2,283,500	564,393	11 919	—	61.3	172,915	43,618	394,788	238,889	114,145	—	50	13
Dec. 31, 1878	364.7	340.8	139.7	—	212	130	66	4,894	*Illinois Central* .....Illinois.	35 513,173	*	6,628,792	868,927	29,000,000	11,997,000	—	2,013,892	—	1,256.5	4,247,628	1,726,286	2,067,882	7,111,184	3,631,559	6	100	04
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland.....Illinois.	6,175,000	—	.....	.....	2,000,000	4,175,000	1,154,299	—	—	175.7	278,504	79,952	128,132	236,895	20,661	—	100	....
Nov 30, 1878	202.3	131.6	64.0	—	46	27	15	1,136	Ind., Bloomington & Western...Ind. & Ill.	19,040,490	1,723,650	17,273	14,606	7,910,900	9,785,000	3 400 119	—	—	333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	26½
Jun. 30 1878	185.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette.O. & Ind.	16,854,416	*	67,274	789,260	7,024,480	8,953,300	1,728,200	—	—	194.5	896,503	549,587	457,185	1,309,087	494,388	—	50	....
Dec. 21, 1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.).Ind.	4,283,911	*	50,501	346,200	600,000	3,500,000	2,245,360	—	—	266.6	1,585,274	243,093	538,619	1,347,246	313,903	—	100	....
Dec. 31 187	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,160,000	174,6??	—	—	116.6	300,467	101,892	136,628	282,558	5,340	—	100	....
Dec. 31, 1878	47.0	102.3	36.0	—	40	35	8	750	International & Great Northern ¶....Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806	—	—	519.3	822,430	117,055	224,113	1,636 585	571,98?	—	100	50
Dec 31, 1878	188.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia	7,577,500	—	.....	.....	4,625,000	2 952,500	.....	—	—	188.7	.....	.....	.....	476,265	166,693	—	100	39
Mar. 31, 1879	270 5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n.. Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	—	—	—	.....	.....	.....	.....	769,600	5	100	....
Dec. 31, 1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw*. (M C.).Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,183	—	—	236.8	420,577	296,456	397,841	711,174	276,875	7	100	....
Dec 31, 1878	111.0	118.8	34.3	—	44	35	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)Ind.	6,508,713	*	182,610	86,156	2,900,000	5,000,000	82,738	—	—	224.8	1,046,156	667,981	1,536,380	1,150,015	422,988	7	100	....
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)..... Kansas.	1,008,000	—	.....	.....	504,000	504,000	.....	—	—	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	638.6	34.0	68.8	—	94	41	17	1,521	*Kansas Pacific*.....Kansas & Col.	34,359,541	*	3,807,520	3,989,461	9,689,950	28,433,100	4,747,484	—	—	672.6	1,506,813	198,173	667,736	3,610,224	1,198 662	—	50	96½
Dec. 31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern.....Mo.	475,000	*	.....	.....	36,000	348,000	.....	—	—	43.0	.....	72,704	39,315	84,578	33,867	—	100	....
Dec. 31, 1878	159.9	—	24.4	—	28	10	6	696	Kan. City, Ft. Scott and Gulf.....Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	—	—	155.9	777,592	142,236	456,265	836,825	115,567	—	100	46½
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n.Kan.	1 ,00 ,000	*	.....	.....	5,000,000	5,000,000	.....	—	—	208.5	320,322	.....	.....	343,348	92,989	—	100	75
Dec. 31, 1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl Mo.& Ia.	9,250,128	1,231,878	116,282	458,279	2,789,414	7,485,197	608,465	83,451	—	253.5	1,168,361	229,022	674,194	1,533,651	446,039	—	100	67
Dec. 31, 1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A.,T.& S.Fe.).Kas.	3,199,800	—	174,200	190,729	2,266,000	1,054,000	37,205	226,524	—	—	.....	.....	.....	768,516	208,387	—	100	112½
Apl. 30, 1879	99 0	49.5	16.5	—	19	17	7	351	Kentucky Central.....Ky.	6,045,060	*	.....	188,956	5,000,000	1,045,000	23,523	115,732	—	198.5	379,111	.....	.....	553,389	206,750	4	100	....
June 30, 1878	162 2	—	19.2	—	18	15	8	439	Keokuk and Des Moines (C.,R.I.& P.)Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	459,130	—	—	162.2	402,461	157,078	202,985	566,768	148,433	—	100	12
June 30, 187?	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi. Ill.	1,923,725	—	1,466	49,894	1,000,000	1,520,000	6,385	—	—	80 3	155,603	67,012	91,553	177,546	55,485	—	100	....
Apr. 30, 1878	118.3	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington...Ind.	.....	.....	.....	.....	.....	.....	.....	—	—	118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec. 31 1878	100.6	10.0	6.0	80.0	6	5	3	81	Lake Erie and Louisville.....Ohio.	1,699,997	*	4,732	7 289	1,500,000	—	202 018	—	—	110.0	195,599	107,743	77,588	153 161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Report ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec 31, 1878	40.4	484 3	671 5	—	495	178	86	10282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,087	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,969,501	—	100	102
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	776,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	80.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,986	—	16,036,233	1,178,753	11,193,560	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,063	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley..... Pa.	14,647,081	2,282,317	22,784,411	2,350,676	27,228,855	24,891,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	99
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,575	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	624,564	1,226,991	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .. .. Ark.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	40
Sept. 30, 1878	84.9	63.0	68.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,760	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,631,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.).... Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 890	138,370	—	100	11
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613.520	327,384	314,282	978 063	294,160	—	100	....
Dec. 31, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24.006,920	*	7,606,120	803,939	9,007,819	17,400,722	2,5e2,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,341,242	3	100	123
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	268.3	.....	171,863	.....	621,750	50,141	—	100	102
Jun. 30, 1878	187.3	87.9	183 5	—	65	33	11	1,378	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta and Cincinnati (B. & O.).... Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	*	200,000	3 844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,442 200	102.588	106,025	88.5	195,998	59,411	663,276	666,453	299,181	—	100	17
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston..... T., M. & Ala.	7,396,106	1,245,848	428,702	1,271,062	5,312,725	4,220,000	1,309,525	.....	292.0	646,928	.....	158,468	682,412	307,445	—	100	31
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,938	*	6,159,161	345,173	18,738,204	13,191,000	20,960	3,192,107	115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	168.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,550	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	—	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,800	324.445	.....	100.0	187.457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,483	—	100	34
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,445	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,639	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery ..... Alabama.	3,166,261	557,454	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Jun. 30, 1878	472.0	66.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7 9	.....	528.6	1,166,773	233,067	186,638	2,098,500	279,351	—	100	18
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,999	*	49,967	77,273	1,149,354	1.510.000	1,129,688	.....	80.0	.....	.....	.....	291,351	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex..... New Jersey.	17,710,791	12,144,240	4,141,925	$25,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	105
Sept. 30, 1878	14.5	—	23..	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	816,183	90,764	53 7	424,629	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1878	48.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95.932	45,278	5	100	....
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	61
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	781,832	1,642,557	2,105,000	389,024	39 .308	122.3	356.841	77,756	425.257	737,756	337.644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	—	Naugatuck ..... Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20.696	309.002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge..... Cal.	581,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	2	164	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.6	—	10	5	5	115	New Brunswick (3 ft)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	84,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.)... Pa.	834,063	—	55.358	52,472	605,000	.....	881	336.032	14.9	193,381	130,508	982,560	268,143	126,789	24	100	....
Sept. 30, 1878	63.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4.005.281	796,516	82.628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273.437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile.. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,489	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	.....	4,000,000	4,000,000	.....	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	9	New York Central & Hudson River. N. Y.	82,163,689	17,730,466	29,967,488	.....	89,428,200	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,406,017	10,269,040	8	100	128
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Incl	uded in	Lessees r	eturns.	.....	.....	8	100	180
Sept. 30, 1878	5.5	—	5.5	—	—	851	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	5.5	.....	.....	.....	.....	.....	3	100	180
Sept. 30, 1878	460.0	96.5	1.179	—	475	311	96	—	N. Y. & Manhattan Beach (3 ft.)... N. Y.	568,111	169,107	704,118	.....	500,000	829,000	45.000	82,829	928.1	10,726,231	4,896,327	6,150,468	15,644,978	5 009 114	—	100	32
Sept. 30, 1878	14.6	—	10.5	—	11	76	2	22	N. York & N. England.. M., R. I. & Conn.	20,622,584	*	865,382	53,881	20,000,000	400,000	934,076	201,721	22.1	181,874	1,056,871	16 740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	68.2	39.1	100.0	36	65	13	319	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	.....	475.465	1,940,376	139.0	815,352	1,781,636	435,367	1,006,287	197,890	—	100	39
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., Providence & Boston.. Conn. & R. I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	165
Sept. 30, 1878	60.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (NYC & HR.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133
Sept. 30, 1878	98.5	5.3	.....	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60.000	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	Northeastern ¶..... S. C.	2,148,131	*	466,223	59,020	4,000,000	295.500	135,742	1,024,779	223.2	433,744	98,763	98,763	494 022	159,659	6	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	142	Northern ..... New Hampshire.	3,068,400	*	47,317	47,417	899.350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162.500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern Central ..... Md. & Pa.	12,184.505	4 196.107	5,156,440	560.455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	64
Dec. 31, 1878	1,387.0	136 5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn. Dak., Wash. &c.	19,588,660	1,115,373	130,694 587	120,347	100,000,000	.....	50,342.761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	25
Dec. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,667	251,639	4.264, 50	6,000,000	2,041,.55	148,329	88.2	1,390.319	1,310,278	917,484	1,460,924	573,061	4	50	98
Sept. 30, 1878	69.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	3,205,436	179,751	278,037	225,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	185
Sept. 30, 1878	118 0	4.0	14.0	—	34	15	6	959	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	30
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi..... O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137.136	861,547	—	100	31
Sept. 30, 1878	249.4	62.4	76.3	—	72	168	27	1,311	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	1 703,278	6	100	112
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	58	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	85 0	—	15.6	—	14	13	6	285	Oswego and Syracuse..... N. Y.	1,752,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4.277,634	*	56,606	22,674	2,863.000	1,428,194	66,644	10,079	185.6	352,461	83,277	223.882	319,542	88,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,516	12	100	180
Dec. 31, 1878	67.4	—	7	—	—	—	128	—	Pekin Linc. and Decatur..... Ill	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,885	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	53,787,696	*		77,082,509	11,209,491	68,870,200	55,114,760	19,096,337	4,057,815	1,055.0	19,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	107
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,538	1,183,125	.....	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	615,00	—	50	....
Apl : 0 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	.....	.....	12	100	...
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,81	—	100	...
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	180,326	34,077	81,296	190,729	26,51	—	100	.
Dec. 31 1878	51.7	—	5.2	—	8	40	—	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,828	*	.....	.....	.....	300,020	230,900	300,000	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	129	Philad-lphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	.....	57.0	155,261	211,115	131,308	257,870	86,84	—	50	...
Philadelphia and Erie (Penn.)	Pa	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876.11	—	50	27													
Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	.....	.....	29.3	.....	.....	.....	278,495	263,663	12	50	2 5													
Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,505,396	34,278,175	75,30 ,797	11, 96,188	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	15													
Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,637	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,198,048	8	50	39													
Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,156	1,814,337	8,43 ,200	12,497,000	2,383,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....													
Pittsb. & Connellsville (B.&O.)	Pa. Md.	12 018,671	470,698	42,697	3,302	1,955,741	10,618,500	4,046,687	.....	174.0	1,579,169	761,307	1,829,465	1,542,754	578,312	—	50	....													
Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,38 ,686	13,510,000	.....	75,125	468.4	7,348,579	2,253,751	3,026,250	7,8 0,110	3,689,197	7	100	120													
Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....													
Pittsb., Titusville and Buff	N. Y. & Pa	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	25													
Pittsb., Wheeling & Kentucky	W. Va.	599,395	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	...													
Portland and Ogdensburg	Me. & N.H.	3,561,544	292,538	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....													
Portland and Rochester	Me. & N. H	1,966.211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0 .2	148,151	29,334	—	100	....													
Portland, Saco & Portsmouth	Me.	1,334,094	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	104													
Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,0 5	.....	47.5	76,503	51,040	18,647	55,296	11,121	—	100	....													
Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,497	41,812	—	100	....													
Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,863	2,000,000	1,176,000	629,180	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....													
Raleigh and Gaston	North Carolina	1,500,000	*	1,17 ,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....													
Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	118													
Richmond and Danville	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,886	447,576	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....													
Richmond, Fred'bg and Potomac	Va	2,835,269	*	112,153	74,957	1,532,629	876,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....													
Richmond and Petersburg	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,3 5	80,760	62,553	4,479	—	100	....													
Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....													
Rochester and State Line	N. Y.	2,081,346	229,082	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	95,177	134,771	214,444	62,402	—	100	....													
Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....													
Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	403.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	34													
Rutland (C. V.)	Vermont.	5,943,238	457,800	1,066,402	.....	6,480,100	2,646,400	559,741	.....	136.0	.....	.....	[rental, et	c. 295,812	278,758	—	100	54													
Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,967	84,952	51,967	—	100	....													
St. Croix and Penobscot	Me.	511,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....													
St. Joseph and Denver City	Kansas.	9,500,000	*	51,639	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	10													
St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	.....	.....	.....	.....	555,302	534,932	}	100	...													
Belleville Branch	Illinois.									75.2	395,390	184,988	473,648	506,459	239,621																
St. Louis, Iron Mt. and So.	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	45													
St. Louis, Jacksonv. & Chic.	(C. & A.) Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....													
St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	534,000	698.8	.....	499,441	980,466	3,324,496	1,347,500	—	100	....													
St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,38	1,201,652	608,517	—	100	33													
St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 [00	5,145,000	.....	.....	208.2	658,208	188,359	.....	954,333	168,210	—	100	....													
St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,068	659,765	1,059,443	158,685	—	100	....													
St. Paul and Duluth	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,6 0	46,568	224,767	488,349	121,008	—	100	26													
St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,918	602,754	239,506	—	100	36													
Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	657,632	234,227	—	50	....													
Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....													
Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,200,000	94 170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....													
Seaboard and Roanoke.	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....													
Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,74	.....	79.0	125,679	50,345	38,376	99,155	20 0 .2	—	100	....													
Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,583	349 229	254,039	135,281	—	50	....													
Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....													
Sioux City and Pacific	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,066,800	.....	.....	158.5	166,745	59,316	136 055	414,477	100,090	—	100	....													
South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6 131,0 0	575,875	.....	190.0	552,986	79,038	713,952	844,689	2 3.649	—	100	....													
South Carolina	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,386	1,011,862	409,305	—	100	....													
Southern Central	N. Y.	3,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462 906	142,850	—	100	....													
Southern Minnesota	Minnesota.	6,424.100	*	.....	.....	1,984,200	4,689,900	.....	.....	167.0	326,497	64,978	176,342	643,086	311,152	—	100	....													
Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,900	1,558,925	.....	712.0	.....	.....	.....	4,327,08	1,155,704	—	100	....													
Southwestern	Ga.	4,291,300	*	.....	.....	3,892,800	339,000	.....	.....	310.5	441,390	.....	.....	739.22	352,631	8	100	....													
Springfield, Athol and Northeastern	Mass.	1,276,126	53,399	49,800	26,278	816,48	600 000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....													
Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....													
Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....													
Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,169	1,988,150	1,600,000	291,96	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100													
Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,0 0,000	1,142,000	54 ,854	125,095	108.0	.....	.....	86,398	2 0,137	74,284	—	100	...													
Texas and Pacific	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	25													
Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,460,000	.....	.....	247.0	1,022,612	230,965	702,510	1,368,290	472 211	—	100	18													
Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....													
Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,682	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....													
United New Jersey (Pa.)	N. Jer.	34,986,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	1,583,229	10	100	160													
Union Pacific	Nebr. Wy. & Utah.	115,814,588	*	13,046,224	.....	36,782,300	77,424,812	.....	.....	103.8	6,846,580	188,515	844,019	11,121,272	7,744,686	—	100	87													
Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,12	62,069	—	100	....													
Utica and Black River	New York.	2,376,791	418,847	295,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....													
Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,565	88,120	147,54	def. 3,911	—	100	....													
Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,96 ,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5.	100	118													
Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....													
Virginia and Truckee	Nevada.	3,695,381	712,279	427,643	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,92	1,604,448	726,092	12	100	....													
Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	884,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1 952 003	4,798,372	654,123	—	100	49													
Wash. City, Va. Mid. & Gt. Southern	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,147	925,044	225,554	—	100	....													
Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	92,745	29,169	27,126	102,363	22,247	—	100	....													
West Chester and Philadelphia	Pa.	1,641,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....													
West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,198	1,359,760	2,400,000	71,53	89,592	128.6	410,64	618,330	119,082	541,678	202,985	—	50	70													
Western of Alabama	Alabama.	3,297,380	*	28,388	157,000	724,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	5 4,107	176,652	—	10	....													
Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675 000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71													
Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	518,114	808,864	16,294	4,000,000	3,500,000	387 629	258,633	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	....													
Wilm., Colum. and Augusta.	N. C. & S. C.	4,992,540	*	30,221	204,235	300 00	1,248,000	1,008,944	.....	189.0	.....	53,350	.....	609,698	98,658	—	100	55													
Wilmington and Weldon	N.C.	3,340,365	*	39,423	68,078	1,466,200	1,619,100	5 ,132	315,434	1 0.5	406,277	.....	.....	812,171	176,277	3	100	..													
Worcester and Nashua	N.H. & Mass.	2,130,480	390,086	584,989	76,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	525,977	313,962	473,240	168,351	—	100	10													
Dec. 31, 1878	45 7	—	35.4	—	20	22	7	438																							

☞ In the matter of the appeal of the State of Illinois from the decision of the Commissioner of the General Land Office, rejecting her claim for indemnity for many thousand acres of alleged swamp lands patented by the United States to the Illinois Central Railroad Company, Secretary Schurz decides in effect that Sections 2 and 7 of the Revised Statutes made no change in the Act of September 28, 1850, granting swamp lands to the State of Illinois; and that the decision of Secretary McClelland that the sections in question were not included within the swamp land grant must stand as the Interior Department's construction of the original Act. He therefore affirms the decision of the General Land Office.

Statement of the Public Debt of the United States, July 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,578,000 00	$467,340 00
6 per cent. bonds, 1881 (Oregon,) 1861	742,450 00	22,273 50
6 per cent. 1881 bonds, 1861..	157,272,100 00	4,717,713 00
6 per cent. 1881 bonds, 1863..	62,202,850 00	1,866,085 50
5 per cent. funded loan of 1881	484,864,000 00	4,040,540 83
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	737,980,800 00	7,379,808 00
Refunding Certificates.....	1,367,000 00	13,670 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest	$1,723,993,100 00	$19,654,930 83
Interest due and unpaid	.....	2,988,398 72

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,400 00	5,057 58
6 per cent. 5-20 bonds, called June, 1864	65,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,117 21
5 per cent. 10-40 bonds, called, 1864.....	2,665,400 00	268,235 56
6 per cent. Consol. bonds, called, 1865.....	612,400 00	6,846 97
6 per cent. Consol. bonds, called, 1867.....	2,330,150 00	257,877 40
6 per cent. Consol. bonds, called, 1868	752,300 00	91,995 95
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,535 00	2,338 85
5 per cent. 2 year notes, 1863.	35,950 00	1,857 99
6 per cent. compound interest notes, 1863-64.....	242,590 00	49,330 13
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$7,621,455 26	$814,444 01

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,975 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	14,485,000 00	
Coin certificates, 1863.....	8,004,600 00	
Silver certificates, 1878.....	12,274,270 00	
Unclaimed interest		7,777 03
Fractional currency, 1862, 1863 and 1864..$16,590,882 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,214,954 37	
Aggregate of debt bearing no interest.....	$388,800,815 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,780,400 00	
Bonds at 5 per cent.....	484,864,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	737,980,800 00	
Refunding certificates.....	1,367,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,723,993,100 00	$22,623,326 55
Debt on which interest has ceased since maturity.....	7,621,455 26	814,444 01
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,991 00	
Certificates of deposit.....	14,485,000 00	
Coin and Silver Certificates.	20,378,870 00	
Fractional currency.....	7,214,954 37	
	$388,800,815 37	
Unclaimed interest.....		7,777 03
	$2,120,415,370 63	$22,845,547 59
Total debt, principal and interest, to date, including interest due and unpaid.....$2,143,260,918 22		

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,368,385 72
Debt on which interest has ceased.....	7,321,455 26
Interest thereon	814,444 01
Gold and silver certificates.....	20,378,870 00
U S Notes held for redemption of certificates of deposit.	14,485,000 00
Cash balance available July 1, 1880.....	155,440,467 89
	$201,088,622 88
Debt, less amount in Treasury, July 1, 1880.	$1,942,172,295 34
Debt, less amount in Treasury, on the 1st ult.	1,952,386,719 85
Decrease of debt during the month.....	$10,214,424 51
Decrease of debt since June 30, 1879.....	$85,034,981 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,615,292 55; interest repaid by cash payments: 5 per cent net earnings $555,198 87; balance of interest paid by United States $31,380,664 52.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The Great Eastern Gold Mining Company of New York has declared a dividend of 1 per cent on the capital stock, amounting to $3,000, payable July 15. The gold product of the mine for June was $16,894. A considerable portion of this amount was devoted to improvements, besides leaving nearly $3,000 in the treasury, after paying the dividend.

☞ The ore shipments of the Little Chief for June, up to the 27th, aggregated 2,217 tons, the net yield being something over $114,000, or an average of $51 50 per ton. This is the highest average made from the mine. The shipments on Friday and Saturday were 180 tons.

☞ The Ontario Silver Mining Company has declared its fifty-seventh dividend of 50 cents per share (for June), payable at the office of Wells, Fargo & Co., on the 15th of July.

☞ The product of the Homestake (Black Hills, Dakota) for June was over $123,000 gold. This product is larger by $5,000 than last month's.

☞ Work is still being vigorously pushed on the Canada Pacific Railway in British Columbia.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 6.

	W.30	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Allegheny Val. 7 3-10s.....	....	116x	....	....	....	....
7s, Income.....	33	....	....	....	....	33
Camden & Am. 6s, 1885....	105½	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	114½	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	6½	....	....	....
Preferred	9¾	9¾	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	27¾	26¾	27¼	....	....	27¼
6s, 1884.....	....	....	....	....	....	....
Gold Loan.....	102½	....	....	....	....	102¼
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	106½
Consol. Mort. 7s.....	....	....	....	....	....	102½
Lehigh Valley	50	49¾	49¾	....	....	....
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 3s, reg.....	....	....	....	....	....	118
2d mort. 7s.....	128	....	128	....	....	128
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Little Schuylkill.....	....	....	44	....	....	43½x
Minehill & Sch. Haven	50	....	50	....	....	49½
North Pennsylvania ..	49	....	....	....	....	....
1st mortgage 6s.....	....	....	....	....	....	106x
2d mortgage 7s.....	118	....	....	....	....	....
Gen'l mort. 7s, coup....	....	....	....	....	....	....
Gen'l Mort. 7s, reg....	....	....	....	....	....	....
Northern Central. ..	32½	32	....	....	....	....
6s.....	80	....	....	....	....	....
Northern Pacific	27¾	26	....	....	....	27
Preferred	....	49	....	....	....	49½
Pennsylvania R. R. ...	53¾	53½	53¾	....	....	54
1st mortgage.....	....	....	100½	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	119
Consol. mort. 6s.....	....	....	110	....	....	112½
Consol. mort. 6s, reg....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new....	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	8¼	8	8	....	....	7¾
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	114	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	107¼	....	....	....	....	107¼
Consol. mortgage reg	....	....	....	....	....	107¼
Gen'l mortgage 6s.....	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	....	....
1st mortgage, 6s.....	....	....	....	....	....	102½
2d mortgage, 7s....	112½	....	....	....	....	109x
Pittsb., Cin. & St L. 7s	116	....	....	....	....	....
Pittsb., Titusv. & Ruff..	14¼	14¼	14	....	....	14
7s.....	79	....	....	....	....	....
Schuylkill Navigation..	....	....	....	....	....	....
Preferred.....	4¼	....	4¼	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	54¼	....	....	....	....	....
United Co. of N. Jersey	160	....	160½	....	....	160
Hestonville, (Horse)	21	....	20½	....	....	....
Chestnut & Wal. (do.).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 6.

	W.30	Th 1.	F.2.	Sat.3.	M.5.	Tu.6.
Baltimore and Ohio	152	....	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	108½	....	....	....	....	108½
2d mortgage, 7s.....	71	71½	....	....	....	71
3d mortgage, 8s.....	....	35½	35½	....	....	....
Northern Central ($50)....	....	....	....	....	....	32
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	112½	....	....	....	....	....
6s, 1904, gold.....	105½	103x	103	....	....	103
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	40	....	....	....
O., Alex. & Manassas 7s	78	77	....	....	....	....
Pittsb. & Connellsv. 7s	113x	....	....	....	....	114
Virginia 6s, Consol ..	61½	....	59	....	....	59½
Consol. Coupons	86½	86½	86	....	....	85½
10-40 bonds.....	43	41½x	41½	....	....	41½
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 7.

	Th.1.	F.2	Sat.3.	M.5.	Tu.6.	W.7.
Adams Express..	113¾	....	114	....	113¼	....
Albany and Susq.	105½	....	....	....	....	105½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	58	58¾	58	....	....	....
Atlantic & Pacific Tel.	40	41	41¾	....	41¼	....
Burl., C.R. & Nor.	62	....	63	....	....	....
1st mortgage 6s	91	91¼	91¼	....	91¼	91
Canada Southern	57	57	57¼	....	59	59
1st mortgage guar.	93	93	....	....	....	93
Central of N. Jersey	66¼	65¾	66¼	....	67¼	66¼
1st mortgage 1890	....	118¾	118¾	....	....	....
7s, consolidated, ass.	103½x	103	....	....	103¾	103¾
7s, convertible, ass.	103	....	102¾	....	....	....
7s, Income	....	....	....	....	....	....
Adjustment	....	....	....	....	....	....
Central Pacific	71	....	73	....	74¼	....
6s, gold	....	112x	....	....	....	112¼
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	17¾	....	....	....	....	....
Chicago and Alton	110¾	....	....	....	119	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	120	121¾	121¾	....	121¾	120¾
7s Consol, 1903	....	....	120x	....	....	120
Chic., Mil. and St. Paul	76¾	77¾	78¾	....	78¾	77¾
Preferred	....	104¾	104¾	....	104¾	....
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	118x	....	....	....	....	....
1st M. (La Crosse div.	..	113¾	....	....	....	....
1st M. (I. and M. liv.	111x	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	....	....	108¾
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	112¾x	112	....	....	....	112¾
Chic. & Northwestern	91¾	91¾	91¾	....	91¾	91¾
Preferred	108¾	108¾	108¾	....	108¾	....
1st mortgage	....	109	....	....	109	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds.	....	....	....	....	117¼	117¼
Do. reg	117¾	....	....	....	....	....
Chic., Rock Isl. & Pac	107	106¾	106¾	....	105¾	105¾
6s, 1917	....	....	119¾x	....	....	119¾
Clev., Col., C. and Ind.	68¾	67¾	65¾	....	66	66¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	15¾	16¾	16¾	....	16¾	16¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	74¾	74¾	....	....	75¾	75¾
Reg. 7s, 1891	....	108	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	77¾	76¾	77¾	....	77¾	77¾
Del., Lack. & Western	....	....	....	....	....	....
2d mortgage 7s	....	120¾	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	103	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	122	....	....	....	122	....
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	33	33	33	....	33¾	33¾
Preferred	72¾	72¾	73	....	....	....
8s, Convertible	....	....	....	....	110	..
Houston & Tex. Cent.	..	....	....	....	....	....
1st Mortgage	....	....	....	....	....	....
Illinois Central	105	105¾	106	....	....	105¾
Lake Shore & Mich So.	107¾	107¾	103¾x	....	104¾	103¾
Consol. 7s	....	....	....	....	121¾	x ....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	115	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	1 3	....	....	....	....	....
Louisville & Nashville	....	....	....	....	....	124¾
7s, Consolidated	....	....	....	....	....	....
Manhattan	32	32¾	32¾	....	32¾	31¾
Metropolitan Elevated	93	94	95	....	95	....
1st Mortgage	....	98¾x	....	....	99¾	99¾
Michigan Central	92	93	88¾x	....	89¾	88¾
7s, 1902	....	....	....	....	....	120
M. S. and N. I 1st, S.F.	....	....	....	....	....	....
Morris and Essex	105¾	106¾	....	....	106¾	105¾
1st mortgage	....	....	131	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	109	....	....	....
N. Y. Cent. & Hud. Riv	128¾	127¾	128¾	....	128¾	129
6s, Sinking fund, 1883	105¾	105¾	....	....	....	105¾
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	127 x	....	....	127¾	....
1st mortgage, reg.	....	128¾x	....	....	....	....
N. Y. Elevated	....	111	....	....	111	111
1st mortgage	....	110¾x	110¾	....	....	110¾
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage	....	129¾	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
N.Y., Lake Erie & W.	40¾	40¾	41¾	...	41¾	40¾
Preferred	67	66¾	67¾	....	68¾	66¾
2d Consolidated	88¾	88¾	89¾	....	89	88¾
New 2d 5s fund	82¾	....	84	....	84¾	84¾
N.Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	26	26¾	....	....	26¾	25
Preferred	48¾	48¾	....	....	....	48¾
Ohio and Mississippi	32¾	32¾	32¾	....	33	32¾
Preferred	....	....	....	....	73	72¾
2d mortgage	111¾	....	111	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	39¾	39¾	39¾	....	40	39¾
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	16¾	15¾	15¾	....	15¾	15¾
Pitts., Ft. W. & Chi. gtd	....	....	....	....	120	....
1st mortgage	....	....	....	....	131	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	114	113¾	....	....	114¾
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	....	....	55	....	55¾	57
St. Louis & San Fran.	33¾	....	....	....	....	....
Preferred	45¾	45¾	45¾	....	45¾	45¾
1st Preferred	....	....	73	....	....	....
St. L., Alton and T. H	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	104
Income bonds	....	92	....	....	....	....
St. L., Iron Mt. & S. As	45	45¾	46¾	....	46¾	45¾
1st mortgage	117¾	....	....	....	....	....
2d mortgage	100¾	....	100¾	....	100¾	100¾
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	87	86¾	86¾	....	88	88
1st mortgage	....	....	113¾x	....	112¾	112¾
Land Grant 7s	113	....	....	....	....	113
Sinking Fund 8s	....	117¾	....	....	118	118
United States Express	48	48	....	....	48¾	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	1 8	....
2d mortgage	....	....	103	....	103	102
7s, Consolidated	....	100	....	....	101	....
St. Louis Division	107¾	....	....	....	....	....
Wabash, St. L. & Pac.	37	36¾	36¾	....	37¾	36¾
Preferred	65¾	64¾	65¾	....	66¾	65¾
New Mort. 7s	96	....	....	....	....	....
Wells-Fargo Express.	107	....	....	....	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	103¾	103¾	104¾	....	104¾	104¾
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending July 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Atch., Top. and San. Fe	....	....	....	....	....	....
1st mortgage	....	117	....	....	117¾	....
2d mortgage	....	116	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	145¾	....	....	....	145
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	91	....	....	....	93
Boston and Maine	126¾	....	....	....	....	127¾
Boston and Providence	....	....	....	....	188	....
Boston, Hart. & Erie 7s	41¾	41¾	41¾	....	42¾	42¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	109	....	....	....	....	....
4s	81¾	....	....	....	....	82¾
Chi., Burl. and Quincy	120¾	121	120¾	....	120¾	120¾
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	12¾	12¾	....	....	....	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	35¾	34¾	....	....	....	35¾
New 4½ Bonds	94¾	94¾	....	....	94¾	94¾
Fitchburg	....	....	121¾	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	38¾	38¾	39	....	....	39
7s	111¾	....	111¾	....	111	....
Northern, N. H.	....	....	....	....	96	96
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	26¾	....	27¾	....	....	30
Preferred	78¾	....	78	....	....	....
Old Colony	113¾	....	113¾	....	113¾	113
Ph., Wil. & Balt. ($50)	69¾	....	69¾	....	69¾	69¾
Portl'd, Saco & Ports	110	....	....	....	....	111
Pueblo & Ark. Val	....	....	....	....	....	....
7s	112	....	....	....	....	....
Pullman Palace Car	....	....	114¾	....	114	....
Union Pacific	....	....	112	....	....	....
8s	....	111¾	....	....	....	112¾
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	116¾	....	....	115¾
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester an l Nashua	80	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	124¾
Metropolitan (")	65	....	67	....	67	66¾
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	224	....	223	....	225	224¾
Quincy	....	....	....	....	28	....

New York Stock Exchange.

Closing Prices for the week ending July 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	108¾	....	103¾	....	108¾	....
U. S. 4s, 1907, coup	108¾x	108¾	....	....	108¾	108¾
U. S. 4½s, 1891, reg	....	....	....	....	110	....
U. S. 4½s, 1891, coup	....	....	....	....	....	109¾
U. S. 5s, 1881, reg	....	....	....	....	102¾	....
U. S. 5s, 1881, coup	103¾	103¾	....	....	....	103¾
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	104¾x	....	....	....	....	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	97¾	....	....	....	....	....
Dt. of Col. 3-65s, coup	....	....	....	....	98¾	....

London Stock Exchange.

	—Closing Prices.— June 18.	June 11
Atlantic & Gt. W. 1st mort. Certs.	64 — 66	65 — 67
Do. 2d mort., Certs	28 — 30	29 — 31
Do. 3d mort., Certs	13¾ — 14¾	13¾ — 14¾
Baltimore and Ohio (sterling)	113 —115	113 —115
Central of New Jersey $100 shares	61 — 64	63 — 66
Do. Cons. Mort. Oct. '79 coupon	102 — 104	102 —104
Do. Adjustment bonds	102 —105	102 —105
Do. Income bonds	74 — 78	74 — 78
Det., Gd Haven & Mil. Equip. bds.	109 —111	109 — 111
Do. Con. M. 5 p c. till '84 after 6 p.c	100 —100¾	99 —101
Erie shares $100 Recon. Ass. $6 pd. 37½	— 38	37 — 37½
Do Pref. Shares, R. T. Ass. $3 pd	60 — 65	60 — 66
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —122	119 —121
Illinois Central $100 shares	105 — 107	105 — 107
Lehigh Valley Consol mortgage	111 —113	105 — 112
N. Y. Cent. & Hud. Riv. Mt. bonds	125 — 127	125 — 127
Do. $100 shares	130 —132	129 — 131
Do. Mort. bonds (ss.)	117 —119	117 —119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	118 —120	118 —120
Do. do. 2d do.	78 — 82	78 — 82
Do. 2d Consol. Mort. bonds	86 — 89	86 — 88
Do. Gold Income Bonds	65 — 70	65 — 70
Pennsylvania, $50 shares	51¾ — 52¾	51¾ — 52¾
Do. Con. Sink. Fund Mort.	113 —115	112 —115
Philadelphia & Reading $50 shares.	8¾ — 9¾	10¾ — 11¾
General Consol. Mortgage	101 —103	101 —103
Do. Improvement Mortgage	83 — 85	84 — 86
Do. Gen. Mort. '74, ex-defaid. cou.	54 — 56	55 — 57
Do. Scrip for the 6 det. ¼ coupons.	55 — 65	55 — 65
Pittsbg, Ft. W. & Chic. Equip. bds.	109 —111	109 —111
St. Louis Bridge 1st mort. gold bonds	107 —109	107 —109
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	112 —114	111 —113

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 8, 1880.

The money market remains easy at 2@3 per cent for call loans, 2@4 per cent for time loans and 3@4½ per cent for prime mercantile paper. The posted rates of the leading drawers of sterling are 4.85@4.87½. The actual rates are 4.84@¼ and 4.86¼@½. Cable transfers are 4.86¾@4.87. Prime commercial bills are 4.82½@¾.

The public debt statement, issued on the 1st inst., shows a decrease for the month of June of $10,214,424, which includes $8,375,934 fractional currency, estimated to be lost or destroyed, and applied to the payment of arrears of pensions, per act of June 21, 1879. Cash in Treasury, $201,088,622; gold certificates, $8,004,600; silver certificates, $12,374,270; certificates of deposit outstanding, $14,465,000; refunding certificates, $1,867,000; legal tenders outstanding, $346,681,016; fractional currency outstanding, $7,214,954.

The total amount of the public debt on the 30th ult. was $2,143,260,918 22, and the cash in the Treasury $201,088,622 88, leaving net $1,942,172,295 34. The debt was reduced $85,034,961 02 in the past year. Of the bonded debt $235,780,400 bears 6 per cent interest, $484,864,900 bears 5 per cent, $250,000,000 bears 4½ per cent, $739,347,800 bears 4 per cent, and $14,000,000 bears 3 per cent. Interest has ceased on $7,621,455 26, and $388,800,815 37 bears no interest. The available cash balance in the Treasury over current liabilities is $155,440,458.

The statement of the Comptroller of the Currency July 1, 1880, shows the amount of national bank notes and of legal tender notes outstanding at the dates of the passage of the acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amount outstanding at date, and the increase and decrease. National bank notes: Amount outstanding June 20, 1874, $349,894,182; amount outstanding January 14, 1875, $351,861,450; amount outstanding May 31, 1878, $322,555,965; amount outstanding at date (circulation of national gold banks not included, $1,347,490), $348,157,957; decrease during the last month, $678,306; increase since July 1, 1879, $14,983,740. Legal tender notes: outstanding June 20, 1874, $382,000,000; do., January 14, 1875, $382,000,000; amount retired under act of January 14, 1875, to May 31, 1878, $35,318,984; amount outstanding on and since May 31, 1878, $346,681,016; amount on deposit with the Treasurer of the United States to redeem notes of insolvent and liquidating banks and banks retiring circulation under act of June 20, 1874, $19,782,387; increase in deposit during the last month, $260,664; increase in deposit since July 1, 1879, $7 646,689.

The receipts of internal revenue for the month ending June 30, were $10,292,052 62, and for the fiscal year, $123,623 251 22; customs receipts for the month, $14,699,776 76, and for the fiscal year, $185,103,611 09; an increase over last year of $10,061,640 64 from internal revenue and $47,858,563 39 from customs.

The total coinage of the United States mints during June amounted to 4,878,488 pieces, valued at $6,414,306. The total coinage for the twelve months which ended on the 30th ult., was 60,928,112 pieces, valued at $84,870,144. This includes 27,933 750 standard dollars.

The Treasurer of the United States has called in all certificates issued by the late corporation of Washington, numbered from 428 to 445, inclusive, and those issued by the District of Columbia, numbered from 1 to 21, inclusive. These bonds will be paid at the United States Treasury on the 15th instant, after which date interest on the same will cease.

The Comptroller of the Currency has, during the fiscal year ending June 30, 1880, paid forty-four dividends to the creditors of thirty-three insolvent national banks, amounting in all to $1,680,000. The total dividends paid since the organization of the national banking system is $16,915 000 upon proved claims amounting to about $25,000,000. The dividends paid equal 67.66 per cent of the amount of the claims. Assessments in all amounting to $6,801,750 have been made upon the shareholders of insolvent national banks for the purpose of enforcing their individual liability, of which amount about $2,000,000 has been collected.

The Secretary of the Treasury has decided to suspend his purchase of bonds for the present.

The demand for investment securities continues large and, so far as railroad securities are concerned, is encouraged by the profitable business of the leading roads. State bonds are dull and steady. Railroad shares weak and lower.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 40⅝@41⅛; Canada Southern, 57@58⅛; Central of New Jersey, 65⅛@65⅝; Central Pacific, 73@—; Chicago and Northwestern, 87⅛@87⅜; do. pref., 107⅛@108; Chicago, Burlington and Quincy, 120@120½; Chesapeake and Ohio, 15¾@18; do. 1st pref., 22@25; do. 2d pref., 16⅛@21½; Chicago, Milwaukee and St. Paul, 74⅛@74¼; do. pref., 103@104; Chicago, Rock Island and Pacific, 103¼@103½; Chicago, St. Louis and New Orleans, 27@28; Cleveland, Columbus, Cincinnati and Indianapolis, 63½@64¼; Columbus, Chicago and Indiana Central, 15¾@16; Delaware and Hudson Canal, 74@74½; Delaware, Lackawanna and Western, 76⅛@76¼; Hannibal and St. Joseph, 31½@32; do., pref., 70½@71; Houston and Texas Central, —@65½; Illinois Central, 104⅞@105⅛; Lake Erie and Western, 27¼@27½; Lake Shore and Michigan Southern, 101¾@101⅞; Louisville and Nashville, 124¼@124½; Morris and Essex, 105@105¼; Metropolitan Elevated, 90@93; Michigan Central, 87@87¼; New York Central and Hudson River 128@128¼; New York, Lake Erie and Western, 39¼@39⅜; do. pref., —@65⅜; New York, Ontario and Western, 26¾@27; Northern Pacific, 25@25¼; do. pref., 46¾@47¼; Ohio and Miss., 31½@31¾; do. pref., 70½@72; Panama, 180@180; Pacific Mail, 38⅞@39; Philadelphia and Reading, 14¾@15¼; St. Louis and San Francisco, 33@34; do. pref., 45@45½; do. 1st pref., 69@71; St. Louis, Iron Mountain and Southern, 44½@45; St. Paul and Sioux City, 35@36; do. pref., 69@71; Union Pacific, 87@87½; Western Union Telegraph, 103⅞@104; Wabash, St. Louis and Pacific, 35½@35¾; do. pref., 63⅝@64.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Albany and Susq. 1st consol., 112¼; Boston, Hartford and Erie 1st, 41¾; Buffalo, New York and Erie 1st, 1916, 119; Chesapeake and Ohio 1st pref., 24½; do. 2d pref., 18; do. 1st, Series B, 65¾; do. cur. int., 38; Chicago, St. Paul and Minn., 52; Chicago, St. Louis and New Orleans, 28½; Central Iowa 1st, 102; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass. sup., 86½; do. inc., 37; Chicago, St. Paul and Minn. 1st, Southern Minn. Div., 101; Denver and Rio Grande, 64¼; do. 1st, 104¼; do. consol., 91¼; East Tenn., Va. and Ga. 1st, 106½; Houston and Texas Central 2d M. L., 115; do. 1st Western div., 105; Indianapolis, Decatur and Springfield 1st, 101½; Ind., Bloom. and Western, 26½; do. 1st, 75; do. 2d, 60; International and Gt. Northern 1st, 99¾; do. 2d inc., 69; Kansas Pacific 1st consol., 94¼; do. 6s, J. & D., 1896, with coupon certif., 116½; do. 6s, Denver Div., ass., with coupon certif., 106½; do. ex-coupon, 97; Keokuk and Des Moines 1st, 98½; Laf., Bloom. and Muncie 1st, 100; Lake Erie and Western, 28; do. 1st, 101; Lehigh and Wilkesbarre consol. ass., 95½; Louisiana and Missouri River 1st, 114; Marietta and Cincinnati 1st pref., 8; do. 2d pref., 4½; Missouri, Kansas and Texas, 35½; do. consol. ass., 105; do. 2d, 65½; Mobile and Ohio, 18½; do. 1st deben., 76; do. 2d deben., 42; do. 3d deben., 32; do. 4th deben., 32; do. new mort., 101; Nashville, Chattanooga and St. Louis, 61; do. 1st, 107½; New York, Ontario and Western, 27½; New Jersey R. R. and Transp., 160; North Wisconsin 1st, 91; Nashville and Decatur 1st, 112; Oregon Railway and Nav., 118½; do. 1st, 97; Ohio Central, 19½; do. 1st, 88½; St. Paul, Min. and Man., 107; St. Paul and Sioux City, 40; do. 1st, 102; St. Louis, Kansas City and Northern, Omaha div. 1st, 110¾; Io. R. E. 7s, 107; St. Louis and San Francisco 2d, class B, 76; do. C, 74; do. Equip., 100⅜; St. Louis and Iron Mt. 1st pref. inc., 83; do. 2d pref. inc., 74; do. Cairo, Arkansas and Texas 1st, 108; Syracuse, Binghamton and New York 1st, 114; Southern Pacific of California 1st, 97¾; Winona and St. Peter 2d, 110¼; Alabama, Class A, 61; Georgia 7s, new, 110½; Louisiana 7s, consol., 46⅝; Am. Dist. Tel., 69; Sutro Tunnel, 1⅞; Canton, 50; New Central Coal, 28; Central Mining, 5⅛; Climax, 2⅜; Deadwood, 12; Homestake, 35½; Little Pittsburg, 5¾; Standard, 26¾.

Boston.—Atchison, Topeka and Santa Fe 5s, 1910, 97⅛; Atchison and Nebraska, 7s, 113¾; Boston, Clinton and Fitchburg 7s, 107; Boston Land, 6⅜; Boston Water Power, 8⅛; Boston, Revere Beach and Lynn, 100; Central Railroad of Iowa 7s, 102½; Cincinnati, Sandusky and Cleveland 7s, 93; Chicago, Clinton, Dubuque and Minnesota, 77¼; Chicago, Burlington and Quincy 4s, 85; Chicago and Eastern Illinois 6s, 101; Chicago, Iowa and Nebraska, 134; Flint and Pere Marquette, 18; Florence, El Dorado and Walnut Valley, 12; Kansas City, Fort Scott and Gulf pref., 79½; do. 1st, 108½; Kansas City, St. Joseph and Council Bluffs, 7s, 112; Little Rock and Ft Smith, 40¼; do. 1st, 99; Lincoln and Northwestern 7s, 1910, 112; Marquette, Houghton and Ontonagon 1st, 86; New Mexico and Southern Pacific 7s, 110⅛; New York and New England 6s, 103; Norwich and Worcester 6s, 1897, 116; Quincy Railroad Bridge, 137; Rutland, 5; do. pref., 25½; do. 5s, Aug. 1880, coupon off., 60; Republican Valley 6s, E. D., 101⅞; do. W. D., 102½; Summit Branch, 11; Wisconsin Valley 7s, 107½; Wisconsin Central 1st series, 50; Atlantic Mining, 18¼; Allouez, 4⅝; Brunswick Antimony, 18⅛; Catalpa, 1⅝; Copper Falls, 10¼; Franklin, 13¼; Harshaw, 30½; Huron, 4⅛; Minnesota, 3; National, 2⅛; Osceola, 37; Ridge, 4¼; Silver Islet, 13½.

Philadelphia.—Am. S. S. Co., 6s, 102⅝; Allegheny Valley 7s, 106; Central Transp., 49; Huntingdon and Broad Top Mt. consol., 7s, 60; Northern Pacific 7.30s, 66; Oil Creek 1st mort., 100; Pennsylvania dividend scrip, 107¾; Pittsburg Av. 7s, F. & A., 107; Philadelphia and Reading consol. gold 6s, reg., 100½; Shamokin Valley and Pottsville 7s, 108; Texas Pacific 1st mort., 104⅛; Warren and Franklin 7s, 103. The latest quotations are: City 6s, 106@108; do. free of tax, 122@123½; do. 4s, new, 104@107; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 105@105⅛; do. 5s, new loan, 115@116; do. 4s, new, 106@110; Philadelphia and Reading, 7¾@8; do. consol. mort. 7s, coup., 107¼@107¾; do. reg., 107¼@107½; do. mort., 6s, 100@104; do. 7s, 1893, 114@114½; do. 7s, new conv., 18@20; United New Jersey R. R. and Canal, 161½@161¾; Pittsburg, Titusville and Buffalo R. R., 12¼@12⅛; do. 7s, —@80; Camden and Amboy mort. 6s, 1889, 118@—; Pennsylvania R. R., 53⅝@53¾; do. 1st mort., 103½@104; do. gen'l mort., coupon, 117@—; do. reg., 119@—; do. con-

sol. mort. 6s, reg., 112⅛@113 ; Little Schuylkill R. R., 43¼@44 ; Morris Canal, 50@64 ; do. pref., 149@150¼ ; Susq. Canal 3@6 ; do. 6s, —@50 ; Schuylkill Nav., 2@4 ; do. pref., 4⅜@5 ; do. 6s, 1882,61 @79 ; do. 1872, 94@95 ; Elmira and Williamsport pref., 50@54 ; do. 6s, 109@— ; do. 5s, 82@85 ; Lehigh Coal and Navigation, 27¼ @27¼ ; do. 6s, 1884, 107¼@107½ ; do. R. R. loan, 110@112 ; do. Gold Loan, 102½@103 ; do. consol. 7s, 102¼@103 ; Northern Pacific, 25¾ @26 ; do. pref., 48@49 ; North Pennsylvania, 48⅞ @49⅛ ; do. 6s, 105½@106⅛ ; do. 7s, reg., 116@ 116½ ; do. Gen'l mort. 7s, reg., 116¾@117½ ; Philadelphia and Erie, 13@14 ; do. 6s, 102½@ 102½ ; do. 7s, 108@109 ; Minehill, 49¾@50 ; Catawissa, 5@9½ ; do. pref., 38@39 ; do. new pref., —@38 ; do. 7s, 1900, 114@115 ; Lehigh Valley 49¾@50 ; do. 6s, coupon, 117¾@118 ; do. reg., 117½@118 ; do. 2d mort. 7s, 128@129 ; do. consol. mort., 111½@112½ ; Fifth and Sixth streets (horse), 115@117 ; Second and Third, 104¾@105¼ ; Thirteenth and Fifteenth, 73@80 ; Spruce and Pine, 51½@54 ; Green and Coates, 100¼@103 ; Chestnut and Walnut, 76¼@80 ; Hestonville, 20½@21½ ; Germantown, 66½@68 ; Union, 100@112 ; Lombard and South, 12@18 ; West Philadelphia 73@80 ; People's, 13@13½ ; Ridge Av., 70@80 ; Continental, 96@100.

Baltimore.—Baltimore and Ohio 1st pref., 115 ; do. 2d pref., 107 ; City 6s, 1890, 115 ; do. 6s, 1900, new, 118¼ ; do. 6s, 1886, 108 ; do. 5s, 1894, 112¼ ; Richmond and Danville 6s, 1885, 103 ; Marietta and Cincinnati 1st, Sterling, 105 ; North Carolina 6s, old, 29 ; Tennessee 6s, old, 36 ; Virginia 10-40 coupons, 91½ ; Wilmington, Columbia and Augusta, 6s, 95. The latest quotations are : Baltimore and Ohio, 152½@155 ; do. 6s, 1885, 109½@110 ; do. 1880, 102⅞@103 ; Northern Central, 82¼@32½ ; do. 6s, 1900, 112@— ; do. 6s, 1900, gold, 109@— ; do. 6s, 1904, gold, 102¾@ 103½ ; do. 5s, —@80½ ; Marietta and Cincinnati 1st mort., 1892, 108@108¾ ; do 2d mort. 7s, 71@ 71¼ ; do. 3d mort. 8s, 35@35¾ ; Pittsburg and Connellsville 7s, 114@116 ; Orange, Alex. and Manassas 7s, 77@78 ; Virginia consol. 6s, 58@ 58¾ ; Virginia Consols coupons, 85¾@86 ; Virginia 10-40 bonds, 41¼@41¾ ; Virginia 10-40 coupons, 91½@92¼ ; City 6s, 1900, new, 118½@ —; do. 1900, 118@— ; do. 1890, 114⅞@— ; do. 6s, 1886, 107¼@108 ; do. 5s, 1894, 112@112½ ; do. 1900, 112@— ; do. 1916. 112½@—.

The following securities have been placed on call at the New York Stock Exchange :

$4,040,000 Chicago and Northwestern Sinking Fund 6 per cent bonds of 1879. This is part of the $15,000,000 issue previously authorized and is secured by the first mortgage bonds, in like amount, of the following companies, whose railroads have been built or accquired or are in course of construction, viz: Dakota Central Railroad, 120 miles at $15,000 per mile, $1,800,000 ; Toledo and Northwestern Railway. 67 miles at $15,000 per mile, $1,005,000 ; Stamwood and Tipton Railway, 8 miles at $15,000 per mile, $120,000; Chatfield Railroad, 11 miles at $15,000 per mile, $165,000 ; Menominee Railway, 10 miles at $15,000 per mile, $150,000 ; Sheboygan and Western Railway, 80 miles at $10,000 per mile, $800,000— total, $4,040,000. Total railroad as above 296 miles; 516 of which are at $15,000 per mile and 80 at $10,000 per mile. None of the Chicago and North-Western Railway Company Sinking Fund 6 per cent bonds of 1879 can at any time be issued unless previously secured by first mortgage bonds on additional completed railroad actually built or acquired.

Louisville and Nashville Railroad.

The operations of the Louisville and Nashville Railroad Company for the year ending June 30 are given below :

Gross earnings	$7,299,000
Operating expenses	4,132,000
Net earnings	$3,167,000
Interest on bonded debt	2,076,000
Leaving	$1,091,000

or $11,000 more than 12 per cent on the capital stock for the year. From this was paid in February last a dividend of 3 per cent, and the board has declared a dividend of 5 per cent, payable August 2, leaving 4 per cent to credit of sinking fund and surplus accounts.

The following is a comparative statement for the years ending June 30, 1879 and 1880, of the Louisville and Nashville Railroad and branches—Nashville and Decatur and South and North Alabama railroads—and Evansville, Henderson and Nashville divisions, from Aug. 1, 1879, to June 30 1880 :

	Gross Earnings.	Operating Expenses.	Net Earnings.	Interest.
Year ending Jun. 30, '79	$5,387,600	$3,155,800	$2,231,800	$1,886,000
Year ending Jun. 30, '80.	6,249,000	3 416,000	2,833,000	1,881,000
Increase for year ending Jun. 30, 1880...	$861,400	$260,200	$601,200	*$5,000
E., H. & N. for 11 mos ...	648,000	429,000	219,000	120,000
Increase, including E., H. & N.	$1,509,400	$689,200	$820,200	$115,000

* Decrease.

The gross earnings of the Louisville and Nashville road for the month of June show an increase of $338,000 as compared with last year.

☞ During the month of June the Worthington pump at the City Mill, Wilmington, Del., ran 26 days, 500 hours, made 403,566 revolutions and raised to Cool Spring reservoir 129,141,120 gallons ; an increase of 24,162,940 gallons over last year. During the past six months this pump has raised 617,970,880 gallons, an increase of 46,484,480 gallons for the same period last year. The Worthington pump No. 2, at Cool Spring reservoir, ran 28 days, 313 hours, made 872,355 revolutions, and raised to Rodney street reservoir 12,457,229 gallons.

☞ The Baltimore and Cumberland Valley Railroad Company was recently organized at Chambersburg, Penn. This road is to extend from Waynesboro', Pa., through Chambersburg to Shippensburg, Cumberland county, a distance of 26 miles. 8,014 shares of the capital stock of the road, amounting to $150,700, have been subscribed for.

☞ The Chilian Times says that the Canal de la Merced has been completed. The canal is 75 miles long, and has been 25 years in construction. It has cost about $400,000, and may be considered as one of the most important works yet executed in that country.

Cape Cod Canal.

In compliance with that provision of the act amending the charter of the Cape Cod Ship Canal Company, passed by the Massachusetts Legislature of 1880, requiring the filing of a new location of the canal to the satisfaction of the Railroad Commissioners on or before the 1st of July, there was submitted to those gentlemen, by the directors of the company, on the 28th ult. the documents required of them, to which an approval was given ; on the succeeding day they were filed in the office of the County Commissioners of the county of Barnstable. They specify that the canal is to extend from the land of Eben Wright at Cohasset Narrows through Monument River until the centre of the neck of land has been reached. Thence there is a choice of routes, one ending at Sias-et, the other in Sandwich Harbor. Both of these avoid the village of North Sandwich, unlike those that have previously been fixed upon, so there will be no interference with the water power of that community. The dredgers are at the southern end of the surveyed route, and it seems probable that the work of excavation will be commenced almost immediately.

☞ A new railroad company was organized at Burlington, Kansas, on the 18th ult., to be known as the Ottawa, Burlingame and Council Grove Railroad and Telegraph Company. The capital stock is placed at $1,000,000. The preliminary surveys have been made. It is stated that ample aid will be voted by the people and that the road will undoubtedly be built at an early day.

☞ The gross earnings of the Augusta (Ga.) cotton factory for the year just closed were $968,182, and the net earnings $157,471, which, after paying nine per cent dividend for the year, interest, insurance, &c., left over $50,000 to be added to the surplus fund, which now aggregates $318,198.

☞ When the Nevada Central Railroad from Battle Mountain started its monthly earnings were $6,000 and its pay-roll $14,000. It is claimed now that its monthly earnings are over $14,000 and its monthly expenses about $8,000. It is expected that the road's monthly earnings will be swelled to $18,000.

☞ The contract has been let for the construction of the Valley Railroad, which is to extend from Portsmouth, Ohio, to Ashland, Ky., the work to be commenced immediately.

☞ The Vermont Division of the Portland and Ogdensburg Railroad was taken possession of on the 1st inst. by the St. Johnsbury and Lake Champlain Railroad Company.

☞ The track of the Ohio and West Virginia railroad was laid through Campbell tunnel on the 1st inst., which is twelve miles south of McArthur.

☞ The Mobile and Ohio Railroad is to be extended from Columbus, Ky., to East Cairo, by December 1, 1880.

☞ The survey of the projected branch of the London, Huron and Bruce Railway, to connect Lucan with London, has been commenced.

A Large Locomotive.

The largest locomotive ever built in any of the Lehigh valley shops was recently turned out of the shops of D. Clark & Co., of Hazleton. This engine was designed expressly to take passenger trains across the mountain, on the main road, and it is expected it will do the same work in ascending the mountain which has heretofore required the power of two engines combined. Its total weight with tank is 40 feet 2 inches, width 8 feet 6 inches, height from the rail 14 feet 2 inches. The cylinders are 20 inches in diameter with 24 inches stroke. It has four driving wheels 5 feet 8 inches in diameter. The grate surface is 73½ square feet; the total heating surface is 1220 square feet. The water capacity is 3200 gallons. It was built with a view solely to power and speed and it is confidently believed that it will pull a heavy passenger train at the rate of one mile a minute.—[Hazleton, Penn., Bulletin.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Cincinnati Northern Railway Company, termini Cincinnati and Xenia, to pass through the counties of Hamilton, Butler, Warren and Greene. It is a reorganization of the Miami Valley Railroad Company, purchased at a recent master commissioner's sale by Calvin S. Brice, John Ryan, George Hofer, M. S. Forbus, Samuel Thomas, Governor Foster, O. J. Dodds and A. D. Bullock, who are also the incorporators of the new company. The capital stock is $1,000,000.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool....	$492,064	$986,413
" cotton...	912,789	1,215,859
" silk	1,443 081	1,747 076
" flax.....	722,911	602 738
Miscellaneous dry goods..	227,339	322,731
Total.....	$3,798,184	$4,974,817

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool.....	$270,939	$353,944
" cotton ..	176,970	291,208
" silk	305 999	358 869
" flax	180,143	254,970
Miscellaneous dry goods..	61,476	40,478
Total	$995 527	$1,299,469
Add entered for consump.	3,798,184	4,974,817
Thrown upon market...	$4,793,711	$6,274 ,2

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool....	$236,113	$1,278,689
" cotton...	240,426	696 198
" silk.....	357,877	677,908
" flax.....	154.740	409,463
Miscellaneous dry goods.	59,615	126,425
Total.....	$1 048,771	$3,183.683
Add entered for consump.	3,798,184	4,974,817
Total entered at the port.	$4,846,955	$8,158,500

The imports of dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$5,950,326	$9,527,239
" cotton ..	8,065,627	12 815.720
" silk.....	11,437,975	14 968.728
" flax.....	5,810,097	8,180,222
Miscellaneous dry goods	3,011,245	4,608,190
Total	$38,775,270	$50,139,099

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$2,686,409	$2,755,688
" cotton ..	1,464,813	1,782,810
" silk	2,038 216	2,512,633
" flax	1,712,677	2,101,471
Miscellaneous dry goods.	1,039.882	1,026,833
Total withdrawn from warehouse.....	$8,941,997	$10,179,435
Add entered for consump.	33,775,270	50,130,099
Total thrown on the market	$42,717,267	$60,309,534

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$2,662,548	$4,439,976
" cotton..	1,517.871	2,325,796
" silk	2,303,692	2,878,632
" flax....	1,418,857	3,410,401
Miscellaneous dry goods	883,836	1,165,477
Total entered warehouse.	$8,786,804	$14,220,282
Add entered for consump.	33,775,270	50,130,099
Total entered at port.....	$42,562,074	$64,350,381

The imports of dry goods at New York for the fiscal year ending with June, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$12,365,486	$18,399,012
" cotton .	13,633.989	20,466,360
" silk	21,299,426	28,225,715
" flax....	9 508,961	14 068,893
Miscellaneous dry goods.	5,640,028	8,049 111
Total..	$62,447 909	$89 209,091

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$6,147,599	$6 064,940
" cotton.	3,763,127	3,312.602
" silk....	3,558,079	4,452 761
" flax ...	3.235,433	3,827,781
Miscellaneous dry goods	1 772,501	1,707,587
Total withdrawn from warehouse	$17,476,739	$19,365,671
Add entered for consump.	62,447,900	89,209,091
Total thrown on the market.....	$79,924,639	$108 574,762

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool ..	$5,912,322	$7,729,114
" cotton.	2,823,503	3,935 520
" silk ...	3,910,613	5,009,566
" flax ...	2,840,106	5,498,876
Miscellaneous dry goods	1,671,604	1,955,740
Total entered for warehouse	$17,158,148	$24,128,816
Add entered for consumption	62,447,900	89,209,091
Total entered at port...	$79,606,048	$113,337,907

The imports of foreign dry goods at New York monthly, for the last three fiscal years ending with June, have been as follows:

	1877-'78.	1878-'79.	1879-'80.
July	$6,814.774	$5,347,370	$7,985,348
August	10 485 245	10,047,274	11 817,521
September.	6,680,595	6,647,719	9,781,789
October ...	4,852,390	5,326,421	6 876,726
November .	4,597,182	5,214,452	6,506,680
December .	3,967 622	4,460,708	6,019,462
January ...	7,012,106	5,987,719	10,714,881
February ..	11,438,421	12,589,363	15,691,575
March.....	7 075,648	8,613,592	12,238 350
April.....	5,205,458	6,037,243	10,076,286
May	3 320,953	4,487,202	7,470,789
June	3,766,637	4,846,955	8,158,500
Total..	$74,717,031	$79,606,048	$113,337,907

The comparative value of each class of dry goods imported at New York for the fiscal years ending with June, were:

	1878-'79.	1879-'80.
Manufactures of wool ..	$18,277 808	$26,128,126
" cotton.	16,457,492	24,401,880
" silk ...	25 210 049	33,235,281
" flax ...	12,349 067	19,567,769
Miscellaneous dry goods	7,311.632	10.004,851
Total imports	$79,606,048	$113,337,907

The imports of foreign dry goods at New York for each year since 1850, have been as follows:

1850–1	$64,618,747
1851–2	57,221,062
1852–3	79,192 513
1853–4	92 889,627
1854–5	62.918 443
1855–6	85,898,690
1856–7	92,669,088
1857–8	67,317,726
1858–9	93,549,083
1859–60	107,843,205
1860–1	83.310.345
1861–2	38,155,720
1862–3	61.963.037
1863–4	83,234,966
1864–5	89 853,939
1865–6	187.056,834
1866–7	103 407,278
1867–8	77 254,182
1868–9	92 499,846
1869–70	96,414,276
1870–1	126 123.210
1871–2	139 903.902
1872–3	125.086,691
1873–4	106,706,644
1874–5	106 501 249
1875–6	88 058,966
1876–7	77.330,636
1877–8	74,717,031
1878–9	79,606,048
1879–80	113,337,907

These figures represent only the foreign cost of the goods in gold, freight and duty not being included.

☞ At the annual election of the Moose Mining Company, held at Dudley, Park County, Colorado, on the 29th ult., the following were chosen trustees: H. Tracy Arnold, Francis H. Weeks, Robert Sewell, George B. Satterlee, Edwin Lord, Henry C. Bidwell and A. Hegewisch. With one exception these are new members of the board and they represent about one-fourth of the capital stock. It was decided at the meeting to dissolve the company under its Colorado charter and to reorganize it under the laws of New York. It was voted also to increase the capital stock from 200,000 to 250,000 shares. The new stock will be used partly to retire about $25,000 outstanding bonds issued by the former management, and partly for the further development of the company's mines.

☞ According to statistics recently issued by the Secretary of the Treasury, there were 81,841 miles of Railroad in the United States at the end of 1878. At the close of 1830 there were 23 miles of railroad in the country. The greatest number of miles constructed in any one year was in 1871, when 7 879 miles were added to the railroad system of the country. No year since 1865 has seen less than 1,000 miles built, and no year since 1849, with the exception of 1861, 1862 and 1864, whose contributions were respectively 651 miles, 834 miles, and 738 miles. The only years in which more than 3,000 miles have been built were 1856,

8,642 miles; 1869, 4,615 miles; 1870, 6,070 miles; 1871, 7,379 miles; 1872, 5,878 miles; 1873, 4,107 miles.

Mexican Railroad Projects.

The department of State has received a dispatch from the minister of the United States at the City of Mexico in relation to projected railroads in the republic, which states that the subject has lately seriously engaged the attention of the Mexican people and Congress, and it cannot but correspondingly interest the capitalists of the United States, for they will very probably be called upon to furnish the means for these enterprises.

The valuable concession made to Camacho and and others in 1874 to construct a broad-gauge road and telegraph line from the City of Mexico to Leon, in Guanajuato, was declared forfeited in December, 1876, by the supreme authority of that State. This contract, with enlarged concessions, was transferred by the President to Lymon & Co., April 3, 1880. Previously, however, in November, 1877, W. J. Palmer & Co. had entered into an agreement with the minister of public works to build a net work of narrow-gauge railroads from the City of Mexico to the Pacific, on the one side, and to the frontier of the United States on the other. Consequently, as the subject demanded the approval of the Mexican Congress, its session which has just closed has been agitated by the respective claims of these two companies. As a compromise, the question of which company shall enjoy the right has been referred by the Congressto the decision of the President of the republic.

The Mexican people, from being decidedly opposed a few years ago to the construction of these railroads, are now most earnestly in favor of them. Their construction will cost many millions of dollars, much of which, as before mentioned, will probably come from American sources. The following important facts and suggestions are, therefore, presented for the information of our people. Either of the companies to which the contract may be awarded will be entitled to a subsidy from the government. The subsidy to the Lymon company would be larger, better secured and more onerous upon the government than that of the Palmer company. But whether the subsidy will ever be paid; indeed whether the charter will be considered a valid one or not, are questions which are being widely discussed. Many assert that the Congress has no authority to delegate any legislative power upon the executive; that the power which it has granted to the President of deciding in favor of either company is legislation, and therefore null and void. A future administration might consequently decree any concession which the President might make null and void, and might grant a similar concession to another company, and the former would be without redress. These difficulties can be removed by an act of Congress confirmatory of whatever action the President may take. The Congress will assemble in September next.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Cincinnati, Walnut Hill, Avondale and Union Village Railroad Company, termini Cincinnati and Union Village, in Warren county, Ohio, capital stock $100,000, in shares of $100 each, by Solomon Berliner and others.

☞ At a meeting of the stockholders of the Cincinnati and Northern Railroad Company, being the old Miami Valley narrow gauge and the southern end of the Miami Valley and Columbus Railroad, held in Cincinnati on the 1st inst., a board of directors was elected, with the following officers: President, Samuel Thomas; Vice President, J. L. Keck; Secretary, M. V. McCracken; Treasurer, George Hafer.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending June 26, as reported by the several carrying companies, amounted to 384,479 tons, against 627,694 tons in the corresponding week last year, a decrease of 243,215 tons. The total amount of anthracite mined for the year is 9,995,655 tons, against 11,777,722 tons for the same period last year, a decrease of 1,782,067 tons. The quantity of bituminous coal sent to market for the week amounted to 70,463 tons, against 81,029 tons in corresponding week last year, a decrease of 10,566 tons. The total amount of bituminous mined for the year is 1,884,253 tons against 1,614,202 tons for the corresponding period last year, an increase of 270,251 tons The total tonnage all kinds of coal for the week is 454,942 tons, against 708,723 tons in corresponding week last year, a decrease of 253,781 tons, and the total tonnage for the coal year is 11,879 908 tons against 13,391,924 tons to same date last year, a decrease of 1,512 016 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of June was 134,418 tons, of which 98,361 tons were coal and 36,057 tons coke. The total tonnage for the year thus far has been 3,222 604 tons of which 2,423,580 tons were coal and 799,024 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended June 26 were 48,098 tons, and for the year to that date 985,079 tons—276 417 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 24,615 tons, and for the year 651,228 tons, an increase of 220,071 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 20,599 tons, and for the year 221,644 tons, an increase of 23,990 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 2,974 tons, and for the year 112,208 tons, an increase of 32,358 tons as compared with 1879. —Phil. Ledger, July 5.

☞ The approximate earnings of the Denver and Rio Grande Railway for the month of June, 1880, were $294,104 62; same month last year, $91,872 84. Miles now constructed, 505; miles operated last year, 337. Total miles, when lines subscribed for and now under construction are completed, will be 602. Total fixed charges for interest, payments on rolling stock, etc., will then be, per week, $25,000.

☞ The Napa Consolidated Quicksilver Mining Company, have declared a dividend of ten cents per share. The company have paid $100,000 in dividends since August 1878, and have done this during the low price of quicksilver, and also used only one furnace.

☞ The Park City and Echo extension of the Union Pacific Railroad in Utah is being built very rapidly. The grade is nearing completion, the ties are being distributed and track layers will soon begin work.

☞ The Pomeroy Railroad, recently purchased by the Pennsylvania, is being stone ballasted, the bridges are being repaired and the tracks put in first class condition.

☞ Fifteen distinct organizations will hold their elections in San Francisco on the 13th and 14th of July; and the annual meetings of most of the railroad companies operating in California will hold their annual meetings on those days.

New Brunswick Railway.

A despatch dated July 5 says it is currently reported that a sale of the New Brunswick Railway has been effected, and then adds:

It is understood that a syndicate of Montreal and New York financiers, including, also, two of the present owners of the road, have purchased the railway and all of the lands. The price in round numbers is stated to be $2,000,000, of which $500,000 will be held by the two parties referred to, and the other $1,500,000 by outside parties, the present bondholders receiving the face value of their bonds, less 4 per cent. The control of the road will remain for the present in the hands of Mr. Gibson. It is said that the road is to be pushed through at once to the St. Lawrence, that the road bed is to be widened, etc.

OFFICE OF THE ONTARIO SILVER MINING CO., No. 18 WALL ST., NEW YORK, July 6, 1880.

DIVIDEND NO. 57.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for June, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

THE GREAT EASTERN GOLD MINING COMPANY OF NEW YORK, OFFICE No. 31 BROAD-ST., NEW YORK, July 6, 1880.

DIVIDEND NO. 4.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of ONE PER CENT on the capital stock of this company out of the net earnings, payable at the office of the company, No. 31 Broad-st., July 15.

Transfer-books will close on the 10th and reopen on the 17th. SILAS C. HAY, Secretary.

NOTICE.—THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY declared this day a semi-annual dividend of five (5) per cent. upon the stock of the company, payable on and after the 2d of August next.

Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall-st., Room No. 10.

The transfer-books will be closed from the 21st of July to the 5th of August, both days inclusive.

H. VICTOR NEWCOMB, NEW YORK, July 7, 1880. President.

OFFICE OF THE HANNIBAL AND ST. JOSEPH RAILROAD COMPANY, No. 78 BROADWAY. NEW YORK, June 30, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of THREE PER CENT upon its Preferred Stock, payable Aug. 2, 1880, at this office.

The Transfer-books of the Preferred Stock will be closed at 3 o'clock P. M., on Saturday, the 10th day of July next, and be reopened on Thursday Aug. 5.

JOHN A. HILTON, Secretary.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO., No. 9 NASSAU-ST., NEW YORK, July 3, 1880.

THREE DOLLARS PER SHARE WILL BE PAID on presentation of Dividend Warrant No. 10, on or after Aug. 1, at this office, or at the office of the company in San Francisco. Stock books closed from July 15 to Aug. 1, both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK, June 26, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a DIVIDEND of 4 PER CENT upon its capital stock, payable on the SECOND DAY of AUGUST next at this office. The Transfer Books will be closed at 3 o'clock p. m. on SATURDAY, the 3d day of July next, and will be reopened on the morning of FRIDAY, the 6th day of August next.

E. D. WORCESTER, Treasurer.

Angora Goats.

The Virginia Legislature recently granted a charter for the incorporation of a company to be known as the Virginia Angora Company. The capital of the Association is placed at $2,000,000, of which amount $1,800,000 is said to have already been subscribed. According to its charter the company is permitted to hold in fee 200,000 acres of land and to issue bonds, but not without consent of nine-tenths of all the stockholders A contract has been made with California parties to transfer their stock of thoroughbred Angoras to Virginia, and to furnish also 20,000 ewe goats of original Maltese stock, to be purchased in and brought from Mexico. About $200,000 will be expended in making the transfer and improvements.

☞ The Erie Observer says that the United pipe line is building tanks large enough to hold 2,700,000 barrels of oil at an expense of $1,000,000.

G. & N. C. Narrow-gauge R. R.

CONTRACTORS FOR CONSTRUCTING AND equipping railroads are invited to make proposals for constructing and equipping a narrow gauge road from the Town of Georgetown, S. C., to the North Eastern Railroad at a point 41 or 42 miles from Georgetown. The roadbed has once been graded the entire way with the exception of about four miles.

Contractors desiring to engage in such a work are invited to confer with Col. J. D. Blanding, the President of the road, who resides at Sumter, on the Wilmington, Columbia and Augusta R. R., from whom all particulars may be learned. Early work is desired.

By order of the Board of Directors.

R. E. FRASER, Acting Secretary.

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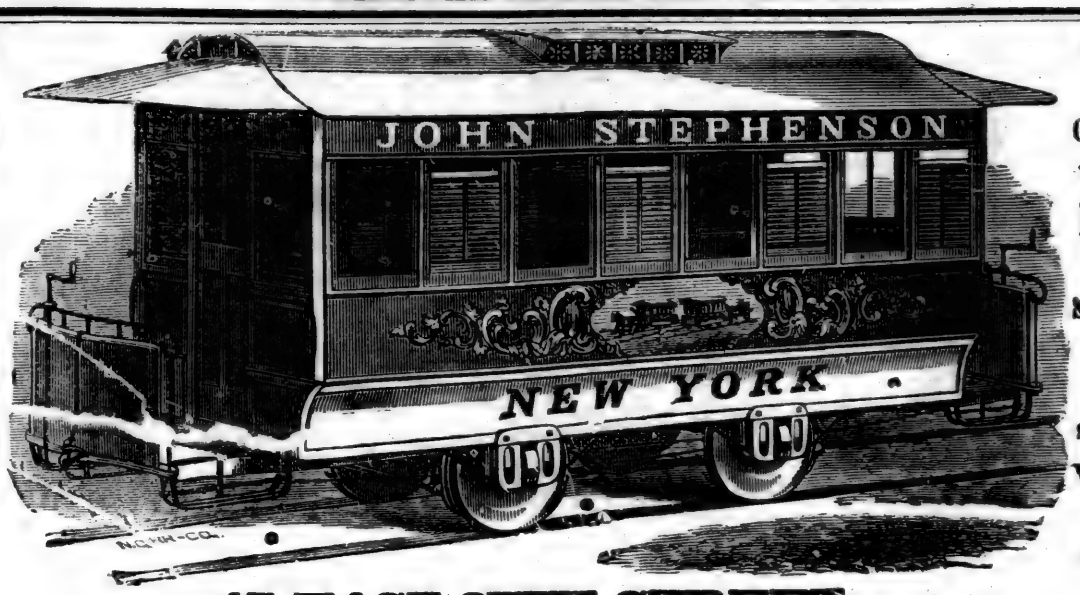
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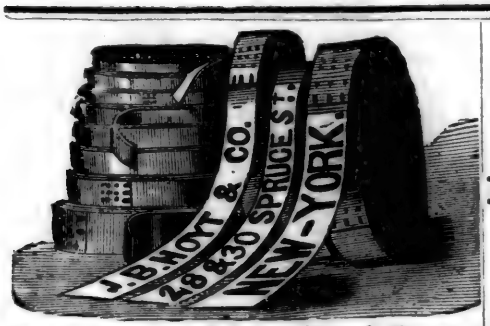
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New York, Friday, July 16, 1880.

Railway Foreclosures.

American railroads themselves are a wonderful development of less than half a century, and reflect not inaptly the vast strides which human ingenuity has made over the laws and properties of matter and its inhering forces. Truly the American system, both in gross and in detail, is far ahead of any in Europe, and contains within itself the germs of its own improvement. No other business department of similar magnitude begins to be managed with the same skill and ability; nowhere else are to be found so many and so various forms of labor saving inventions; nowhere else so much comfort and efficiency at so light a cost. The ablest talent in the engineering, in the law, in the accounting, and in the trading branches of industry are drafted into the railroad service; and properly enough, nowhere else is signal ability so rewarded. Our railroads are great successes, perhaps the greatest and best symbols of our superior civilization. Some have complained that railroads and "Railroad Kings" were absorbing too much power, and were becoming a dangerous feature in our scheme of popular self-government. That they exert great influence in both State and national affairs need not be denied, for in one sense it is fortunate it is so. Their influence, so far as it is exerted, is in the main salutary, and acts as a check upon the agrarian tendency of the average office seeker. If it were a choice between a government inspired by a railroad board of directors, and one bidding for the favor of the mob, by all means let us have the former.

Having said so much it must be added that railroads at their best are created and controlled by men, and hence have human failings and flaws. One of these weak spots it concerns us here to notice. As is well known our railroads have been built chiefly on bonds, and that railroad stocks are regarded as risky speculations for those with a gambling propensity. Aside from the disadvantage to the outside public of having the stock of a road put up or put down in market for the benefit of its inside managers—which is morally speaking a breach of trust—there is a remote danger of having the stock interest wiped out altogether by a foreclosure of mortgages. As is well known, under British law there can be no absolute sale of railways under foreclosure, so that the capital is never sunk beyond the hope of recovery. The same rule prevails in Canada. Would not this be a wise policy for this country also? There have been since 1873 many foreclosures of roads both large and small, and one or two of importance are now pending. But the proceedings, and the manner and terms of so winding up a company vary immensely. It is not too severe to say that some of them, though technically regular, perhaps, in law, have been morally inequitable, and resemble closely a fraudulent intent. It is not worth while to single out particular instances by name, as they will be familiar to all concerned. We refer to cases where roads have been sold out which were either solvent or soon would be, but which have been sold out by collusion to the holders of junior mortgages picked up at trifling rates for the purpose.

One such case in the West we have in mind which so far technically observed the forms of law as to advertise obscurely for the three months that unless a cash assessment of something like 20 per cent of the current value of the shares was paid by a certain day the shareholders could not participate in the reorganization. As a consequence many holders found themselves shut out by this trick or device, with the poor alternative of a suit in equity to re-open the proceedings. This was done of a road which is now able to take care of its debt. The managers who thus succeeded may have made some money, but they have lost some character which no money can restore. Everything they touch or offer in market will be tainted with this act of sharp practice.

Quite in contrast with this is the conduct of the New York, Lake Erie and Western, the Chesapeake and Ohio, the Atlantic, Mississippi and Ohio, the New York and Oswego Midland, and others which might be named, where the stockholders have been invited and the door held open for them to come in on terms of substantial equity in the new organization.

The moral of these foreclosure practices is plain; men cannot cheat and win. While we are dealing with materials and natural forces Americans are easily first; but in dealing with men—with their fellow owners, and creditors—we are sometimes "too smart," too ready to take advantage. The dupes and victims of our railroad sharpers have this consolation that they cannot, men even with great names, stoop to wrong without paying the penalty.

A decision by one of the Circuit Courts on this topic will be found elsewhere in this issue, which may present a different case to that we have in mind.

Tourists' Attractions.

Year by year that department of railroad traffic known as "Tourist" or "Summer Excursion" travel grows larger, and promises to increase to such dimensions as to make it worth while to cultivate it. The Erie Railway Co. (now the New York, Lake Erie and Western) was the first to appreciate the importance of this summer pleasure travel, and has for years kept the lead, getting its full share of it. This was in part due to the fact that there are along and near its line several scenic attractions and objects of natural curios-

ity, prominent among them being, of course, Niagara Falls, the Portage Bridge and Silver Lake, Watkins Glen, the Upper Delaware, Starucca Viaduct, Passaic Falls, etc., etc.; and in part, also, to the judicious and persistent way the management has of putting the claims of the road before the public.

Notwithstanding that other and rival roads have the same or other rival attractions to offer, but little is known or heard of them; and, to the average reader at least, the Erie line is regarded as by far the most picturesque, agreeable and appropriate route for the summer's trip — simply because in poster, signboard, guide-book, and in the current literature of the day, its charms are brought to the front. Much of this is undoubtedly due to the excellent business tact of the General Passenger Agent, Mr. JOHN N. ABBOTT, and to the taste and judgment of his able assistant, Mr. JOHN W. ROMAINE, who has this branch under his especial care. Judicious advertising pays.

The New Land Law.

Commissoner Williamson, of the General Land Office, has issued a series of detailed instructions to all Registers and Receivers, which prescribe the regulations necessary for carrying into effect the law enacted at the last session of Congress for refunding all excess payments, ordinary purchase money, *fees*, and commissions on void entries of public lands. The act affects thousands of settlers throughout the Western States and Territories.

The first section authorizes repayment to "innocent parties" of the fees, commissions, &c., paid by them on entries of fraudulent "soldiers' and sailors' additional homestead scrip," of which very large quantities were forged and set afloat in the Western States some years ago. Commissioner Williamson's instructions require thorough proof of the innocence of applicants for relief under this section.

The second section provides for repayment of the purchase money and of fees, commissions, and excess payments in all cases where entries for public lands have been cancelled "for conflict, or where, from any cause, the entry has been erroneously allowed (by the local land officers) and cannot be confirmed," and also for refunding the extra $1 25 per acre paid by pre-emption settlers for lands supposed to be "double minimum lands" within railroad limits, but afterward discovered to be outside of such limits, and therefore purchasable at the ordinary minimum price of $1 25 per acre. All these repayments may be made to the party who made the original entry, or to his heirs, executors, or administrators, or to an assignee specifically authorized to receive such repayment, but a mere conveyance of the land will not be deemed to carry with it the right to repayment, unless expressly so stated in the assignment. Where there has been a conveyance of the land and the original purchaser applies for repayment, he must conclusively show that he has indemnified his assignee or perfected the title in him through another source. Assignees of the title to the land must show by affidavit or otherwise that they have not been indemnified by their grantors for the failure of such title, and that title has not been perfected in them by their grantors through another source. Where there is a specific assignment of the purchase money, evidence of non-indemnification by the grantor is not required. In the case of desert land entries, assignees of the purchase money are the only assignees recognized.

All applications for repayment are to be transmitted, together with all the papers in the case, to the Commissioner of the General Land Office, through the registers and Receivers of the proper districts, who are required to make due report upon each case transmitted, and the money finally found due will be paid out of the Treasury upon the warrant of the Secretary of the Interior.

Nantasket Beach Railroads.

The Nantasket Beach Railroad, running from Point Alderton and Strawberry Hill to the Boston and Hingham Steamboat Company's landing at the other end of the beach, was used for the first time for passenger travel on the 9th inst. The length of the road is three and one-tenth miles. It is of the regulation broad gauge and is at present equipped with one locomotive and four passenger cars. More rolling stock will be added as fast as necessary, and an extension of the road to Hull is contemplated. Patent safety switches are used, so that is impossible to derail a train by a misplaced switch. The run is made in about six minutes. Fare 10 cents.

Two more roads are being constructed, viz: the Boston, Hingham and Hull Railroad, which will commence at the southern terminus of the Nantasket Beach Railroad, in Hull, and will connect with either the Old Colony station or the Nantasket station, perhaps both, of the Old Colony Railroad in Hingham; and the Hull and Nantasket Beach Railroad, to commence at Windmill Point, known as Tudor Point, and run thence to Strawberry Hill, forming a connection with the northern terminus of the Nantasket Beach Railroad. When these two roads are built they will, no doubt, be consolidated with the Nantasket Beach Railroad, which will, in connection with the Old Colony Railroad, form a line of railroad from Boston to Hull, and also to Point Alderton. The capital stock of the two proposed new roads is fifty thousand dollars each.

Commerce of New York.

The foreign imports at New York for the month of June, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$9,787,563	$17,586,293
Do. for warehousing....	6,171,554	12,898 188
Free goods	6 528,823	9,012,693
Specie and bullion....	1,033,938	1,015,230
Total entered at port..	$23,471,878	$40,512,404
Withdrawn fr.wareh'use	4,985,788	6,877,708

The foreign imports at New York for six months from January 1, were:

	1879.	1880.
Entered for consump'n	$71,661,547	$123,571,695
Do. for warehousing..	86,564,348	66,537,461
Free goods.....	44,281,689	63,891,545
Specie and bullion	5,452,938	4,615,560
Total entered at port..	$157,960,522	$258,516,261
Withdrawn fr. wareh'se	30,863,277	39,757,348

The foreign imports at New York for the fiscal year ending June 30, were:

	1879.	1880.
Entered for consump..	$141,441,227	$214,822,744
Do. for warehousing...	67,817,409	101,835,723
Free goods.....	86,427,954	124,827,664
Specie and bullion	11,558,206	83,358,781
Total entered at port..	$306,744,796	$524,844,862
Withdrawn from warehouse..	66,639,457	76,127,636

The following is a description of imports at New York for the year ending June 30:

	1879.	1880.
Dry goods.....	$79,606,046	$113,387 907
General merchandise..	215,580,642	328 118,224
Specie and bullion	11,558,206	83,358,731
Total imports.....	$306,744,796	$524,844,862

The duties received at New York for the fiscal year ending with June, were:

	1879.	1880.
July	$8,103,513 74	$9,329,895 17
August	10,149,191 69	10,562,138 82
September	9,080,936 88	11,790,902 26
October	8,349,904 94	10,952 554 48
November	6,713,339 94	8,460,050 08
December....	6,175,359 43	8,175,540 13
January	7,655,552 67	11,960,677 78
February	8,229,362 06	12,254,602 24
March....	9,320,695 68	14,469,557 65
April....	8,184,797 88	11,901,071 43
May	7,577,233 93	9,752,773 54
June	7,198,779 44	10,699,840 52
Total	$96,749,168 28	$130,309,604 10

The exports from New York to foreign ports in the month of June, were:

	1879.	1880.
Domestic produce.....	$25,818,077	$41,325,315
Foreign free goods....	94,159	388,670
Do. dutiable,..	327,941	355,768
Specie and bullion.....	2,588,431	1,014,815
Total exports	$28,828,608	$43,084 568
Do. exclusive of specie..	26,240,177	42,069,753

The exports from New York to foreign ports for six months from January 1, were:

	1879.	1880.
Domestic produce....	$154,686,268	$191,279,384
Foreign free goods...	1.367,272	1,448,803
Do. dutiable.	2,404,439	2,255,290
Specie and bullion....	11,494,978	4,720,871
Total exports....	$169.952,957	$199,704,348
Do. exclusive of specie	158,457,979	194,983,477

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1879.	1880.
Domestic produce.	$327,929,161	$386,064,796
Foreign free goods....	2,803,258	2,161,880
Do. dutiable	5.281,618	4,517.887
Specie and bullion....	15,305,573	8,053,937
Total exports.	$351,319,610	$100,798.000
Do. exclusive of specie.	336,014,037	392,744,063

American Blast Furnaces.

The following from the Iron Age will show the condition of the furnaces July 1, 1880:

	Furnaces in blast.	Out of blast.
Charcoal....	131	136
Anthracite	167	68
Bituminous..	115	109
Total.....	413	313

This shows a decrease in the total number of stacks in blast since the last quarterly report, the total in blast at that time being 431, against 413 now. The number of charcoal furnaces in blast has increased, while the anthracite and bituminous have decreased.

The kind of furnace having the largest per centage in blast July 1 is the anthracite, 70 per cent being in blast. Of the bituminous less than 52 per cent are in blast, and of the charcoal 49 per cent. The lock-out in the Hocking Valley has reduced the total of bituminous furnaces in blast, but even considering this, we have again to record what was noticed at the time of the 1873

panic, the greater readiness with which bituminous furnaces blow out to meet the changed condition of trade. The following is a comparison between the condition of the furnaces on the 1st July for each of the four years, namely :

FURNACES IN BLAST.

	1877.	1878.	1879.	1880.
Charcoal	87	64	81	131
Anthracite	87	95	101	167
Bituminous	85	89	95	115
Total	259	248	277	413

FURNACES OUT OF BLAST.

	1877.	1878.	1879.	1880.
Charcoal	181	202	176	136
Anthracite	139,	180	125	68
Bituminous	123	128	107	109
Total	443	460	408	313

Great Western Railway of Canada.

The revenue statement of the Great Western Railway Company of Canada for the month of May, 1880 and 1879, (excluding leased lines) is as follows :

	1880.	1879.
Gross receipts	$350,700	$287,400
Working expenses	252,600	243,900
Net profit	$98,100	$43,500

—showing an increase in gross receipts of $63,300, in working expenses of $8,700, and in net profit of $54,600.

The aggregate for four months is as follows :

	1880.	1879.
Gross receipts	$1,412 100	$1,223,700
Working expenses	963 000	860 800
Net profit	$449,100	$262,900

—showing an increare in gross receipts of $188,400, in working expenses of $2,200, and in net profit of $186,200.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the year ending July 3, 1880, compared with their respective amounts carried to the same time last year :

	1880.	1879.	Decrease.
Reading Railroad	3,767,371	4,334,691	567,320
Schuylkill Canal	192,039	424 764	232,725
Lehigh Valley	2,384,215	2,346,310	*37,905
Del.,Lack. & Western	1,622,429	1,743,451	121,022
Shamokin Valley	380,132	414,398	34,261
Central New Jersey	1,617,383	1,876,452	259,069
United R. R. of New Jersey	490,864	458,767	*32,097
Pennsylvania Coal	470,275	685 101	214,826
Delaware and Hudson	1,438,788	1,539,924	101,136
Huntingdon & Broad Top Mt	237,814	162,454	*75,360
Penn. and New York	631,832	693,894	62,062
Clearfield, Pa	698,460	736,785	38,325

* Increase.

The total tonnage of anthracite coal from all the regions for the week ending July 3, as reported by the several carrying companies, amounted to 395,265 tons, against 409,574 tons in the corresponding week last year, a decrease of 14,309 tons. The total amount of anthracite mined for the year is 10,405,719 tons, against 12,215,123 tons for the same period last year, a decrease of 1,809,404 tons. The quantity of bituminous coal sent to market for the week amounted to 92,530 tons, against 25,837 tons in corresponding week last year, an increase of 66,693 tons. The total amount of bituminous mined for the year is 1,983,783 tons against 1,635,039 tons for the corresponding period last year, an increase of 348,744 tons The total tonnage all kinds of coal for the week is 487,795 tons, against 435,711 tons in corresponding week last year, an increase of 52,384 tons, and the total tonnage for the coal year is 12,389,502 tons against 13,850,162 tons to same date last year, a decrease of 1,460,660 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last two days of June was 47,292 tons, of which 35,221 tons were coal and 12,071 tons coke. The total tonnage for the year thus far has been 3,408,599 tons of which 2,562,088 tons were coal and 846,551 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 3 were 43,801 tons, and for the year to that date 1,028,880 tons —286,780 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 22,775 tons, and for the year 674,003 tons, an increase of 225,815 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 18,467 tons, and for the year 240,111 tons, an increase of 28,121 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 2,559 tons, and for the year 114,706 tons, an increase of 32,994 tons as compared with 1879. —Phil. Ledger, July 12.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of May, 1879 and 1880, were as follows :

	1879.	1880.
Gross earnings	$1,350,573 95	$1,592,544 08
Working expenses	1,064,786 70	972,435 28
Net earnings	$285,787 25	$620,108 80

—showing an increase in gross earnings of $241,970 18, with a decrease in expenses of $92,351 42, making an increase in the net earnings of $334,321 55.

From October 1, to May 31, 1879 and 1880, the earnings, expenses, etc., were :

	1878-79.	1879-80.
Gross earnings	$10,495,352 39	$12,057,029 69
Working expenses	7,487,739 54	7,697,578 00
Net earnings	$3,007,612 85	$4,359,451 69

—showing an increase in gross earnings of $1,561,677 30, with an increase in expenses of $209,838 46, making the increare in net earnings $1,351,838 84.

Reorganization of Railway Companies.

A decision recently given by Associate Justice Miller, of the U. S. Supreme Court, while sitting upon the bench of the U. S. Circuit Court in St. Paul, Minn., in a case arising from an attempt of bondholders of the St. Paul and Pacific, who neglected or refused to become parties to the plan of reorganization adopted by the main body of the holders of the securities of that company, embraces a sharp criticism upon the conduct of creditors who, after refusing to participate in plans of readjustment which prove successful, subsequently attempt to set aside the sale which formed the basis of the new organization. In the case in question Justice Miller over-ruled a petition which asked that the sale of the St. Paul and Pacific should be set aside, some months after the purchase was confirmed, the company reorganized and a new set of stockholders and bondholders added to the parties formerly interested in its affairs. The petitioners, who represented a bonded interest of about $1,500,000, were cognizant of all the important steps in the reorganization, in which they were invited to become participants ; but, having failed to either join in the plan adopted, or to take active steps to devise any other plan, the court refused to permit them to throw the new company into confusion. In a portion of the opinion by which this adverse judgment was pronounced, the following significant questions are asked :

" What right have they when these parties spent money, time, and trouble to have the road sold, to claim all the advantages which diligence and labor and money expended, and especially the money for these debentures, in the idea that they were trying to get the road out of the hands of a receiver ? or what right have they to come in and say : ' We will avail ourselves of your labor, time and money, for the simple reason that you undertook to get this road sold for the purpose of paying yourselves as well as us ? ' "

North Carolina Bonds.

The new consolidated four per cent bonds of the State of North Carolina have been admitted to dealings at the New York Stock Exchange. The following statement accompanied the application :

The State of North Carolina is now issuing its bonds, having upon their face " The Consolidated Debt of the State," in pursuance of an act entitled an act to compromise, commute and settle the State debt, ratified March 4, 1879. They are in sums of $1,000, $500, $100 and $50, each denomination numbered from 1 upwards ; dated July 1, 1880, payable July 1, 1910, bearing interest from their date at four per cent per annum ; coupons payable January and July, at the office of the Treasurer ; receivable at and after maturity for any and all State taxes. The act provides that they shall be exchanged for the principal of certain outstanding bonds of the State, with all the unpaid coupons attached, some at 40 per cent some at 25 per cent and some at 15 per cent of the principal, viz :

$5,577,400 at 40 per cent	$2 230,960
3,217,045 at 25 per cent	804,261
3,888,600 at 15 per cent	583,290
$12,683 015 total bonds to be exchanged.	
Total four per cent bonds authorized.	$3,618,511

A letter from the Treasurer, June 17, 1880, states that $6,461,445 of these old issues have been surrendered and new four per cents issued in exchange for the same, viz. : No. 1, to 1,590, $1,000 ; No. 1 to 417, $500 ; No. 1 to 887, $100 ; No. 1 to 238, $50. Numbers will be furnished from time to time as further issues are made.

Other bonds of the State, amounting to about $13,000,000, are excluded from the compromise, and no provision is made for them.

☞ Articles of incorporation of the Chicago, Burlington and Kansas City Railway Company have been filed at Burlington, Iowa. The object is to purchase the Burlington and Southwestern Railroad, soon to be sold under decree of court, and extend it to the Kansas City Road, now in operation 181 miles from Burlington, Iowa, to Laclede, Mo., where it connects with the Hannibal and St. Joseph Road.

☞ The construction of the new railroad from Pleasantville to Ocean City, in New Jersey, a distance of 7½ miles, has been commenced. William Massey, principal owner of the Philadelphia and Atlantic City Narrow Gauge Road, is president of the company.

☞ Track laying was commenced on the Richmond and Allegheny railroad at Maiden's Adventure dam, 27 miles from Richmond on the 8th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	July '80 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*	5,000,000	M. & S.	Mar. '80 2
Augusta and Savannah.	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio	14,218,800	M. & N	May '80 4
" " pref.	4,599,578	J. & J.	July '80 3
Washington Br.	1,650,000	A. & O.	Apl. '80 5
Berkshire*	600,000	quarterly	Apl. '80 1½
Boston and Albany	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.	1,297,600	— & —	
" " pref.	1,750,100		Apl. '80 2½
Agricultural Br. guar	90,000	J. & D.	June'76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '80 3
Boston and Lowell	3,250,000	J. & J.	July '80 2
Boston and Maine	6,921,274	M. & N.	May '80 3½
Boston and Providence	4,000,000	M. & N.	May '80 4
Attleborough Branch	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*	950,000	J. & D.	June'80 2
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl.'80 3½
" pref.	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co	381,925	J. & J.	July '80 3
Cape May and Millville*	447,000	J. & D.	June'80 3
Catawissa*	1,159,500	October.	Oct.'79 $1½
" pref.	2,200,000	M. & N.	May '80 3½
" 2d pref.	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	May '80 1
" " pref.	769,800	F. & A	Feb. '80 3½
Central of Georgia	7,500,000	J & D.	June'80 3
Central of New Jersey	18,563,200	quarterly	Apl. '78 2½
Central Ohio*	2,425,000	J. & J.	July '80 3
" pref	400,000	J. & J	July '80 3
Central Pacific	54,275,500	F. & A.	Aug. '80 3
Chemung*	380,000	quarterly	July '80 1½
Cheshire, preferred	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton	10,085,400	M. & S.	Mar. '80 3
" pref.	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.	31,004,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Apl. '80 5½
" pref.	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.	14,988,807	J. & D	June'80 3
" pref.	22,025,508	quarterly	June'80 1½
Chicago, R. I. & Pacific.	50,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*	11,236,150	quarterly	June'80 1½
Columbus and Xenia*	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val.	2,500,000	F. & A	Feb. '80 4
Concord	1,500,000	M. & N.	May '80 5
Concord and Ports.*	350,000	J. & D.	June'80 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Feb '80 1½
Connecticut River	2,100,000	J. & J.	July '80 4
Cumberland Valley.	1,292,950	J.A.J.O.	July '80 2½
" 1st pref.	241,900	A. & O.	Apl. '80 4
" 2d pref.	243,000	A. & O.	Apl. '80 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,528	A. & O.	Apl. '80 1½
" " pref.	1,211,250	quarterly	Apl. '80 2
Delaware*	1,230,950	J. & J.	July '80 3
Del. & Bound Brook*	1,584,400	quarterly	May '80 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor.	1,874,000	annually	Feb. '80 3½
" " pref	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*	1,209,200	J. & J.	July '80 3
East Mahanoy*	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga.	1,968,274		May '80 3
Eastern (Mass.)	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	492,800	J. & D.	June'80 2½
Eel River	3,000,000	— & —	Mar. '80 1
Elmira, Jef. & Canand*	500,000	Sept.	Sept.'79 5
Elmira & Williamsport*	500,000	M. & N.	May '80 2½
" pref.	500,000	J. & J.	July '80 3½
Erie and Pittsburg*	1,090,250	quarterly	Mar. '80 1½
Fitchburg	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.	600,000		Oct. '79 1½
Georgia	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref.	5,183,024		Aug.'80 3
Harrisburg & Lancaster*	1,182,500	J & J.	July '80 3½
Housatonic, pref.	1,180,000	quarterly	July '80 2
Illinois Central	20,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co	7,620,000	quarterly	May 80 1½
Io. Sp. & Mo. Northern.	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.	000,000	quarterly	May '80 1½
Joliet and Chicago*	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.	2,250,000	quarterly	May '80 1½
Kentucky Centra	4,500,000	J. & D.	June'781
" pref.	500,000	J. & D.	June'78 3
Lake Shore & Mich. So.	49,466,800	F. & A	Aug. '80 4
" (guar.)	833,500	F. & A.	Aug.'80 5
Lawrence*	450,000	quarterly	July '80 2
Lehigh Valley	27,332,556	quarterly	July '80 1
" pref.	106,300	quarterly	July '80 2½
Little Miami*	5,871,456	quarterly	une 80 2
Little Schuylkill*	2,646,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex.	$1,623,483	J. & J.	July '80 3
Louisville & Nashville.	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law.	1,000,000	M. & N.	May '80 5
Mariotta & Cincinnati	1,408,912	— & —	
" " 1st pref.	3,130,719	M. & S	Sep. '66 3e
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3e
Massawippi*	400,000	F. & A	Feb. 80 1½
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated.	6,500,000	quarterly	July '80 2½
Michigan Central	18,738,204	F. & A.	Aug.'80 4
Middlesex Central	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill*	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery	2,794,800	F. & A.	Feo. '80 2½
Morris and Essex*	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	July '80 6
Nashua and Lowell	800,000	M. & N.	May '80 3½
Nashua and Rochester	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	6,575,256	A. & O	Apl. '80 1½
Naugatuck	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.*	1,500,000	quarterly	July '80 2½
N. Haven & Northamp.	605,000	quarterly	Oct. 74 3
New London Northern*	1,418,800	quarterly	June'80 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	July '80 2
New York and Harlem.	8,500,000	J. & J.	July '80 4
" " pref.	1,500,000	J. & J.	July '80 4
" City Line.		annually	Apl. '80 3
New York & Long Br.*	2,000,000		Oct. '79 3½
New York Elevated	6,500,000	quarterly	July '80 2½
N. Y., Lake Erie & West.	77,107,700		
" " pref.	8,146,700		
N. Y., N. H. & Hartf.	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.	3,000,000	quarterly	May '80 2
Nia. Bridge & Canand*	1,000,000	J. & J.	July '80 2
North Carolina*	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	May '80 1½
Northern Central	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh.	3,068,400	J. & D.	June'80 3
Northern New Jersey*	1,000,000	J. & J.	July '77 3
Norwich & Worcester*	2,804,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.	4,435,000	quarterly	Aug.'80 2
Oswego and Syracuse*	482,400	F. & A.	Feb. '80 1½
Panama	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*	632,000	J. & J.	July '80 4½
Paterson and Newark*	250,000	J. & J.	
Paterson and Ramapo*	248,000	J. & J.	July '80 4½
Pember. & Hightstown*	342,150	J. & J.	July '80 3
Pennsylvania	63,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	June'80 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,651,800	quarterly	July '76 3½
Phila. and Trenton*	1,250,100	quarterly	July '80 2½
Phila., Wil. & Balt.	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	July '80 1½
" Special Imp.	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams.	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	July '80 3
Profile and Franconia			Oct. '79 4
Providence & Worces.	2,000,000	J. & J.	July '80 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga	6,000,000	J. & J.	July '80 4
Rhode Island & Mass.	175,575	— & —	Nov. '79 3
Richmond & Petersb.	1,008,600	J. & J.	July '79 2
Roch. & Genesse Val.*	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " " pref.	2,448,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	14,148,980	F. & A.	Feb. '74 3
St. Paul and Sioux City.	4,000,000		
" " pref.	4,000,000		Feb. '80 1½
Salem and Lowell	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*	576,050	J. & J.	July '80 2½
Seaboard and Roanoke.	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.*	869,450	F. & A.	Feb. '80 3
Shore Line*	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 2½
Stony Brook*	267,300	M. & N.	Nov.'77 3
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana	1,988,150	F. & A.	Aug.'80 4
Troy and Boston	1,609,000	F. & A.	Feb. '78 4
Union Pacific	36,745,000	quarterly	July '80 1½
United Cos. of N. J*	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '79 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*	$750,000	J. & J.	July '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '79 3
Warwick Valley	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	July '80 3
Winchester & Strasburg*	500,000	J. & J.	July '80 3
Worcester and Nashua.	1,799,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	
Baltimore City	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills.		J. & J.	Jan. '80 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn)	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y.)	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)	809,000	J. & J.	July '71 3½
Cambridge	875,000	J.A. J.O.	Apl. '56 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	— & —	Apl. '78 3
Continental (Phila.)	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	Jan. 2
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 4
Lynn and Boston	200 000	— & —	
Malden and Melrose	200,000	— & —	
Metropolitan (Boston)	1,500,000	J. & J.	July '80 4
Middlesex (Boston)	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.	102 540		Oct. '78 7
Ninth Avenue (N. Y.)	797,320	— & —	
Orange and Newark	282,555	— & —	
People's (Phila.)	206,054		July '79 2
Philadelphia City	575,000	J. & J.	July '80 5
Philadelphia and Darby	200,000	J. & J.	July '77 3
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 3
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 3
Ridge Avenue (Ph.)	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	113,000	M. & N.	May '80 3
South Boston	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)	1,000,000	J. & J.	July '80 4
23d street (N. Y.)	800,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	Jan. '80 5
Union (Phila.)	400,000	J. & J.	July '80 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,568	J. & D.	June'75 2
Delaware Division	1,633,350	M	ar '80 $7½
Delaware and Hudson	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat.	10,348,550	J.S D.M.	Sept. '78 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	
Schuyl. Nav. (common)	1,908,207	annually	A.'79 70c.s
" " (pref.)	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	June'80 2
American Express	10,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co	3,000,000	J. & D.	Dec.'79 5
Calumet and Hecla Mining	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co		Annual.	Feb '80 $5
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I		J. & J.	Jan. '78 3
Gold and Stock Tel	2,500,000	quarterly	Oct. '79 1½
Maryland Coal	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold	2,836,600		
" pref	6,668,400		
Missouri Val. Land Co.	200,000	M. & S.	Jan. '80 2
Mongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works	1,000,000	quarterly	July '80 2
Pacific Mail Steamship	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car	5,938,200	F.M.A.N	May '80 2
Quicksilver, common	5,700,000		
preferred	4,300,000		
Quincy Mining Co.	40,000 shs	Annual	Feb. '80 $3
Quincy R. R. Bridge	1,750,000	J. & J.	July '80 5
Sioux C. & I. F. L. & L. Co.	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal	1,250,000	J. & D.	July '80 1½
Topeka Equipment Co.	255,000	A. & O.	Apl. '80 5
United States Express	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp	5,000,000	J. & J.	July '80 4
West. Union Telegraph.	41,050,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,591	446,529	438,589	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,133	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,593	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	428,543	602,624	537,326	602,132	609,255	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,080,853	1,453,611	1,260,319	1,619,227	1,259,929	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,852	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,864
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,219	716,513	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	315,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,380	157,566	216,327	200,059	189,125	177,861	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	603,537	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,273	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,131,412	1,147,208	1,137,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,958	1,643,151	1,592,543	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,596
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	177,978	101,075	98,065	1,120,468
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	118,167	90,086	90,687	1,106,669
1878	130,466	94,878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,960
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	.....	.....	.....	.....	.....	.....	.....
1880	750,447	762,558	982,480	890,137	946,186	952,049	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

(*) signifies "interest not paid."

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, July 1, 1880.					
Loan of June 14, 1858.....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861.....registered	$12,365,000	6	Jan. & July.	1880	102
.. ..coupon	2,909,000	6	" "	1880	102
Oregon War Bonds of March 2, 1861...coupon	742,450	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	115,837,550	6	Jan. & July	1881	104
.. ..coupon	41,419,550	6	" "	1881	104
Loan of March 3, 1863.....registered	49,185,500	6	Jan. & July.	1881	104
.. ..coupon	13,017,350	6	" "	1881	104
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	294,586,100	5	F. M. A. & N.	1881	102
.. ..coupon	190,278,400	5	" "	1881	103½
.. ..registered	171,107,350	4½	M. J. S. & D.	1891	110½
.. ..coupon	78,892,650	4½	" "	1891	110½
.. ..registered	527,767,950	4	J. A. J. & O.	1907	108½
.. ..coupon	210,272,850	4	" "	1907	108½
Refunding certificates of Feb. 28, 1879.....	1,367,000	4	....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	....	.....	....
Debt matured and without interest.....(var.)	7,621,455	...	....	.....	....
Debt bearing no interest.....	388,800,815	...	....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	120
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	59
.. Substitution (B) bonds; R. R. do.....	595,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	73
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,080	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,313,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	18,743,250	3.65	Feb. & Aug.	1924	97½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,275,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	109
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	46½
.. * Loan to N. O. & P. R. R ('78) $2,000,000	.....	...	....	.....	...
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bond 1864.....	2,330,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct.	1889	....
Maryland—($11,325,675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	....
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1875).....	916,391	6	" "	'87-'93	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109½
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	110½
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	105½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	....	1909	28
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	29½
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	79-'98	17½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	3½
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,288,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'77	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded Interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	27½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	....	.....	....
West Virgini (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	113
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7-3	Jan. & July.	New York.	1896	116
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	33
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	113½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115
Land Grant Mortgage (gold)	3,110,500	7*	April & Oct.	Boston.	1900	116
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	116
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	107
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,016,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	108
Loan of 1856-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	113
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1891	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	105
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	41
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	11
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	119½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,606,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	110
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	106
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	400,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	106
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	92½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1922	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Canenovia and Canadota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	103½
1st Mort. (W. to Minn. Lin.)	1,184,000	7	Jan. & July.	"	1907	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112¾
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111¾
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114¼
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,760,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	103
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	119
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	79
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	103¼
Central Ohio (B. and O.):)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110¾
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'96	111¾
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105¼
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '96	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	106
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11¾
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25¼
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	38
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39¼
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38¾
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	107
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	64
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	330,000	6	Jan. & July.	Boston.	'80–'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds. ...	3,000,000	6	May & Nov.	" "	1903	108
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112¼
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	114
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	....
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000	14,530,500	7	June & Dec	Boston.	1903	120¾
1st Mort. (Dix., Peo. & Han)gur.	84,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	988,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)gur.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
3d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	85
Chicago and Canada Southern:						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	Jan & Dec.	Boston.	1898	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114¼
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	114¼
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	114¾
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	108¾
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	113¼
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132¼
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117¼
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
1st Mort.(Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1907	103¾
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	111¼
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	105¾
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110¼
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	105¼
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1852	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	124
General Consol. Gold Bonds ...	12,843,000	7*	June & Dec.	" "	1902	117¼
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1908	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	119¾
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,248,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1895	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind.(C., H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1905	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	550,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92¼
1st Mort. (San., Day. & Cin.)&F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,600,000	7	April & Oct.	New York.	1901	108¼
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80–'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112¾
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	600,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	349,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	80½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	" "	'95–'96	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	22,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't &Bur.)	581,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	.. ..
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	624,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110½
Coupon Notes.....	123,000	7	June & Dec.	"	1891	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	180,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	61,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	.. ..
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	134,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1891	....
1st Mortgage (").....	496,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	120½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1890	....
1st M. Ext.(")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,498,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ama.	1900	101
Des Moines and Ft. Dodge:						
1st Mortgage(ecrypon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1886	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,268,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	720,000	8	" "	New York.	1889	...
2d Mort. (" ")...	61,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,784	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	...
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,217	6a7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	1?9
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1893	....
Dunkirk, Allegheny Val. & Pittsb:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	.. ..
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	106½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'90-'95	.. ..
Company Bonds (" new)	135,400	6	" "	" "	1876	..
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1906	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,806	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1890	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2863	87
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118½
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	107
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1889	103
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	109
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	.. ..
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	113
1st Consol. Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	123
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	59½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	107½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1909	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1867	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1867	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	.. ..
Fall River, Warren & Prov.(B&P):						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1904	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & L.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(F., W.& Mon.)	1 960,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	"	1902	80
Construction Loan.....	280,000	8	Jan. & July.	"	1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1898	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremon: Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"		....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1900	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,180	8,715,900	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	102½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1886	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	109½
1st Mort. (Q. & Palm. R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I, 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300,000	6	April & Oct.	Bost. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	103
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,500	7	" "	" "	1903	105
Lessees and Indemnity bonds	1,859,500	7	May & Nov	"	....	94
Consolidated Mortgage	2,864,000	6	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,333,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1894	....
Sterling Bonds, Sinking Fund	4,398,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	116½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	60
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage, 8% guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	61,000	8	May & Nov.	" "	1880	....
Iowa Falls and Sioux City						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	108½
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	840,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1899	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C. B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept.	" "	1890	111½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $3,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	116½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1900	108½
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold....	1,600,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	58
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	690,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124½
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	121
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	116
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	118½
Reg. Mort. (Clev.,Pain. & Ash.)	.....	7	Jan. & July.	" "	1890	....
2d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1895	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	600,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118½
1st Mortgage (")reg... }		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	128
General Mort. for $40,000,000. }	13,304,000	6*	June & Dec.	"	1923	112
General Mort., registered .... }		6*	" "	"	1923	112
Lewisb., Centre & Spruce C.(P& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	99½
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	105½
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1900	....
2d Mortgage	900,000	7	May & Nov.	" "	1906	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	103½
Mort. main office lot & building	60,000	7	$" "	Louisville.	1886	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $3,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	116½
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	90
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1898	92½
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	108½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	70
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	34½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'05	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'75	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,503,000	6*	Jan. & July.	New York.	1908	100
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	120½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	109½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1898	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C.R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley, C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	65½
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds	38,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $16,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	114
Convertible bonds	384.000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage	1,025.000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.).	1,000,000	4	" "	"	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	110½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willim.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (NY. & OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $2.00(000	1,200,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage	500,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & G.t N. (N.O.St.L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	108½
Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	110½
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,468,000	7	Jan. & July.	" "	1903	128
1st Mort., reg'd }		7	" "	" "	1903	127½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	...
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126½
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	110
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	109½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,500,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,625,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000	1,000,000	7	Jan. & July.	"	1889	...
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	119
North Pennsylvania:						
1st Mortgage	1,980,500	6	Jan. & July.	Philadelphia.	1885	106
2d Mortgage	1,500,000	7	May & Nov.		1896	118
General Mortgage	2 035,000	7	Jan. & July.		1903	113½
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
3d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon	1,128,000	6	April & Oct.	Phila. & Balt.	1900	113
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	"	Baltimore.	1925	76½
Second General Mort. coupon	1,000,000	6	" "	"	1920	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	116
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	117
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	112
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	80
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000	1,602,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1891	10.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'88	....
Consolidated Mortgage	838,000	7	Mar & Sept	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,666,000	7	Jan & July.	" "	1891	106
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1886	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1896	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	100½
General Mortgage	19,999,760	6	J. A. J. & O.	"	19.0	117
General Mortgage, registered.		6	" "	"	1910	119
Consolidated Mortgage	28,901,540	6*	Jan. & July.	London.	1905	112¼
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Ca- Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	619,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val.(C.R I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1857	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.).	200,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1907	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	102½
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1885	109
General Mort. for $20,000,000	8,660,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	114½
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg	134,400	7*	" "	"	1893	109
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,510,000	7	June & Dec.	Philadelphia.	1911	110
Consolidated Mortgage June 1, 1871. — Dollar registered	3,389,000	7	" "	"	1911	110
Consolidated Mortgage June 1, 1871. — Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	101
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	963,000	6*	" "	"	1911	100½
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,498,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9,364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	58
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	....
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	18,036,800	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,156,000	7	Feb. & Aug.	Philadelphia.	1896	75
Funding Income	315,933	7	" "	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1925	....
Pittsburg, Cin. & St. Louis ("a.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	116
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	131
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	800,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	800,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	800,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	800,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	800,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	800,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	114½
1st Mort. (Turtle Cr. Div. 10¼ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me.&N.H)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $2,300,000.	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	360,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	460,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	436,000	4½	June & Dec	Boston.	1907	78
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000.	35,000	....	.....	.....	....	....
2d Mortgage	500,000	....	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	400,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1892	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Piedmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	103
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,237	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	..
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1920	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,280,000	7	April & Oct.	" "	1904	64½
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,106,300	5	Feb. and Aug.	Boston.	1898	60
General Mortgage	1,500,000	6	May & Nov.	"	19.	93

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M. (W. D) land grant, g'd tax fr	5,600,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	.17¼
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	103¼
1st Mort. L. G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	102
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1896	108
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T. H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	106¼
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	95¾
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	75
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1891	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H.):						
1st Mortgage constructio	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1 240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	460,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,629,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,064,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,638,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1886	105
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99¾
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N. Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97¾
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N. Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	114
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 3,000 per mile	3,552,000	6*	Mar. & Sept.	N. Y., Ph. Lon.	1905	104¾
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	80
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	80¾
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50¾
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	108
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	109¼
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,750,000	7	F. M. A. & N.	" "	1889	107¼
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	103
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	103
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	102¾
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	100¼
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Nd.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Bar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	600,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	13,861,000	8	March & Sept.	New York.	1894	118
Omaha Bridge Bonds Sterling	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,220,000	6c	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	106
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	600,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free	200,000	7	" "	"	1879	112
Convertible bonds	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	103
5th Mortgage	969,000	8	March & Sept.	" "	1900	117
Registered Certificates	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9c	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	77
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort. " " "	1,200,000	6	Jan. and July.	"	1875	106
3d Mort. " " "	600,000	8	May and Nov.	"	1873	77
4th Mort. " " "	700,000	8	March & Sept.	"	1880	40
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan	215,932		Jan. and July.	"	'92-'98	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Mem	61,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,000,000	256,000	7c	Apr. and Oct	" "	1901	35
Westchester and Phila. & Pgh.:						
General Mortgage, tax free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7c	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	116
Sterling Bonds, Sinking Fund	981,284	6c	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	109
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	114
3d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	108
2d Mortgage preferred	600,000	6	" "	"	1895	101
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	115
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,735,000	6c	Jan. and July.	New York.	1899	106
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	103
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	....
Wilmington and Reading:						
1st Mortgage	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7c	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds	4,313,000	7c	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,500	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	77
Plain Bonds	250,000	7	Apr. and Oct.	"	1893	4
Plain Bonds	490,000	7	Feb. and Aug.	"	1895	90
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869 reg.	3,500,000	7	Jan. and July.	New York.	1884	102
1st Mort. 3d series, Jan. 1, 1871 reg.	5,000,000	7	" "	" "	1891	108
Coupon bonds of 1874	3,000,000	7	Apr. and Oct.	" "	1894	103
Registered bonds of 1874	2,000,000	7	" "	" "	1894	107
Lehigh Coal and Navigation:						
Loan of 1877, Debentures	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	106
1st Mortgage, registered	5,881,963	6	J. A. J. & O.	"	1884	106
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold	4,658,500	6c	June & Dec.	"	1897	103
Consolidated Mortgage	1,115,000	7	" "	"	1911	102
Greenwood Mortgage Loan	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	90
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	94
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	60
Improvement bonds	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,000	7	" "	"	1916	50
Coupon Bonds	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1888	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	"	1894	76
Union:						
1st Mortgage	3,000,000	6	May and Nov.	Philadelphia	1882	....
West Branch & Susquen. (Penn.):						
1st Mortgage	450,000	6	Jan. and July.	Philadelphia	1914	....
2d Mortgage	295,000	6	" "	"	1911	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec 31,1878	196.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	491,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.2	692,461	293,623	485,336	1,006,211	456,579	7	100	106
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,935	Allegheny Valley†.....Pennsylvania.	21,714,734	2,415,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,525	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	22.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,068	3,307	148.7	337,321	44,042	160,716	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	19	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	117½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	.....	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.8	219.0	—	165	40	32	2,691	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,386,182	919,064	2,652,839	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,666,600	1,331,145	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,665,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	723,000	—	.....	.....	723,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	220	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,282	3,031,492	18,277,309	37,670,350	5,819,729	37,111,919	567.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	156
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington branch † .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.6	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	—	262.6	1,349,684	40,757	453,963	1,067,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,785	696,010	37,838	64,638	3,533,250	6,500,000	283,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.6	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	960	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,060	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,584	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	178.6	—	248	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	145
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,762	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	24.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	638,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,619	6	100	121
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	507,873	2	500	924
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	2,513,216	1,242,230	1,040,034	205,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	128
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,851	77,660	—	100	37
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	800,000	677,343	363,127	67.7	800,010	3,218,189	569,751	1,206,417	368,490	6	100	127
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	—	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N. Y., L. E. & W.). N. Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	189,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,553,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,224	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern. Iowa.	1,783,770	344,010	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	50
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	28,976	8,592	.....	15,150	4,245	—	100	24
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,352	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,990	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,949	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3 374,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... .....Canada.	22,839,458	*	4,915,026	161,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	58½
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	278	Carolina Central.....N. C.	10,262,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	18
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113.370	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	122
Sept. 30, 1878	294 6	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	718.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	69½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,203	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,983	429,587	389,182	104,798	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,872	829,253	266,448	6	50	80½
Dec. 31, 1878	982.8	330.4	169.4	—	227	326	51	4,282	*Central Pacific* †.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	70½
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	287,487	68,145	2,578,000	2,610,548	186,855	192,480	195.0	415,383	68,570	97,948	441,357	152,228	—	100	97½
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	455.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	17½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,239	322,266	177,285	145,719	2,153,300	826,500	26,312	24.427	53.6	557,059	124.321	419,309	527,588	123,835	1pf	100	45½
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	877.8	2,709,408	781,991	1,967,306	4,691,519	2,156,388	7	100	110
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,686	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	121½
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,636,109	*	.....	.....	6,156,600	.....	250,334	.....	221.6	313,592	87,572	235,383	538,595	260,947	—	100	77½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,013,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	—	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	499,127	784,556	229,516	—	100	98
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	134
Dec. 31, 1878	831.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2,848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	78½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	12,430,606	6,816,812	7p	100	91½
Mar. 31, 1879	500.2	222.0	161.7	29.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	10,409,883	4,829,961	10	100	105½
Dec 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N. O.. Ky., T., M. & La.	25,911,501	—	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	(436,158	2,819,019	818,723	—	100	28

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures covering in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date Closing.	Railroad. Main Line.	Branch Line.	Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.
	M.	M.	M.	M.					
Dec. 31, 1878	540.4	184.3	671 6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.
Dec. 31, 1878	25.0	—	2.0	—					Lehigh and Lackawanna (C. of N.J.)..Pa.
Dec. 31, 1878	105.0	49.7	86.8	—					Lehigh and Susquehanna (C. of N. J.)..Pa.
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley..... Pa.
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.
Dec. 31, 1878	166 7¶	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.
Sept. 30, 1878	94 9	0	63.0	—	65	162	15	381	Long Island ¶ ..... N. Y.
Dec. 31, 1878	101 5	—	9.4	—					Louisiana and Mo. Riv. (C. & A.)....Mo.
Jun. 30, 1878	174.7	—	28 2	—	31	24	16	443	Louisville, Cincinnati and Lexington.Ky.
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.
Dec. 31, 1878	238.9	—	26.0	—	23	12	8	459	Louisville, N. Albany & Chicago....Ind.
Dec. 31, 1878	38.0	5.0	9.2	—					Mahoning Coal (A. & Gt. W.) .....Ohio.
Jun. 30, 1878	187.3	87.9	183.5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)....Ohio.
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.
Jun. 30, 1878	115.0	—	4.7	—	9	5	2	71	Memphis, Paducah & North'n..T. & Ky.
Dec. 31, 1878	284.0	—	57.9	—	219	114	35	5,049	Michigan Central.....Mich.
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western....Wis.
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).....Minnesota.
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)....Minn.
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska..Mo. & Ia.
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M.K.& Tex.
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.
Dec. 31, 1878	84.6	34.0	206.6	—	111	101	37	3,469	Morris and Essex..... New Jersey.
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell.....N.H.& Mass.
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St.L..T. Ala. & Ky.
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L.& N.)...Tenn.& Ala.
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	86	Naugatuck .....Connecticut.
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	164	Nevada County Narrow Gauge.....Cal.
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	115	Newark, Somerset & Straitsville ..Ohio.
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	45	New Brunswick (3¶).....New Br.
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	—	New Brunswick and Canada.....N. Br.
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle& Beaver Val.(Penn. Co.)..Pa.
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	468	New Haven and Northamp.Conn. & Mass.
Sept. 30, 1878	100.0	—	16.5	—	22	16	9	266	New London Northern (C.V.)..... Conn.
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile..La., Miss. & Ala.
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.
Sept. 30, 1878	441.7	238.4	1,389	—	595	470	213	—	New York Central & Hudson River.N.Y.
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.).N.Y. City Line.....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	—	
Sept. 30, 1878	14.6	—	10.5	—	11	76	2	22	N. Y., Lake Erie & Western. N. Y. & Pa.
Sept. 30, 1878	85.7	58.2	39.1	100.0	36	65	13	319	N. Y. & Manhattan Beach (3 ft.)...N. Y.
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. York & N. England..M., R. I. & Conn.
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., N. H. & Hartford. N.Y. C.& Mass.
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	N. Y., Providence & Boston...Conn.& R.I.
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	142	North Carolina (R. & D.) .....N.C.
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northeastern ¶ ..... S. C.
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern .....New Hampshire.
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Central .....Md. & Pa.
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	Northern Pacific... Minn.,Dak.,Wash.&c.
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	578	North Pennsylvania (P. & R.)..... Pa.
Sept. 30, 1878	118.0	4.0	14.0	—	24	15	6	950	Norwich & Worcester..... Ct.&Mass.
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	21	2,510	Ogdensburg & L. Champlain.....N.Y.
Sept. 30, 1878	249.4	52.4	76.3	—	72	168	27	1,311	Ohio and Mississippi.....O., Ind. & Ill.
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Old Colony.....Mass. & R. I.
ent. 30, 1878	35.0	—	15.6	—	14	13	6	285	Omaha and Republican Val.....Neb.
Jan. 31, 1879	185.6	—	9.3	—	17	6	4	492	Oswego and Syracuse.....N.Y.
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Paducah and Elizabethtown.....Ky.
Dec. 31, 1878	67.4	—	7	—	—	—	128	—	Panama.....New Grenada.
									Pekin Linc and Decatur..... Ill.

Abstract of General Balance Sheet.

Property and Assets.

Railroad.	Rolling Stock.	Assets.
$	$	$
68,866,364	14,378,709	5,510,852
775,100		
13,802,956		16,035,233
14,647,081	6,282,317	22,784,411
6,581,375	*	490,632
8,000,000	*	
6,242,608		
3,248,000		
5,772,640	*	94,988
24,006,920	*	7,506,120
3,500,000	*	
2,760,430		
23,605,983	*	2,584,932
3,580,000	*	200,000
7,804,981	1,050,376	28,667
7,396,106	1,245,848	428,792
4,419,584	*	
(No report since reorganization.)		408,169
28,437,988	*	6,159,161
6,913,489	*	
3,892,911	*	
2,529,000	*	
136,330		
2,956,654	*	
3,338,140	*	
40,988,876	*	
16,623,000	*	
2,010,311	*	
3,166,261	557,434	
18,126,865	*	
3,142,999	*	
17,710,791	12,144,240	4,141,926
948,146	201,638	
2,006,800		
14,097,296	*	
3,747,557		
1,928,845	234,087	
591,164	*	7,427
1,781,000	*	31,504
2,031,000	*	
2,580,500	*	
834,083		
4,005,281	796,516	55,358
2,052,708	231,902	82,628
6,000,000	*	65,000
8,153,683	*	126,058
82,163,689	17,730,406	29,967,488
1,775,000		
17,096,144	1,566,020	2,519,150
118,649,931	*	44,851,219
558,111	169,107	704,118
20,622,534	*	865,382
12,889,584	2,154,455	1,373,773
2,645,021	559,487	1,089,967
1,000,000		
4,933,778		
2,148,181	*	466,223
3,068,400	*	387,960
12,184,505	4,196,107	5,156,440
19,588,650	1,115,373	130,694,587
6,834,418	1,748,208	4,619,667
3,205,435	179,751	278,037
5,677,000		
33,981,476	*	50,578
10,282,291	1,191,319	1,832,238
1,113,000	*	
1,762,540	*	
4,277,684	*	56,606
12,000,000	*	
1,585,448	*	

Liabilities.

Accounts and Oath.	Stocks.	Bonds.	Accounts.	Surplus Income.
$	$	$	$	$
3,429,037	50,000,000	37,024,000	1,925,820	3,245,132
.....	375,100	600,000	.....	.....
1,178,753	11,193,350	15,619,276	1,616,813	2,687,304
2,350,672	27,528,855	24,391,000	2,924,178	646,452
27,421	4,636,200	2,104,000	27,419	311,809
.....	5,000,000	3,000,000	.....	.....
.....	3,280,600	1,881,750	1,157,861	.....
.....	1,624,000	1,624,000	.....	.....
144,132	1,870,774	3,375,300	664,239	111,447
808,939	9,007,819	17,400,722	2,562,673	3,304,766
.....	1,500,000	2,000,000	.....	.....
.....	1,378,000	1,471,000	.....	.....
391,220	3,932,050	11,307,811	7,509,691	.....
3,844	.....	3,530,000	20,113	.....
132,436	4,565,627	4,242,200	102,588	106,025
2,271,052	5,312,725	4,220,000	1,309,525	.....
406,169	1,500,000	2,850,000	402,217	75,536
346,178	18,738,204	13,191,000	20,960	3,192,107
.....	6,000,000	750,000	166,439	.....
.....	2,000,000	1,101,650	.....	.....
.....	2,000,000	366,000	155,000	.....
28,669	15,000	150,000	.....	.....
163,917	825,400	1,982,900	324,445	.....
308,672	1,457,225	1,800,000	329,969	559,678
.....	21,465,210	18,632,000	6,804,721	.....
.....	800,000	15,823,000	.....	.....
17,000	1,278,941	1,133,500	8,039	.....
71,478	170,625	2,022,518	275,000	67,754
2,437,577	859,751	6,320,000	15,484,249	719,729
49,967	77,273	1,149,354	1,810,000	1,129,688
257,163	800,000	200,000	.....	.....
.....	1,305,800	700,000	316,183	90,764
329,736	6,575,296	7,522,000	918,941	89,939
781,582	1,642,557	2,105,000	389,024	39,308
76,797	242,200	250,000	37,500	59,647
73,998	937,400	800,000	149,102	.....
.....	200,000	1,722,000	99,000	.....
.....	1,788,000	170,000	622,500	.....
52,472	605,000	.....	881	836,032
61,270	2,460,000	2,181,000	236,993	67,702
76,985	1,600,000	687,500	180,988	.....
.....	3,525,000	3,525,000	.....	.....
.....	4,000,000	4,000,000	279,741	.....
29,428,300	39,801,233	532,050	.....	.....
.....	1,275,500	500,000	.....	.....
592,450	9,050,000	10,617,329	2,113,329	.....
.....	1,000,000	.....	.....	.....
59,020	4,000,000	291,500	135,742	1,024,779
47,417	897,350	1,142,000	89,181	85,896
498,637	3,068,400	100	396,617	484,880
560,455	5,342,000	15,393,000	1,828,533	.....
120,347	100,000,000	.....	50,343,761	1,176,193
251,639	4,251,50	6,000,000	2,041,255	148,329
223,630	2,604,400	400,000	51,928	845,525
.....	5,077,000	994,000	267,202	.....
377,737	24,080,000	12,841,000	1,924,760	.....
320,976	6,783,800	5,564,500	619,449	709,055
.....	371,000	742,000	.....	.....
.....	1,320,400	461,500	8,801	.....
22,674	2,853,000	1,428,194	66,644	10,079
.....	7,000,000	3,577,308	.....	.....
.....	1,574,000	1,076,000	.....	.....

Operations.

Railroad Operated.	Trains Moved.	Passengers.	Freight.
M.	M.	Number.	Tons.
1,176.8	8,767,042	2,746,062	6,098,445
25.0	.....	12,400	37,882
202.9	1,420,382	358,536	275,994
302.8	3,547,398	807,482	7,676,965
194.9	1,157,971	850,960	624,564
165 2	169,845	47,806	47,284
322.9	1,609,250	1,157,715	251,580
101.5	.....	.....	.....
218.5	613,520	327,384	314,282
973.4	3,110,247	720,427	2,614,007
288.3	.....	171,863	.....
43.0	.....	.....	.....
312.0	2,272,100	701,122	716,627
99.7	171,215	74,140	45,114
88.5	195,998	59,411	663,276
292.0	645,928	.....	158,458
132.0	.....	.....	.....
115.0	156,463	.....	.....
803.7	6,812,630	1,433,937	1,530,737
162.4	351,905	76,913	132,088
123.5	280,174	64,235	268,356
....	.....	.....	.....
.....	.....	.....	.....
100.0	187,457	.....	.....
86.0	116,920	39,000	105,000
785.8	2,950,176	265,473	490,060
423.5	.....	761,907	.....
84.0	104,000	31,485	.....
178.8	480,188	62,493	.....
528.6	1,166,773	233,067	186,638
80.0	.....	.....	.....
120.6	.....	.....	.....
53.7	424,029	869,726	271,417
48.8	.....	.....	.....
453.5	1,404,092	186,128	.....
122.3	356,841	77,766	425,257
61.2	286,538	274,412	178,208
22.6	.....	57,580	19,955
44.0	233,732	.....	.....
190.0	.....	29,768	62,840
120.0	120,341	24,227	120,172
14.9	193,381	130,508	962,560
169.3	364,773	268,243	273,437
100.0	416,967	281,389	294,830
141.0	.....	181,489	161,046
149.9	297,703	101,374	231,727
1,018.3	5,998,041	8,927,665	7,695,413
Included in 5.5	Lessees returns.		
928.1	10,720,231	4,896,327	6,150,468
22.1	181,874	1,056,871	16,740
139.0	815,252	1,731,635	435,367
152.3	2,087,720	3,525,468	898,799
62.5	442,622	657,742	279,354
.....	.....	.....	.....
223.2	433,744	98,763	98,763
102.0	272,509	46,141	.....
8.9	452,801	141,209	401,922
322.5	2,936,663	1,380,393	5,903,371
.....	.....	.....	.....
646.0	.....	.....	.....
88.2	1,890,819	1,310,278	917,484
66.4	407,889	335,000	403,094
122.0	462,739	115,618	269,843
615.0	.....	.....	.....
301.8	1,193,087	2,959,023	631,190
74.2	.....	.....	.....
35.0	206,070	186,118	291,874
185.6	352,461	58,277	223,882
47.6	.....	24,921	152,478
76.5	147,388	76,899	144,042

Earnings.

Gross.	Net.
$	$
13,979,766	5,959,501
27,828	3,912
1,874,068	961,579
5,532,738	3,075,811
1,228,691	384,621
1,537,314	497,895
231 890	138,370
978,083	294,160
5,697,598	2,344,242
621,750	50,141
91,424	36,569
1,545,793	266,980
110,777	9,467
566,453	299,181
682,412	307,445
443,764	116,418
203,671	63,062
6,872,094	2,707,353
245,025	49,745
359,580	117,911
.....	.....
.....	.....
378,780	176,935
98,827	3,125
2,981,682	348,483
3,984,448	1,660,087
195,008	60,335
680,183	258,391
2,098,500	379,351
291,354	72,614
2,710,117	782,328
497,456	158,403
96,982	45,276
1,871,809	767,995
737,756	337,644
493,470	206,301
98,085	51,718
135,295	50,749
122,300	27,111
167,778	54,416
268,143	126,789
548,200	225,320
470,455	129,609
672,986	367,336
.....	.....
26,406,017	10,269,046
.....	.....
743,964	427,326
15,644,978	5,009,114
1,056,871	16,740
1,731,635	435,367
3,817,281	1,875,625
710,038	273,455
.....	60,000
494,022	159,689
363,645	162,500
426,874	107,372
3,723,456	1,118,960
1,193,382	588,700
1,460,924	573,061
666,883	269,778
542,670	144,325
3,137,136	861,547
2,077,616	708,278
88,769	41,216
279,562	74,852
319,542	88,266
2,114,859	1,569,515
.....	.....

Dividends.

Par.	Market.
pc.	pc.
100	104½
50	....
50	....
50	90½
50	....
100	45½
50	....
100	11
100	....
100	102
50	....
50	....
100	....
100	17
100	31
100	....
100	....
100	....
100	....
100	....
100	....
100	89½
100	....
100	....
100	....
100	36
100	17
100	....
100	....
100	....
100	20
100	....
100	....
100	105½
100	116
100	....
100	....
100	....
100	61½
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	....
100	42½
100	....
100	....
100	37½
100	162½
100	133½
100	....
100	....
100	....
100	....
100	27½
100	32½
100	112½
100	....
100	....
100	....
100	180

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,500	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	108
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,564	Pennsylvania and N. York. (D.&H.).	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	(1,424,468	518,042	—	50	....
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	86	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	82,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	....
Dec. 31 1878	61.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,820	230,900	300,900	.....	51.7	140,376	.....	.....	(78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,700	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	254
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., derm. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	205
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	54	—	Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	10,505,396	34,278,175	75,300,797	11,196,188	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	17
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	18,026,537	*	2,420,062	61,746	11,667,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	138
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,166	1,814,337	8,437,200	12,497,000	2,368,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.8	—	16	18	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,455	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pitsb., Ft. W. & Chicago	P., O., I. & L.	38,743,396	*	213,315	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	120
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	268	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	23
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitsb., Wheeling & Kenucky	W. Va.	599,393	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,538	77,496	48,317	1,052,186	2,642,500	221,094	54,216	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	82.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N.H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,092	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,760	.....	.....	.....	.....	.....	90,000	6	100	104
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,035	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,897	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,863	2,000,000	1,176,000	629,130	110,585	66.7	468,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,689	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	718,320	1,126,484	602,540	1,823,359	754,346	8	100	118
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'bg and Potomac	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	163	Richmond and Petersburg	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,207	10,741	24.8	73,787	102,835	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	90,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	54	53	23	1,182	Rome, Watertown and Ogdensburg	N.Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	409.9	1,053,608	576,974	870,905	1,213,785	350,747	—	100	34
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,056,402	.....	6,480,600	2,546,400	559,741	.....	136.0	.....	.....	(rental, et	c. 295,812	278,758	—	100	51
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	31.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	317,935	52,066	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	38,566	15,425	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	164	St. Joseph and Denver City	Kansas	9,500,000	*	51,639	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	289.0	—	19.0	—	13	11	4	682	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	.....	.....	.....	.....	555,302	584,932	—	100	19
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									175.2	395,330	184,988	473,648	506,459	239,621			
Dec. 31, 1878	459.5	195.0	114.3	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,237,716	*	5,098,122	752,980	2,347,800	2,725,000	.....	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	46
Dec. 31, 1878	160.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	Ill.	5,072,000	———	———	———	———	———	———	———	———	———	———	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	827.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	35
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841.100	5,145,000	.....	.....	208.2	658,208	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,227,709	*	2,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	26
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	148,019	4,421,697	113,278	255,270	133,684	121.3	266,669	86,179	206,913	602,784	239,505	—	100	36
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	657,632	284,227	—	50	....
July 31, 1878	106.0	5.8	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,800,000	94,176	9,471	100.0	333,049	155,114	147,842	282,183	125,875	—	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke.	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,583	349,229	254,039	135,281	—	50	....
Sept 30, 1878	80.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	———	———	———	1,000,000	200,000	———	———	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,600	.....	.....	168.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Jan. 30, 1878	188.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,575	.....	190.0	552,986	79,038	713,952	844,689	283,649	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	482	South Carolina	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N.Y.	2,273,492	337,661	625,868	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,850	—	100	....
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,842	643,036	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	144.0	166.6	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,876,126	53,399	49,800	26,278	816,450	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	81.0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	3	50	100
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,000,000	1,142,000	548,854	125,095	108.0	.....	.....	86,398	220,137	74,284	—	100	....
May 31, 1879	179.7	264.1	39.4	69.0	49	21	11	977	Texas and Pacific	Texas.	25,319,117	*	925,673	167,318	6,993,000	18,806,225	1,849,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	25
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	18
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	486,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,062,357	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,581	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	161
Dec. 31, 1878	1,038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,914,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	5,846,580	188,315	844,019	11,121,272	7,744,686	—	100	90
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,124	62,069	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	118.0	211,262	108,565	88,120	147,542	def. 3,911	—	100	....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	168,197	160,197	5	100	118
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,697	329,175	70,315	—	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	452.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,311,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1,952,003	4,798,372	1,664,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	473	Wash. City, Va. Mid. & Gt. Southern	Va.	10,148,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,545	615,330	119,632	541,678	202,985	—	50	70
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	514,107	176,652	—	100	....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	318,114	808,864	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	239,094	462,241	1,067,654	304,401	—	100	....
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	180.0	.....	53,850	.....	509,698	98,658	—	100	55
Sept. 30, 1878	163.5	17.0	13.2	—	28	19	13	350	Wilmington and Weldon	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,160	52,132	316,434	180.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30, 1878	45 7	—	35.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,060	534,980	76,045	1,789,800	1,999,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	166,351	—	100	50

Fast Railroad Building.

The distance from Lakken, in the Indus valley, to Sibi, at the mouth of Bolan Pass, is 134 miles, and the railroad over this distance was finished in 101 consecutive days. The last 62 miles occupied exactly one month—from noon of December 14 to January 14. The last 90 miles ran through an absolute desert, and all food, water and means of shelter had to be transported by train. The consumption of water by the men and animals was 30,000 gallons a day, and in some cases the engines had to run 200 miles without stopping to take water.

Statement of the Public Debt of the United States, July 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,478,000 00	$467,340 00
6 per cent. bonds, 1881 (Oregon,) 1861	742,450 00	22,273 50
6 per cent. 1881 bonds, 1861..	157,307,100 00	4,717,713 00
6 per cent. 1881 bonds, 1863..	62,202,850 00	1,866,085 50
5 per cent. funded loan of 1881	484,364,900 00	4,040,540 83
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	737,980,800 00	7,379,809 00
Refunding Certificates.....	1,367,000 00	13,670 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest	$1,723,993,100 00	$19,654,930 83
Interest due and unpaid		2,368,395 72

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1853	3,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,400 00	5,057 68
6 per cent. 5-20 bonds, called June, 1864	68,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,117 21
5 per cent. 10-40 bonds, called, 1864.....	2,055,400 00	268,235 56
6 per cent. Consol. bonds, called, 1865.....	612,400 00	6,846 97
6 per cent. Consol. bonds, called, 1867.....	2,330,150 00	257,977 40
6 per cent. Consol. bonds, called, 1868	752,300 00	91,995 95
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,535 00	2,388 95
5 per cent. 2 year notes, 1863.	35,950 00	1,857 99
6 per cent. compound interest notes, 1863-64.....	242,590 00	49,330 18
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,396 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$7,621,455 26	$814,444 01

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,975 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	14,465,000 00	
Coin certificates, 1865.....	8,004,600 00	
Silver certificates, 1878.....	12,274,270 00	
Unclaimed interest.....		7,777 03
Fractional currency, 1862, 1863 and 1864..$16,990,884 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,376,934 00	7,214,954 37	
Aggregate of debt bearing no interest.....	$368,800,815 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,780,400 00	
Bonds at 5 per cent.....	484,864,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	737,980,800 00	
Refunding certificates.....	1,367,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,723,993,100 00	$22,623,326 55
Debt on which interest has ceased since maturity.....	7,621,455 26	814,444 01
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,991 00	
Certificates of deposit.....	14,465,000 00	
Coin and Silver Certificates.	20,378,870 00	
Fractional currency.....	7,214,954 37	
	$388,800,815 37	
Unclaimed interest.....		7,777 03
	$2,120,415,370 62	$22,845,547 59
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,143,260,918 21

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,368,385 72
Debt on which interest has ceased.....	7,621,455 26
Interest thereon	814,444 01
Gold and silver certificates.....	20,378,870 00
U S Notes held for redemption of certificates of deposit.....	14,465,000 00
Cash balance available July 1, 1880.....	155,440,467 89
	$201,068,622 88
Debt, less amount in Treasury, July 1, 1880.	$1,942,172,295 24
Debt, less amount in Treasury, on the 1st ult.	1,952,386,719 35
Decrease of debt during the month.....	$10,214,424 51
Decrease of debt since June 30, 1879.....	$85,034,961 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$778,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	48,849 60
Totals.....	$64,626,512 00	$1,938,705 36

Interest paid by United States, $45,651,155 94; interest repaid by transportation of mails, &c., $13,615,292 55; interest repaid by cash payments: 6 per cent net earnings $658,193 87; balance of interest paid by United States $31,380,664 52.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Illinois Central Railroad.

During the month of June, 1890, the traffic on the lines operated by this company was:

In Illinois.....	$521,277 00
In Iowa (Leased Lines).....	122,230 00
Total	$643,507 00

The traffic for the same month in 1879, on the same mileage, was:

In Illinois.....	$460,170 89
In Iowa (Leased Lines).....	120,407 01
Total.....	$580,577 90

During June, 1880, the Land Sales were 1,406 10 acres for $8,074.07, and the cash collected on land contracts was $5,711 13

New York, July 10th, 1880.

L. A. CATLIN, Secretary.

☞ The Richie Bros. of Phila. are erecting 40 ton Railroad Track Scales at Martin and Milan, Tenn., for the Chicago, St. Louis and New Orleans Railroad. This company adopted this make of scale after having tried several makes. The one in use over a year at East Cairo with "Dead Track" running through has given great satisfaction.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 13.

	W.7.	Th.8.	F.9	Sat.10.	M.12	Tu.13
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	106
6s, 1889	....	....	....	....	....	106
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred 25	....	....	....	....	25	25
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	40	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred 9½	9½	....	....	....	....	....
2d mortgage 108	....	....	....	....	....	....
Lehigh Navigation 27½	27	27	27½	28	28½	....
6s, 1884.....	106	....	....	....	....	....
Gold Loan..... .. 103½	103	....	....	....	104	....
Railroad Loan..... 110	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	102½	102½	....	102½	....	....
Lehigh Valley 49½	49½	49½	49½	....	49½	....
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg..... 118	118	....	....	....	....	....
2d mort. 7s.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	112	....	....	....
Consol. mort. 6s, reg..... 112	....	....	....	....	....	....
Little Schuylkill...	....	....	....	....	....	....
Minehill & Sch. Haven	49	....	49	49	....	....
North Pennsylvania	....	....	....	....	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	113½
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central. 31½	....	....	....	32½	....	....
6s.....	....	79½	....	....	....	78½
Northern Pacific 26	25	25½	....	26½	26½	....
Preferred 48½	48	47½	....	49½	48½	....
Pennsylvania R. R. ... 53½	53½	53½	53½	53½	54	....
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg..... 119	....	....	119	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	112½
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new.....	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 8	7½	8	8½	8½	8½	....
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893..... 114½	113	114½	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s..107½	....	107½	....	108½	108½	....
Consol. mortgage reg 107½	....	....	....	....	....	109
Gen'l mortgage 6s.....	....	....	....	....	....	....
Philadelphia and Erie. 13½	....	....	....	....	....	12½
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s..... 100	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.. 12½	12½	12½	11½	11½	12	....
7s..... 78	....	....	....	75	74½	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred..... 4½	4½	....	....	4½	4½	....
6s, 1872..... ... 94	94	94	94	....	....	....
6s, 1882.....	....	80	....	....	80½	....
United Co. of N. Jersey.... 161½	....	....	....	....	....	....
Bestonville, (Horse). 21	....	....	....	....	20½	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Baltimore and Ohio	155	156	....	156	156	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	108	....	....
Central Ohio ($50).....	40	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	103½	105½	....	104½	....
2d mortgage, 7s..... 70½	71	....	....	70½	70½	....
3d mortgage, 6s..... 75	....	....	....	....	....	....
Northern Central ($50) 32½	32½	....	....	....	....	....
2d mortgage, 6s 1885. 107½	....	....	....	....	....	....
3d mortgage, 6s, 1900. 107½	....	....	....	....	....	....
6s, 1900, Gold.....	109½x	....	110	110	110	....
6s, 1904, gold.....	....	103½	103½	....	103½	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 6s.....	....	....	....	....	....	....
4th mortgage, 6s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	114½	....	....	....	....	....
Virginia 6s, Consol .. 56½	57½	57½	57	56½	56½	....
Consol. Coupons 85½	85	85	84½	84½	84½	....
10-40 bonds..... 40½	41½	....	....	41	40½	....
Deferred Certificates.....	....	....	....	6½	....	....
Western Maryland	....	8	8½	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	114	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	109½
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R R.....	....	38½	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Adams Express	113¾	113¾	....	....	....	113¾
Albany and Susq.	106	106	....	....	....	106
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	58	58¾	....	....	58¾	57¾
Atlantic & Pacific Tel.	40¾	41	....	....	42¾	42¾
Buri., C.R. & Nor.	....	58	....	....	59¾	61
1st mortgage 5s	91¾	....	....	....	91	91
Canada Southern	57	....	57	....	57¾	....
1st mortgage guar.	93	92¾	92	....	93	93
Central of N. Jersey	68¾	68	66¾	68¾	68¾	68¾
1st mortgage 1890	....	....	....	....	....	119
7s, consolidated, ass.	103	103	103	....	103	103
7s, convertible, ass.	102¾	....	....	102¾	103¾	103¾
7s, Income	....	....	....	77	....	....
Adjustment	107	....	107¾	....	107¾	....
Central Pacific	72¾	71	70¾	70	....	72
6s, gold	112	112	112¾	111¾	....	....
1st M. (San Joaquin)	106	....	106	106	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	....	....	....	....	....	....
Chicago and Alton	110	110¾	....	111	....	110
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	120¾	120	120¾	120¾	120¾	121¾
7s Consol, 1903	....	121	....	....	120¾	....
Chic., Mil. and St. Paul	74¾	73¾	74¾	74¾	76¾	76¾
Preferred	103¾	102¾	103	103¾	102¾	103¾
1st mortgage, 8s	....	....	....	....	....	105
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	118
1st M. (La Crosse div.	113	....	114	....	....	....
1st M. (I. and M. div.	....	....	113	....	....	....
1st M. (I. and D. ext	108¾	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	114¾	....	....
Consolidated S. F.	112	111¾	111¾	111¾	....	111¾
Chic. & Northwestern	87¾	87¾	88¾	88¾	89¾	90¾
Preferred	108	107¾	108¾	....	108¾	109
1st mortgage	110¾	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	123¾	....	....	....	....
Consol. Gold bonds	....	117	....	117¾	....	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	104	103¾	105¾	105¾	105¾	106
6s, 1917	119¾	119¾	....	....	....	....
Clev., Col., C. and Ind.	64	65¾	66¾	67	68¾	68¾
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	116	116	....	120
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	15¾	15¾	16	16	16¾	16¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	74¾	74¾	76¾	77¾	77¾	77¾
Reg. 7s, 1891	108	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	76¾	76¾	78¾	79¾	79¾	78¾
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	107	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	109	....	....	....	....	....
7s, Consol. gold	122	....	122	....	....	123
Great Western 1st mort.	....	....	....	111	....	....
2d mortgage	102¾	102¾	102¾	102¾	....	102¾
Hannibal & St. Joseph	32	31¾	32¾	32¾	32¾	33¾
Preferred	71	71¾	68¾x	69	....	69
8s, Convertible	109¾	109¾	109¾	....	....	....
Houston & Tex. Cent.	....	....	....	....	....	....
1st Mortgage	....	....	....	....	....	....
Illinois Central	105	....	....	....	....	105¾
Lake Shore & Mich So.	101¾	102¾	102¾	103¾	103¾	103¾
Consol. 7s	....	....	....	....	121	....
Consol, 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	116	....	116	116	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	123	123	....	124	125	123
7s, Consolidated	115¾	....	....	....	....	....
Manhattan	31¾	30¾	31¾	31¾	30¾	30¾
Metropolitan Elevated	92	90	....	....	....	92
1st Mortgage	99¾	99¾	99¾	99¾	99¾	100
Michigan Central	87¾	86¾	87	88¾	89	89¾
7s, 1902	120¾	....	....	....	....	....
M. S. and N. I. 1st, S. F.	109	....	....	....	....	....
Morris and Essex	105¾	105	105	....	104¾	105¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	109	109	....	....	....	110¾
N. Y. Cent. & Hud. Riv	128	127¾	128¾	128¾	128¾	129¾
6s, Sinking fund, 1883	....	....	....	....	105¾	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	127	127¾	127¾	127¾	127¾	128
1st mortgage, reg.	....	....	....	127¾	....	....
N. Y. Elevated	111	....	....	....	....	....
1st mortgage	110¾	110¾	110	110	110	110
N. York and Harlem	180¾	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
N.Y., Lake Erie & W.	39¾	40	40¾	41¾	42¾	41¾
Preferred	65¾	65¾	67	69	70¾	68¾
2d Consolidated	87¾	87¾	88¾	89¾	89¾	89¾
New 2d 6s fund	82¾	83¾	83¾	....	....	84¾
N.Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	25	25¾	26¾	26¾	26¾	27¾
Preferred	46¾	46¾	47¾	48¾	48¾	48¾
Ohio and Mississippi	31¾	31¾	32	32¾	32	32¾
Preferred	71¾	71	....	....	72¾	73¾
2d mortgage	....	....	112	112	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	39	39¾	40	41¾	41¾	40¾
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	106	....	....	....
Panama	....	....	180¾	....	....	....
Philadelphia & Reading	16¾	16¾	17¾	17	17¾	17
Pitts., Ft. W. & Chi. gtd	120	....	....	120¾	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	114	....	....	....	....	114
Quicksilver Mining Co	....	....	....	....	10¾	....
Preferred	....	....	59	62¾	62	62¾
St. Louis & San Fran.	33	....	....	....	35¾	....
Preferred	....	45	....	45	46¾	46¾
1st Preferred	70	....	....	....	....	....
St. L., Alton and T. H.	....	....	....	....	....	....
Preferred	....	....	....	....	59¾	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	93	....	....
St. L., Iron Mt. & S. As	44¾	45	45	45¾	45¾	46
1st mortgage	....	....	....	....	....	....
2d mortgage	100¾	....	100¾	100¾	100¾	101¾
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	87¾	87	87¾	....	88	88¾
1st mortgage	112¾	112	112	112¾	112¾	112¾
Land Grant 7s	....	....	....	113¾	....	....
Sinking Fund 8s	....	....	117¾	....	....	118¾
United States Express	49	....	49	48	....	48¾
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	102¾	....	103	....	103	102
7s, Consolidated	....	....	....	101	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	35¾	35¾	36	36¾	37	37
Preferred	63¾	63¾	63¾	65	65	65¾
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	106	106¾	....	107	106¾	106¾
Western Pacific bonds	....	106¾	....	106	....	....
Western Union Tel.	103¾	104¾	105	105¾	106¾	105¾
7s, S. F. conv., 1900	....	116	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending July 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Atch., Top. and San. Fe.	117	116¾	117	117	....	117¾
1st mortgage	117¾	117	....	....	118	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	116	....
Boston and Albany	145	145¾	145¾	145	....	....
7s, reg.	....	....	....	....	....	92¾
Boston and Lowell	....	....	128	....	....	....
Boston and Maine	....	137¾	137¾	137	....	....
Boston and Providence	....	41¾	40¾	40¾	41¾	41¾
Boston, Hart. & Erie 7s	41¾	....	....	....	....	....
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	110	....	....	109¾	....	82¾
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	120¾	120¾	120¾	120¾	120¾	120¾
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	12¾	12¾	....	12¾	12¾	12¾
Concord ($50)	....	....	....	....	....	....
Connecticut River	144	144¾	....	....	....	....
Eastern	....	34	33¾	33	33	33¾
New 4½ Bonds	....	94¾	....	94¾	95¾	94¾
Fitchburg	122	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	....	37¾	....	36	37	37¾
7s	111	109¾	109¾	108¾	109	109¾
Northern, N. H.	....	96¾	96¾	96¾	96¾	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	29¾	28¾	27¾	....	....	27¾
Preferred	....	....	....	....	78	78
Old Colony	....	....	....	....	113	113¾
Ph., Wil. & Balt. ($50)	....	....	67¾	....	....	69
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	114¾	....	....	....	....	114¾
Union Pacific	88	88	88¾	88	88	....
6s	....	....	....	112	....	112
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	115¾	....	....	115¾	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	51	50	....	....	....
Cambridge (Horse)	....	....	....	....	....	124¾
Metropolitan (")	....	66¾	67	....	....	67
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	....	224	....	223¾	....	....
Jersey	27¾	27	....	....	27¾	27¾

New York Stock Exchange.

Closing Prices for the week ending July 14.

	Th.8.	F.9.	Sat.10	M.12	Tu.13.	W 14
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	108¾	108¾	108¾	108¾	108	....
U. S. 4s, 1907, coup.	108¾	108¾	....	108¾	108¾	....
U. S. 4½s, 1891, reg.	....	....	109¾	110	110¾	....
U. S. 4½s, 1891, coup.	....	109¾	....	....	110¾	....
U. S. 5s, 1881, reg.	....	102¾	....	....	....	....
U. S. 5s, 1881, coup.	....	102¾	103¾	....	103¾	....
U. S. 6s, 1881, reg.	....	104	....	....	....	....
U. S. 6s, 1881, coup.	103¾	104	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	99¾	99¾	....	....	99	....

London Stock Exchange.

	—Closing Prices.— July 2.	June 25
Atlantic & Gt. W. 1st mort., Certs.	71 — 73	67 — 69
Do. 2d mort., Certs.	32 — 34	30 — 32
Do. 3d mort., Certs.	15 — 16	14 — 15
Baltimore and Ohio (sterling)	114 —116	113 —115
Central of New Jersey $100 shares	63 — 72	63 — 67
Do. Cons. Mort. Oct.'70 coupon	105 — 107	104 —106
Do. Adjustment bonds	107 —110	106 —109
Do. Income bonds	80 — 85	75 — 80
Det., Gd. Haven & Mil. Equip. bds.	109 —111	109 —111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	101 —103	100 —102
Erie shares $100 Recon. Ass. $6 pd.	42¾ — 42¾	41¾ — 41¾
Do Pref. Shares, R. T. Ass. $3 pd	72 — 76	68 — 72
Do. 1st Con. M. ex-Certs. 6 Cou.	124 —126	122 —124
Illinois Central $100 shares	108 —110	108 —110
Lehigh Valley Consol. mortgage	111 —113	111 —113
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	125 —130
Do. $100 shares	131 —133	133 —135
Do. Mort. bonds (sev.)	116 —118	118 —120
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	122 —124	120 —122
Do. do. 2d do.	85 — 87	84 — 88
Do. 2d Consol. Mort. bonds	91 — 93	91 — 93
Do. Geld Income Bonds	78 — 80	78 — 80
Pennsylvania, $50 shares	55 — 56	54¾ — 55¾
Do. Con. Sink. Fund Mort.	112 —114	114 —116
Philadelphia & Reading $50 shares.	8 — 9	9 — 10
General Consol. Mortgage	103 —105	102 —104
Do. Improvement Mortgage	83 — 85	84 — 86
Do. Gen. Mort. '74, ex-deferd. con.	54 — 56	54 — 56
Do. Scrip for the 6 dct. ¼ coupons.	55 — 65	55 — 65
Pittsbg, Ft. W. & Chic. Equip bds.	112 —114	111 —113
St. Louis Bridge 1st mort. gold bonds	107 —109	107 —109
Do. 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	113 —115	112 —114

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 15, 1880.

The money market continues to be extremely easy at 2@2½ per cent for call loans, 2@4 per cent for time loans, and 3½@4½ per cent for first class mercantile paper.

The market for foreign exchange continues dull. The posted rates of the leading drawers of sterling are 4.84@4.86½, and the actual rates 4.83@¼ and 4.85@¼. Cable transfers are 4.85½@¾. Prime commercial bills are 4.81½@4.82.

According to returns made to the Comptroller of the Currency the National Banks of the United States held on the 11th of June, 1880, $99,506,505 of coin, of which $83,149,094 is gold coin and $6,357,410 silver coin, including $495,400 of silver certificates. Of this amount the national banks in the city of New York held $58,829,426, of which $391,321 was silver coin and $452,700 was silver certificates. The national banks of the United States held on October 2, 1879, $42,178,731 of coin, showing an increase in eight months of $57,332,774. The amount of silver coin held on October 2 was $4,986,493. The amount of coin now held by the national banks is nearly equal to the total cash reserve required by law.

During the last fiscal year bonds of the State of New Hampshire amounting to $258,000, and notes to the amount of $58,500 have been paid. The bonds which have not matured are as follows, with their date of payment: September 1, 1884, $450,000; September 1, 1889, $150,000; municipal war loan, from January 1, 1892, to Jan-

uary, 1905, $2,206,100; prison loan, from January, 1881, to January, 1891, $140,000; and bonds of 1879, due 1889, 1890 and 1891, $300,000. The net indebtedness of the State June 1, 1880, was $3,512,466 15.

The Financial Chronicle of the 10th inst. makes a comparison of the earnings of 42 railroads in June, 1880, and June, 1879, and shows that the gross earnings of these roads, which amounted to $13,249,394 in June, 1879, rose to $18,164,772 in June, 1880, an increase of $4,915,378, or 37 per cent. In the comparison of the business of these roads for the first six months of this year and last year, in the same way, we find a net increase for 1880 over 1879 of $17,418,159 in gross earnings, which is equivalent to an increase of 26 per cent. A comparison is also made between a leading Eastern and a leading Western railroad, showing that in 1880 as compared with 1879 the monthly increase in net earnings was 30 per cent for January, 10 per cent for February, 56.42 per cent for March, 42.86 per cent for April and 49 per cent for May. "In the light of such figures," says the Chronicle, "there seems to be little basis for depreciating railroad property where it is honestly managed. Thirty-seven per cent gross earnings for June and an average since March 1 of 49.42 per cent increase in net earnings is certainly an astonishingly favorable exhibit, and there is no wonder under such circumstances that sinister rumors have had no greater effect."

United States Treasurer Gilfillan has purchased $125,000 District of Columbia 3.65 bonds, being the amount required by law to be applied to the sinking fund of that loan for the current fiscal year. These bonds will be cancelled and deducted from the loan.

The Portsmouth and Dover Railroad, besides paying a semi-annual dividend of 3 per cent, is also paying one dollar per share of the unpaid dividend withheld some time ago.

The Pennsylvania Railroad Company announces that its first mortgage bonds maturing December 31, 1880, will be paid on presentation to John D. Taylor, Treasurer of the company. This is a 6 per cent loan of $4,970,000, and is being replaced by a 5 per cent loan.

Government bonds are strong throughout; State bonds at the Board were neglected; Railroad bonds were generally higher; and Railroad shares, compared with our quotations of last week, show a considerable advance in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 41¼@42; Canada Southern, 59@59½; Central of New Jersey, 69¼@69⅜; Central Pacific, 70@70⅜; Chicago and Northwestern, 91@91¼; do. pref., 109¼@109¾; Chicago, Burlington and Quincy, 121@121¼; Chicago and Alton, 109@110½; Chicago, Milwaukee and St. Paul, 78¾@78⅞; do. pref., 104½@105½; Chicago, Rock Island and Pacific, 105½@106; Chicago, St. Louis and New Orleans, 27@27½; Cleveland, Columbus, Cincinnati and Indianpolis, 67@—; Columbus, Chicago and Indiana Central, 16½@16½; Delaware and Hudson Canal, 77⅜@77⅛; Delaware, Lackawanna and Western, 80¼@80½; Hannibal and St. Joseph, 33⅜@33¾; do., pref., 69¼@69½; Houston and Texas Central, 63½@65; Illinois Central, 105⅞@106⅛; Lake Erie and Western, 29@29⅛; Lake Shore and Michigan Southern, 104⅝@104¾; Louisville and Nashville, 125½@126; Morris and Essex, 104¾@105; Metropolitan Elevated, —@92; Michigan Central, 89@89½; New York Central and Hudson River 129@129¼; New York, Lake Erie and Western, 42@42¼; do. pref., 70@70½; New York, Ontario and Western, 26@26⅛; Northern Pacific, 26¼@26⅝; do. pref., 48¼@48¾; Ohio and Miss., 32½@32⅝; do. pref., 72@73½; Panama, 180@185; Pacific Mail, 40⅝@40⅞; Philadelphia and Reading, 16@17½; St. Louis and San Francisco, 35@36; do. pref., 46@47; do. 1st pref., 70@73; St. Louis, Iron Mountain and Southern, 46¼@46½; Union Pacific, 90⅝@90¾; Western Union Telegraph, 106¼@106⅜; Wabash, St. Louis and Pacific, 36¾@37; do. pref., 65¾@66.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 110⅛; Albany and Susq. 1st consol., 113½; Boston, Hartford and Erie 1st, 41; Buffalo and Erie new, 120; Buffalo, New York and Erie 1st, 1916, 119½; Col., Chi. and Ind. Cent. Trust Co. certif. ass. sup., 88½; do. inc., 40¼; Central Iowa 1st, 103½; Cairo and Fulton 1st, 109; Chicago, St. Paul and Omaha, 38; do. pref., 71; Chicago, Burlington and Quincy 8s, 109; Chesapeake and Ohio 1st pref., 24½; do. cur. int., 38; do. 1st, mort., Series B, 64; Chicago and Eastern Illinois 1st, 100; Chicago, St. Paul and Minn., 45½; do. 1st, 105; do. L. G., 104; Chicago, Milwaukee and St. Paul 8s, Southern Minn. div., 101; do. Lacrosse and Davenport div. 1st, 92; Cincinnati, Indianapolis, St. Louis and Chicago 6s, 94½; Denver and Rio Grande, 62¼; do. 1st, 103½; do. 1st consol., 90¾; Houston and Texas Central 2d M. L., 107½; Hudson River 2d, S. F., 110½; Houston and Gt. Northern 2d, pur. com. rec., 31; Ind., Bloom. and Western, 29; Indianapolis, Decatur and Springfield 1st, 100¾; International and Gt. Northern 1st, 100; do. 2d inc., 69; Keckuk and Des Moines, 10; do. 1st, 98; Kansas Pacific 1st consol., 94; do. 6s, J. & D., 1896, with coupon certif., 116½; do. inc, No. 16, 90; do. 6s, Denver Div., ass., with coupon certif., 108⅜; do. ex-coupon, 98; Laf., Bloom. and Muncie 1st, 100; Louisville and Nashville 2d, 103¾; Lehigh and Wilkesbarre consol. ass., 95¾; Lake Erie and Western, 29½; do. 1st, 102¼, do. inc., 60½; Mobile and Ohio, 19¼; do. 1st deben., 78⅜; do. 2d deben., 44; do. 4th deben., 32; do. new mort., 101; Manhattan Beach, 50; Minneapolis and St. Louis 1st, 101; Marietta and Cincinnati 2d pref., 5; Missouri, Kansas and Texas 1st consol. ass., 105; do. 2d, 64¾; Nashville, Chattanooga and St. Louis, 62; do. 1st, 110½; New York, Ontario and Western, 26¼; Nevada Central 1st, 99⅛; Ohio Central, 20; do. inc., 45; do. 1st, 88½; Oregon Railway and Nav., 118; do. 1st, 97⅜; Peoria, Decatur and Evansville inc., 60; Quincy and Toledo 1st, 106; Syracuse, Binghamton and New York 1st, 114; St. Paul and Sioux City, 36½; do. pref., 69; do. 1st, 102; St. Louis, Kansas City and Northern R. E. 7s, 1895, 108; do. Omaha div. 1st, 110¼; St. Louis and San Francisco 2d, class B, 76; St. Louis and Iron Mt. 1st pref. inc., 83; do. Arkansas Branch, 104; do. Cairo, Arkansas and Texas 1st, 102; Texas and Pacific consol., 80; do. Inc. L. G., 56¼; Toledo and Wabash fund. int. consol., 87½; Warren, 100; Alabama, Class A, 59; Georgia 7s, new, 109; Louisiana 7s, consol., 46¾; Missouri 6s, 1882 or 1883, 103¾; do. 6s, 1886, 105¼; do. 6s, 1889 or 1890, 108¾; do. 6s, H. and St. J. issue, 1888, 105¼; North Carolina 6s, old, 29½; do. new, 17⅝; Tennessee 6s, new, 27½; Sutro Tunnel, 1¾; Am. Dist. Tel., 69; Colorado Coal and Iron, 29; Climax Mining Co., 2½; Deadwood, 16; Excelsior, 17; Homestake, 35; Little Pittsburg, 3¾; Standard, 27½; Silver Cliff, 4⅝.

Boston.—Atchison, Topeka and Santa Fe 8s, inc., 107; Boston Land, 6⅜; Boston Water Power, 8⅝; Burlington and Missouri River R. R. in Nebraska, non-exempt, 102¾; Central Pacific 7s, 1884, gold, State Aid, 105½; Chicago, Clinton, Dubuque and Minnesota, 77½; do. 7s, 107¾; Connecticut and Passumpsic Rivers R. R., 70; Chicago, Burlington and Quincy 4s, 85; Cincinnati, Sandusky and Cleveland pref., 47; do. 7s, 1890, 92¼; Central Iowa 7s, 1899, gold, new, 102½; Crowley, Sumner, ahd Ft. Smith, 7s, 1909, guar., 110½; Flint and Pere Marquette, 18¼; Florence, El Dorado and Walnut Valley, 11; do. 7s, 101¼; Fitchburg 6s, 104; Iowa Falls and Sioux City 7s, 1916, 109; Kansas City, St. Joseph and Council Bluffs, 7s, 111¾; Kansas City, Lawrence and Southern 4s, 91; Kansas City, Fort Scott and Gulf, 37¾; do. pref., 80; Little Rock and Ft. Smith, 45¼; do. 7s, 99½; Michigan 8s, 112¼; Nashua and Lowell R. R., 116; New Mexico and Southern Pacific 7s, 109¼; Ogdensburg and Lake Champlain 6s, 1897, 102¾; Pleasant Hill and De Soto, 60; Republican Valley 6s, W. D., 102½; do. E. D., 102½; Rutland pref., 24¾; do. 6s, 93; Summit Branch, 10; Toledo, Delphos and Burlington 6s, 1910, 85; Wisconsin Central, 3¼; Allouez Mining Co., 4½; Atlantic, 18; Brunswick Antimony, 16; Catalpa, 1⅝; Contentment, 2; Copper Falls, 10½; Central, 39¾; Duncan, Silver, 2¾; Franklin, 14; Harshaw, 31½; Huron, 4⅝; International, 50c.; National, 2; Osceola, 37¼; Pewabic, 18½; Ridge, 4⅞; Silver Islet, 27.

Philadelphia.—Am. S. S. Co., 6s, 102¾; Central Transp., 48; Emire Car Trust, 100½; Morris Canal, 61; Philadelphia and Reading R. R. consol. gold 6s, coupon, 101; Pennsylvania dividend scrip, 108; Philadelphia and Trenton R. R., 161; Pennsylvania Canal 6s, 80½; People's Pass. 6s, 102; St. Paul and Duluth pref., 57¼; Steubenville and Indiana 6s, 103; Sunbury and Erie 7s, 115; Texas Pacific 1st, 104½; Warren and Franklin 7s, 103; Allegheny County 5s, 103; Pittsburg 5s, 100½. The latest quotations are: City 6s, 106@110; do. free of tax, 122@123; do. 4s, new, 104@107; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 106@107; do. 5s, new loan, 112½@116, do. 4s, new, 106@110; Philadelphia and Reading, 8@8½; do. consol. mort. 7s, coup., 109¾@110¼; do. reg., 109¼@110¼; do. mort., 6s, 100@104; do. 7s, 1893, 114@114½; do. 7s, new conv., 18@20; United New Jersey R. R. and Canal, 161@162; Pittsburg, Titusville and Buffalo R. R., 11½@11⅝; do. 7s, 78@80; Camden and Amboy mort. 6s, 1889, 112—◎; Pennsylvania R. R., 54⅛@54¼; do. 1st

mort., 100¾@101½; do. gen'l mort., coupon, 117 @118; do. reg., 118¾@119; do. consol. mort. 6s, reg., 112⅛@118; Little Schuylkil R. R., 43¼ @44; Morris Canal, 50@64; do. pref., 149@ 150¼; Susq. Canal 3@6; do. 6s, —@50; Schuylkill Nav., 2@4; do. pref., 4¼@5½; do. 6s, 1882 60@60⅝; do. 1872, 94@95; Elmira and Williamsport pref., 50@54; do. 6s, 109@—; do. 5s, 82@84; Lehigh Coal and Navigation, 28⅛ @28¼; do. 6s, 1884, 107¼@107½; do. R. R. loan, 110@112; do. Gold Loan, 103¾@104; do. consol. 7s, 102½@103; Northern Pacific, 26½ @26⅝; do. pref., 48⅛@48⅞; North Pennsylvania, 49@50; do. 6s, 105@106½; do. 7s, 116⅛ @117; do. Gen'l mort. 7s, reg., 113¾@117; Philadelphia and Erie, 13@13⅛; do. 6s, 102½ @—; do. 7s, 109@110; Minehill, 49@49¼; Catawissa, 5@9½; do. pref., 38@39; do. new pref., —@38; do. 7s, 1900, 114@115; Lehigh Valley 49⅛@49¾; do. 6s, coupon, 117¾@118; do. reg., 117½@118½; do. 2d mort. 7s, 128@129; do. consol. mort., 112@113; Fifth and Sixth streets (horse), 115@117; Second and Third, 104@105¼; Thirteenth and Fifteenth, 73@80; Spruce and Pine, 52½@54; Green and Coates, 100¼@103; Chestnut and Walnut, 76¼@80; Hestonville, 20½@21½; Germantown, 66½@68; Union, 100 @112; Lombard and South, 12@18; West Philadelphia 73@76; People's, 13@13½; Ridge Av., 70@80; Continental, 96@100.

Baltimore.—Baltimore and Ohio 2d pref., 107; Baltimore City 6s, 1900, 119; do. 6s, 1902, 119¼; do. 6s, 1890, 114⅞; do. 6s 1886, 108; do. 5s, 1894, 112½; do. 5s, 1916, 114; do. 5s, 1900, 113; Maryland Defense 6s, 105⅜; Richmond and Danville 6s, 1885, 103; Virginia 10-40 coupons, 89. The latest quotations are: Baltimore and Ohio, 155⅛@—; do. 6s, 1885, 108@—; Northern Central, 82¼@83; do. 6s, 1900, 112@—; do. 6s, 1900, gold, 110@110¾; do. 6s, 1904, gold, 103¼ @103½; do. 5s, 78⅝@—; Marietta and Cincinnati 1st mort., 1892, 108@—; do 2d mort. 7s, 70¼@70⅝; do. 3d mort. 8s, 84⅛@—; Pittsburg and Connellsville 7s, 115⅛@—; Orange, Alex. and Manassas 7s, 77@78; Virginia consol. 6s, 56 @56¼; Virginia Consols coupons, 84⅛@84⅝; Virginia 10-40 bonds, 40⅛@40⅞; Virginia 10-40 coupons, 84⅛@84⅝; City 6s, 1902, —@120; do. 1890, 114⅞@115; do. 6s, 1884, —@108; do. 5s, 1894, 112½@—; do. 1900, 112@—; do. 1916, 114@—.

☞ At a meeting of the stockholders of the Wabash, St. Louis and Pacific Railroad Co. at St. Louis on the 14th inst., the action of the directors in leasing the Champaign, Havana and Western Railroad; in leasing and constructing the Detroit, Butler and St. Louis Railroad, from Butler, Ind., to Detroit, Mich.; in leasing the Missouri, Iowa and Nebraska Railroad, and in leasing 61 miles of the Pan Handle Road, from Logansport to the Indiana State line, was ratified by a three-fourths vote of the shareholders, and, therefore, the contracts are all approved.

☞ Articles of incorporation have been filed with the Secretary of State at Albany, naming Robert Webster of Poland, Thomas W. Spencer of Utica, and others as Directors of the Newport and Poland Narrow Gauge Railway Company. The line will run from the village of Herkimer to the village of Poland, along the valley of the West Canada Creek, in Herkimer county. The length of the road is about 17 miles, and the capital is placed at $88,000.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of May, 1880 and 1879:

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic	$1,307,148 21	$7,621,922 22
Canal traffic	98,641 09	248,153 52
Steam colliers	43,497 84	315,351 54
Richmond coal barges	8,294 45	48,091 05
Total Railroad Co.	$1,457,881 59	$8,233,518 33
Reading Coal & Iron Company	1,227,141 32	5,254,329 76
Total of all	$2,685,022 91	$13,487,848 09
Tonnage and passengers:		
Tons of coal on railroad	526,298 13	3,207,969 12
Tons of merchandise	528,128 10	2,980,209 12
Passengers carried	839,458	4,448,970
Coal transported by steam colliers	47,396 00	265,044 00
Tons of coal mined:		
By Coal and Iron Co.	247,777 02	1,543,219 04
By tenants	89,922 10	520,109 12
Total mined from lands owned and controlled by Co. & from leasehold estates	337,699 12	2,063,328 16

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic	$1,144,050 70	$5,559,181 94
Canal traffic	101,866 38	265,673 04
Steam colliers	63,106 19	344,109 70
Richmond coal barges	23,524 15	64,845 39
Total Railroad Co.	$1,332,547 42	$6,233,310 07
Reading Coal and Iron Co.	1,015,641 04	4,184,700 61
Total of all	$2,348,188 46	$10,418,010 68
Tonnage and passengers:		
Tons of coal on railroad	828,322 05	3,489,004 02
Tons of merchandise	459,317 00	1,852,261 10
Passengers carried	649,941	3,143,956
Coal transported by steam colliers	59,039 00	291,474 00
Tons of coal mined:		
By Coal and Iron Co.	418,642 09	1,797,298 00
By tenants	122,562 08	556,214 07
Total mined from lands owned and controlled by Co. and from leasehold estates	541,204 17	2,353,512 07

Comparative statement of business of the Philadelphia and Reading Railroad Company for May, 1880:

	1880. Month.	1880. Year to date.
Gross receipts	$1,457,881 59	$8,233,518 33
Gross expenses	1,201,646 23	6,463,752 52
Net profit	$256,235 36	$1,769,765 81

	1879. Month.	1879. Year to date.
Gross receipts	$1,332 547 42	$6,233,310 07
Gross expenses	1,046,255 43	4,773,821 34
Net profit	$286,291 99	$1,459,488 73

Comparative statement of business of the Philadelphia and Reading Coal and Iron Company for May, 1880:

	1880. Month.	1880. Year to date.
Receipts	$1,227,142 32	$5,254,329 76
Expenses	1,215,505 35	5,418,528 77
Profit	$11,685 97	
Loss		$164,199 01

	1879. Month.	1879. Year to date.
Receipts	$1,015,641 04	$4,184,700 61
Expenses	1,070,339 02	4,511,861 64
Loss	$54,697 98	$327,161 03

☞ The tracklayers on the Arizona division of the Southern Pacific have crossed the San Pedro, 48 miles east of Tucson, and are working steadily toward the New Mexico line. The town at that point is to be called Shakespeare. Regular trains are running to Benson, 46 miles east of Tucson, 294 miles east of Yuma and 1,025 miles from San Francisco.

☞ It is reported in Buffalo that the Buffalo and Southwestern railroad has been leased to the New York, Lake Erie and Western R. R. Co. for ninety-nine years. By connecting at Jamestown, with the Atlantic and Great Western, and narrowing the gauge of the latter road, trains can be run between Buffalo and Cincinnati, St. Louis and Chicago, thus forming another direct trunk line West.

☞ Railroad building is going on rapidly in Mexico. Over 800 miles of railway have been completed and are now in operation. Three important roads are now under construction; one over the Isthmus of Tehauntepec, another from Guayamas to El Paso, and a central road from the capital to the city of Leon, a distance of 262 miles.

☞ A telegram from President Billings, of the Northern Pacific Railroad Company, says that three ships loaded with material for the Pend d' Oreille division have arrived at Portland, Oregon. It is expected that the whole division (210 miles) will be completed this fall.

☞ The Wilmington (Del.) City Railroad Company has declared a semi-annual dividend of 10 cents per share, equal to 4 per cent per annum. This is the second dividend that has been declared during the 16 years' existence of the road.

☞ C. W. Rogers, formerly of Exeter, N. H., has been elected Vice President of the St. Louis, Arkansas and Texas Railroad. This is a new line to be built from Pierce City, Missouri, to Fayetteville, in Arkansas.

☞ The directors of the Pennsylvania Railroad Co. in Maryland, recently elected, are J. M. Schley, Albert J. Akin, G. P. Lloyd, Henry Loveridge, J. A. Alexander, Sidney Wintringham and Ludlow Patton.

☞ The Harlan and Hollingsworth Company, Wilmington, Del., are employing about nine hundred men, most of them in the car shops, in the manufacture of passenger cars for street and steam roads.

☞ The Homestake Mining Company has declared its regular monthly dividend of 30 cents per share for June, payable at the office of Wells, Fargo & Co. on the 26th inst.

Elegant Passenger Coaches.

The Boston Journal notices the arrival at the station of the New York and New England Railroad of four new and elegant passenger coaches of the Eastlake pattern, from the shops of the Pennsylvania Railroad Co. at Altoona. These cars were built expressly for the New York and New England Railroad, and combine in their construction every modern improvement that adds to the comfort and safety of the travelling public. The exterior finish is in dark chocolate, with the name of the road in gilt letters. The interior is finished in light ash, Eastlake pattern. The windows are double the ordinary size and of plate glass. The seats are elegantly upholstered and have the high, easy backs with which all the Pennsylvania Railroad cars are equipped. The appliances for thorough ventilation, without admitting the least dust or smoke, are perfect. The cars are fitted with the best automatic brakes, patent couplings and platforms, rendering accident next to impossible. The new coaches will for the present be used on the Eastern division of the road.

Bridge over the Monongahela.

The Pittsburg Chronicle says that the directors of the Monongahela Bridge Company awarded the contract for the new Smithfield street bridge to C. J. Schultz, of the Iron City Bridge Company, and then adds:

The price is understood to be about $265,000. The structure will be similar to the Point bridge, will be eighteen to twenty feet above the floor of the present one, and will be completed within ten months.

There will be two spans of 350 each and two half spans of 175 feet each, making the tota length of the bridge 1,050 feet, considerably less than the old one. There will be two piers and two arch ways. The roadway will be 22 feet wide, and the sidewalk outside of the towers 8 feet and 6 inches wide.

The old bridge will be kept open until the completion of the new bridge. A roadway will be built on Carson street, above the present ending of the bridge. This roadbed will lead to the river bank, and from there, on trestle work, to the bridge. On this side the same general plan will be pursued. This will give free scope in building the anchorages and approaches. The piers will be built solidly until they reach the floor of the bridge. Then the sidewalks will be cut away the two tracks thrown into one, and the pier run on up in two columns to the proper heighth. The new bridge will be placed on these columns, and when the old one is torn away the space will be filled in and the piers made solid from foundation to cap stones.

Philadelphia and Reading Railroad.

The Receivers of the Philadelphia and Reading Railroad Company submit herewith the annexed statements:

Statement A.—Lists of debts and liabilities of the company, as of May 24th, 1880, the date of the appointment of the Receivers.

Statement B.—Statement of bonded debt and the interest thereon, showing dates of maturity of the latter.

Statement C.—List of rentals of leased lines of railroads and canals, and of the guarantees of the company.

The Receivers are unable as yet to make a report as to "the state, condition and circumstances of the property," as directed by the order of the Court, but will file such statement as soon as the necessary examinations are completed, and information obtained, to enable them to do so.

Philadelphia, July 9th, 1880.

STATEMENT A.—LIABILITIES May 24th, 1880.

Loans.		
5 per cent £ mort. loan, 1836-80, coupon		$182,400 00
7 do., 1836-82, coupon		184,400 00
6 do., 1843-1910, coupon		967,200 00
6 do., $, 1843-80, coupon		292,500 00
6 do., 1843-1910, coupon		258,000 00
6 do., 1844-80, coupon		383,000 00
6 do., 1844-1910, coupon		417,000 00
6 do., 1848-80, coupon		54,000 00
5 do., 1848-1910, coupon		44,000 00
6 do., 1849-80, coupon		38,000 00
6 do., 1849-1910, coupon		29,000 00
6 do., mortgage convertible, 1857-86, coupon		79,000 00
7 do., mort., 1868-93, coupon		2,700,000 00
		$5,573,500 00
6 do. gold $ or £ consol. mort. loan, 1871-1911, coupon	$6,999,000 00	
6 do., 1871-1911, coupon	305,000 00	
6 do., 1871-1911 reg.	663,000 00	
7 do., $ or £ 1871-1911, registered	3,339,000 00	
7 do., 1871-1911, coupon	7,310,000 00	
		18,616,000 00
		$24,189,500 00
6 do. gold $ or £ improvement loan, 1873-1897, coupon		9,364,000 00
6 do., general, 1874-1908, do	$19,686,000 00	
[An additional $5,010,000 of this loan is outstanding as collateral for floating debt.]		
To this must be added scrip for funded half coupons on general mortgage loan, the coupons being held as security therefor	1,741,620 00	
Also, overdue coupons not yet funded in scrip	25,260 00	
		21,452,880 00
		$55,006,880 00
7 per cent $ income mortgage loan, 1876-96, coupon		2,454,000 00
[An additional $7,546,000 of this loan is outstanding as collateral for floating debt.]		
Bonds and mortgages, and ground rents on detached real estate		1,916,252 94
Total mortgage debt		$59,376,632 94
6 per cent $ deben. loan, 1868-93, coupon		$1,124,900 00
7 per cent $ deben. conv. loan, 1870-90 coupon		28,000 00
7 per cent $ deben. conv. loan, 1873-93, coupon		10,499,900 00
6 per cent $ deben. conv. loan, 1878-98, coupon		597,400 00
		$12,250,200 00
Debenture and guarantee scrip	$3,298,565 00	
Debenture & guarantee fractional scrip	3,164 10	
Perkiomen mort. guaranteed gold $ or £ scrip	99,180 00	
		3,400,909 10
Total deben. debt		$15,651,109 10
Loan—Schuylkill Navigation Company, maturing 1895		$1,200,000 00
Do. 1913		756,650 00
Do. 1915		621,600 00
		$2,578,250 00
East Penn. Railroad Co. bonds, due 1888		$195,900 00
Bills payable and loans, including advances, with option, on general mortgage bonds		$9,560,074 66
[These debts, principally secured by general mortgage bonds, income mortgage bonds, and other stocks and bonds owned by the company.]		
Wages certificates		15,760 00
Material certificates		678,932 30
Total floating debt		$10,254,766 96
Due to connecting ro'ds account current business	$491,469 65	
Due to leased roads and canals, account rental	829,522 99	
Unpaid wages	793,038 40	
Unpaid coupons and interest on loans and dividends	120,359 76	
Taxes due Commonwealth of Penn. on gross receipts	81,214 89	
Taxes due Commonwealth of Penna. on capital stock	33,997 09	
Debts due by the company for materials, &c.	739,273 09	
Dividends of prior years of Schuylkill Nav. Co., payable in scrip	5,912 90	
Advances acc. freight and tolls, &c	214,727 19	
		3,309,515 96
		$13,564,282 92
Sinking fund loan, 1836-1882		$166,070 45
Credit balance of insurance funds		385,509 93
Sundry credits		405,566 10
[These entries made for purpose of book keeping; they are not a cash liability.]		
		$957,146 48
Sinking fund loan, Schuylkill Nav. Co. improvement bonds, due Nov 1st, 1880		228,000 00
		$1,185,146 48
		$92,851,321 44

STATEMENT B.—BONDED DEBT AND INTEREST, May 24, 1880.

	Amount of Loan.	Total Interest.
5 per cent £ mort. loan 1836-'80 coup.	$182,400 00	$9,120 00
7 do. 1836-'82 coup.	184,400 00	9,408 00
6 do. 1843-1910 coup.	967,200 00	58,032 00
6 per cent $ mort. loan 1843-'80 coup.	292,500 00	17,550 00
6 do. 1843-1910 coup.	253,000 00	15,180 00
6 do. 1844-'80 coup.	383,000 00	22,980 00
6 do. 1844-1910 coup.	417,000 00	25,020 00
6 do. 1848-'80 coup.	54,000 00	3,240 00
6 do. 1848-1910 coup.	44,000 00	2,640 00
6 do. 1849-'80 coup.	38,000 00	2,280 00
6 do. 1849-1900 coup.	29,000 00	1,740 00
6 do. c. 1857-1886 coupon	79,000 00	4,740 00
7 do. 1868-1793 coup.	2,700,000 00	189,000 00
	$5,573,500 00	

6 per ct. gold $ or £ c. mort. loan, 1871-1911 c.	$6,999,000 00	419,940 00
6 do. 1871-1911 coup.	805,000 00	18,300 00
6 do. 1871-1911 reg.	663,000 00	39,780 00
7 do. 1871-1911 reg..	3,339,000 00	233,730 00
7 do. 1871-1811 coup.	7,310,000 00	511,700 00
	*$18,616,000 00	
Outstanding of con. mort. dated June 1, 1871, principal, *$25,000,000	$24,189,500 00	$1,584,380 00
6 per ct. gold $ or £ improvement mortgage, 1873-1897 coupon‖	9,364,000 00	561,840 00
	$33,553,500 00	$2,146,220 00
6 per ct. gold $ or £ general mort. loan, 1874-1908 coupon	†19,686,000 00	1,181,160 00
7 per ct. $ gen'l mort. loan, 1874-1908 coup. (not issued but outstanding as collateral)	5,010,000 00	350,700 00
Outstanding of general mort. dated July 1, 1874, prin., †$60,000,000	$58,249,500 00	$3,678,080 00
7 per ct. $ income mort. loan, 1876-'97 coupon	2,454,000 00	171,780 00
7 per ct. $ income mort. loan, 1876-'96 coupon (not issued but outstanding as collateral)	7,546,000 00	528,220 00
	$68,249,500 00	$4,378,080 00
6 per ct. $ debenture loan, 1868-'93 coupon	1,124,900 00	67,494 00
7 per ct. $ debenture con. loan, 1870-'90 coupon	28,000 00	1,960 00
7 per ct. debenture con. loan, 1873-'93 coupon	10,499,900 00	734,993 00
4 per ct. $ debenture loan, 1878-'98 coupon‡	597,400 00	23,896 00
6 per ct. deb. and guar. scrip	3,298,565 00	197,916 60
6 per ct. deb. and guar. scrip (fractional)	3,164 10	
6 per ct. gen'l mort. gold $ or £ scrip.	1,741,620 00	104,497 20
6 per ct. Perk. mort. guar. gold $ or £ scrip.	99,180 00	5,950 80
Bonds and mortgages on real estate	1,916,252 94	114,975 18
Total bonded debt, including unissued bonds, as above..	$87,558,482 04	§$5,629,765 48

* $611,000 Canceled for Sinking Fund. $5,773,000 of this loan held to meet $5,573,500 prior loans as above.

‖ $636,000 Canceled for Sinking Fund.

† $314,000 Canceled for Sinking Fund. $34,990,000 of this loan held to meet $33,553,500 prior loans as above.

§ Including interest on unissued bonds, as above.

‡ Coupons of November, 1880, and May, 1881, at the rate of 5 per cent per annum.

All subsequent coupons at the rate of 6 per cent per annum.

Of this total amount of interest $1,417,802 15 is due in January, $5,000 in February, $10,000 in March, $385,420 in April, $22,128 in May, $974,432 59 in June, $1,417,802 15 in July, $5,000 in August, $10,000 in September, $385,420 in October, $22,128 in November, and $974,532 59 in December.

SUMMARY OF STATEMENT C.

Amount of rental		$3,822,854 75
Taxes in addition to rental (in 1879)		47,142 86
Liability for interest separate from lease	$59,261 00	
Less amount included in rental (in 1879)..	13,287 26	
		45,978 74
Total annual liability on account of leased roads and canals (in 1879)		$3,415,970 85
Annual liability on account of other railroads	$181,976 00	
Annual liability on account of Coal and Iron Co.	120,535 00	
		*302,511 00
		$3,718,481 85
Annual liability on account of P. & R. C. & I. Co.'s bonds	$1,008,130 00	
Annual liability on account of Mammoth Vein Coal and Iron Co.'s bonds	12,000 00	
		1,015,130 00
Total annual liability on account leased railroads and canals, and of guarantees		$4,733,611 85

* Of this, $143,196 have heretofore been paid by debtors.

The liabilities of the Coal and Iron Company are made up as follows: total mortgage debt due to others than the Philadelphia and Reading Railroad Company, $13,534,234 30; to which add bond and mortgage of railroad company dated July 1, 1874, $29,737,965 53, and bond and mortgage dated December 28, 1876, $10,000,000—making total mortgage debt, $53,272,199 83; debenture loan, $1,731,000; floating debt, $1,900,482 47; advanced wages, etc., $1,616,215 93; due Philadelphia and Reading Railroad Co. loan account, $6,358,519 24; capital stock, $8,000,000—total liabilities, $72,878,417 47; of which $54,221,069 37 are held by or due to the Philadelphia and Reading Railroad Co., and $18,657,348 12 by others than the Philadelphia and Reading Railroad Co. The total bonded debt is $15,265,234 30; to which add bonded debt of companies controlled, $1,800,000—making a grand total of $17,065,234 30. Total interest, $1,192,539 88.

Of the total interest $202,803 is payable in January, $65,765 in February, $70,245 in March, $114,370 47 in April, $91,560 in May, $51,158 71 in June, $202,803 in July, $65,765 in August, $70,245 in September, $118,969 88 in October, $92,693 16 in November, and $51,158 71 in December.

RECAPITULATION.

Liabilities:	
Total mortgage debt	$59,376,682 94
Total debenture debt	15,651,109 10
Schuylkill Navigation loans, 1895, 1918, 1915	2,578,250 00
East Penna. R. R. Co. bonds	495,900 00
Floating debt, taxes, debts, dividends due	13,564,282 92
Sinking Fund loan	1,185,146 48
Total	$92,851,321 44
Capital stock, common and preferred	34,278,175 28
Grand total of liabilities,	$127,129,496 72

BONDED DEBT AND INTEREST.

The total bonded debt of the companies, including unissued bonds, is $87,558 482 04, upon which the interest payment in one year aggregates $5,629,765 48.

☞ A certificate has been filed with the Secretary of State of Ohio of the Scioto Valley Railway Company, extension of the line from Portsmouth to a point on the Ohio river opposite the city of Ashland, Kentucky. The capital stock of the Scioto Valley Railway Co. has been increased from $2,000,000 to $2,500,000.

☞ The Concord, N. H., Horse Railroad Co. have elected a board of directors with Daniel Holden as President, Moses Humphrey Building Agent, and Samuel C. Eastman Secretary and Treasurer. The directors were instructed to proceed at once with the building of the road.

☞ The Southwest Pennsylvania Railway has been completed as far south as Fairchance, in Fayette county, a point six miles south of Uniontown and twenty miles north of Morgantown West Va.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL-ST., NEW YORK, July 13, 1880.

DIVIDEND NO. 19.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for June, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 26th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

NOTICE.—THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY declared this day a semi-annual dividend of five (5) per cent. upon the stock of the company, payable on and after the 2d of August next.

Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall-st., Room No. 10.

The transfer-books will be closed from the 21st of July to the 5th of August, both days inclusive.

H. VICTOR NEWCOMB, President.

NEW YORK, July 7, 1880.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO., No. 9 NASSAU-ST., NEW YORK, July 3, 1880.

THREE DOLLARS PER SHARE WILL BE PAID on presentation of Dividend Warrant No. 10, on or after Aug. 1, at this office, or at the office of the company in San Francisco. Stock books closed from July 15 to Aug. 1, both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK, June 26, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a DIVIDEND of 4 PER CENT upon its capital stock, payable on the SECOND DAY of AUGUST next at this office. The Transfer Books will be closed at 3 o'clock p. m. on SATURDAY, the 3d day of July next, and will be reopened on the morning of FRIDAY, the 6th day of August next.

E. D. WORCESTER, Treasurer

G. & N. C. Narrow-gauge R. R.

CONTRACTORS FOR CONSTRUCTING AND equipping railroads are invited to make proposals for constructing and equipping a narrow gauge road from the Town of Georgetown, S. C., to the North Eastern Railroad, at a point 41 or 42 miles from Georgetown. The roadbed has once been graded the entire way with the exception of about four miles.

Contractors desiring to engage in such a work are invited to confer with Col. J. D. Blanding, the President of the road, who resides at Sumter, on the Wilmington, Columbia and Augusta R. R., from whom all particulars may be learned. Early work is desired.

By order of the Board of Directors.

R. E. FRASER, Acting Secretary.

☞ A bill was filed in the U. S. Court at Boston, on the 9th inst., asking that a receiver be appointed for the Boston, Hartford and Erie Railroad, and that the trustees under the Berdell mortgage be ordered to account for every transaction permitted by them as trustees or while they claimed to act as such. The complainant is W. F. Graham, a resident of Enniskillen, Ireland, who owns 500 shares of the stock.

☞ The Philadelphia Ledger says that large consignments of foreign iron are daily arriving at that port, and some difficulty is experienced in finding sufficient storage accommodations, the arrivals averaging 1000 tons per day. It is estimated that upwards of 225,000 tons are already in storage awaiting purchasers.

☞ The stockholders of the Dayton and Southeastern Railroad Co. have voted to issue second mortgage bonds to the amount of $400,000, to pay the floating debt. The road is now in operation to the Jackson coal field, a distance of 125 miles, and is doing a flourishing and rapidly increasing business.

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R. Stuart Willis,

ATTORNEY & COUNSELOR AT LAW.

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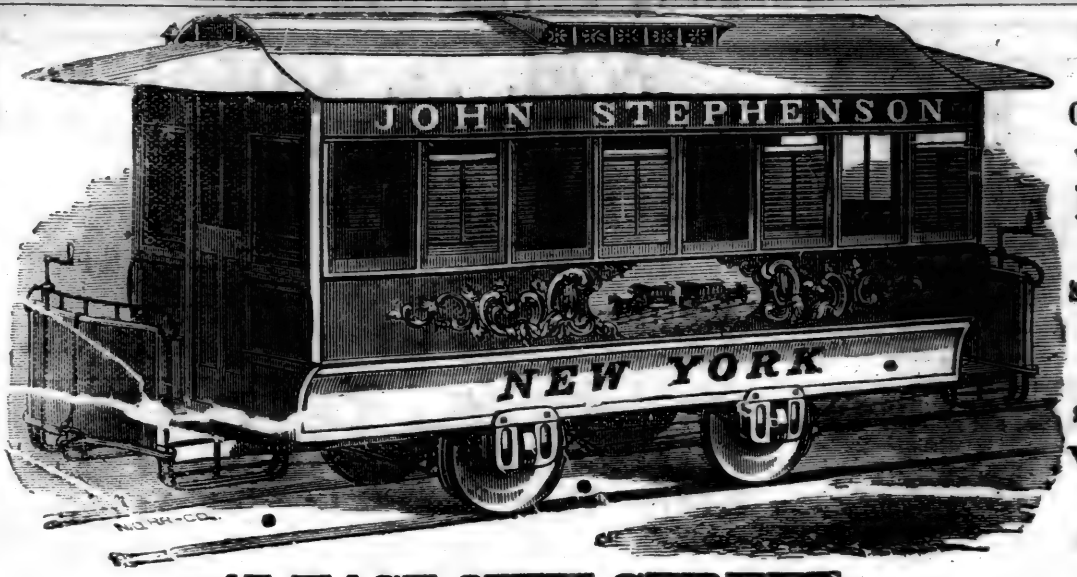
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SECOND QUARTO SERIES VOL. XXXVI. No. 30.] JULY 23, 1880. [WHOLE No. 2,809, VOL LIII.

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American Railroad Journal.

New York, Friday, July 23, 1880.

Philadelphia and Reading Railroad Company and its Neighbors.

A contest of capital of colossal proportions (one of several now being waged), is in progress as to the roads in eastern Pennsylvania and New Jersey, the outcome of which it is difficult to predict. It concerns all the anthracite coal roads, viz: the Philadelphia and Reading, the Central of New Jersey, the Lehigh Valley, the Delaware, Lackawanna and Western and, to a less extent, the Delaware and Hudson Canal. These are the great coal transportation companies, most of which have besides indirect proprietary interests in the coal lands. These invaluable mines, situate within five counties of Pennsylvania, are a prize worth contending for, and a *fortiori* worth preserving without contention, as they contain more concentrated net wealth than any equal area in the country. The New York, Lake Erie and Western and the Pennsylvania Railroad Companies are also to a limited extent concerned; the former as a transporter of coal, and the latter in the conquest over an annoying rival in other fields than the coal mines.

It is familiar history that the Reading Company, as a trifle the largest miner and carrier of coal, has for years undertaken to dictate a policy in rates and production to its associates. There can now be no doubt that, had its advice been taken, all of the coal companies would have been in better position to-day; but this would have been conceding perhaps too much power and influence to Mr. Gowen. Failing to agree, that gentleman undertook to teach them the folly of unrestrained production and competition, and naturally made his associate coal carriers more indignant and revengeful than before. The drop in coal and iron prices, which they had thus invited, bore heavily on all, but it seems heaviest of all on Mr. Gowen's two companies, and gave his neighbors the desired opportunity of overpowering their troublesome rival. The Reading Company, by its policy of extending aid to furnaces and mills along its lines, by steamship and dock ventures, etc., was in financial straits, and the result was to be foreseen. The Reading Railroad and Coal and Iron Companies are in the hands of Receivers, brought about in part by the over-confidence of its managers; and in part, no doubt, by the vindictiveness of its many rivals in business. Prominent among these are of course the Pennsylvania and the Lehigh Valley Railroad Companies, with help, perhaps, from the Philadelphia, Wilmington and Baltimore Railroad Company, and others of less note.

To understand the ground of this animosity we must remember that the Philadelphia and Reading Railroad Co. was lessee of several roads in the interior of the State, whereby it intersected the Pennsylvania system of roads at several points, noticeably, at Columbia, Harrisburg, Shamokin and Williamsport; add to this that it leased the North Pennsylvania Railroad, including its Bound Brook Branch, which made it an open competitor also at Easton, Trenton, Elizabeth and New York. Such a growing rival was sure to become dangerous, as beyond Harrisburg lay Pittsburg and the West, by an easy route, also the lines penetrating the Shenandoah Valley to the Southwest; beyond Williamsport lay Rochester and Buffalo, also accessible; while on the South was the Baltimore and Ohio, anxious for just such an entrance into New York as the Reading combination could afford. As it stands at this date it is a formidable competitor for the business between New York and Philadelphia, and between both cities and the coal regions.

Meanwhile the Central Railroad of New Jersey, another great coal company, had been landed in difficulties growing out of purchases and leases of coal lands and roads at apparently high prices. This road is important as being one of the best inlets into New York, and in combination with one or more of the Pennsylvania roads would be still more so. There have been envious eyes set upon it: (1) by the Pennsylvania Railroad Co., which would like to suppress its power for mischief; (2) by the Lehigh Valley, which it parallels for nearly 150 miles (and in the Lehigh Valley itself chiefly alongside); (3) by the rich Standard Oil Company which uses it to reach its docks on New York Bay; (4) by the old owners headed by the Receiver; and (5) by Mr. Keene and a following of speculators, who are disposed to take advantage of the situation. The result is a dead-lock; neither party having enough shares to control the policy, and the road will remain as it is until some new combination is made. Although the road is solvent and never did a more profitable business, the Receiver will remain. Meanwhile it is the key to the vast complication.

To an outsider the query naturally arises: why would it not be well to reorganize, on the basis of a common interest, these three companies—the Central of New Jersey, the Philadelphia and Reading, and the Lehigh Valley—with their several dependencies? This would be a happy conclusion of profitless strife, and would make a really useful and powerful company, with some 1,500 miles of busy roads having more points in common than in difference, of which New York and Philadelphia would be the ganglia. Mr. Gowen's services could be appropriately devoted to his Coal and Iron Company's operations, and some worthy representative could be found to head the consolidated interest. The developments in the cases of these two great roads, now under the

orders of courts, will be watched with interest by others besides their creditors.

[From the Fortnightly Review.]

The Railroads of the United States.

THEIR EFFECTS ON FARMING AND PRODUCTION IN THAT COUNTRY AND IN GREAT BRITAIN.

By Edward Atkinson.

In the report of one of the recent speeches of Mr. Gladstone, reference is made to information sent him by an English correspondent in this country in regard to the prices of certain farm lands in Massachusetts, by which it appears that he has been misled in his inference that Western competition has depressed Eastern farming in the United States; his correspondent having formed a general conclusion upon very insufficient data.

As a right understanding of the true effects and results of Western competition in the production of grain and meat may become of the greatest importance in the settlement of the grave questions in reference to land tenure now pending in Great Britain, it may not be unsuitable for an American to submit some considerations on the great changes that have in fact been brought about in the Eastern United States by the construction of railroads to the West, to which public attention has not been much directed even yet.

The object of this paper is to prove—

1. The vast saving of labor that has been effected in the eastern portion of the United States by the extension of the railway system to the West in procuring bread and meat at less and less cost.

2. That the art of agriculture in the Eastern States has in recent years made a great advance in respect to method of work and in variety of products; in some sections of the Eastern States there has also been a considerable increase in the value of agricultural products, such progress having been promoted and made possible by the changed relations of the two sections of the country growing out of the railway system.

3. That, under the unrestricted action of natural laws, like effects will be produced in Great Britain.

4. That, under the workings of the new force represented by the modern railway system and the steamship, the present relations of landlord and tenant peculiar to Great Britain must and will be so entirely changed as to result practically in the almost entire disappearance or abatement of the element of rent in respect to land devoted to purposes of agriculture.

5. That, in place of the present division of agricultural produce or its value among three classes—laborers, tenants and landlords—in the proportion of the minimum needed for subsistence to the first, an uncertain and at present negative quantity to the second, and a maximum to the third, a new division of an increased, varied, and more valuable product will occur between two classes, laborers and freehold farmers.

6. That in this new division, the same facts will be observed that are found in other occupations; to wit, that, as the product increases in variety and in value, a larger share and a better subsistence accrue to each of the two classes, laborers and employers, wherever distribution is unaffected by restrictive statutes.

In pursuance of this subject, in respect to the eastern part of the United States, Massachusetts on the whole one of the most sterile States, will be chosen as an example. *

* Massachusetts is a small State, only 7,800 square miles in area. Her typical natural products are commonly said to be granite and ice; Her people, about one-fourth of whom are foreign born, are mainly engaged in the manufacturing and mechanic arts of every kind; but in 1875 there were in the State 44,549 separate farms, of which only 1,054 were held under leases, 43,495 being carried on by their owners. They contained 3,402,000 acres of land, valued, with buildings, at 182,600,000, at an average of $4,100 each. Not quite one-third of the land is under cultivation. The total amount of wages paid for hired labor was $5,600,000. The value of the domestic and agricultural product of these farms in 1875 was $41,522,000.—Vide Census of Mass., 1875, Carroll D. Wright, Supt.

It is admitted that there are many deserted farms in Massachusetts; that the rural population has not increased, but has in many places decreased; and that there is much land, once under cultivation, that would not bring the cost of the stone walls with which it is inclosed.

But these farms are in the more sterile sections of the State, or are remote from railroads and have been given up because improvement in agriculture compasses larger product on less land with less labor elsewhere, even in the same State.

There is another class of farms of an intermediate kind, that have been sold by their original Yankee owners because their descendants did not find scope for their ability upon them: they needed a larger field and a greater opportunity. These farms have been taken up in very many cases by Irish, many of whom have passed from the textile factories or other occupations to the ownership of land purchased with the savings which the universal custom of depositing in savings banks (especially among the Irish in New England) has enabled them to accumulate.

Yet, despite all this giving up of farm land formerly cultivated, and this change of ownership, the more fertile lands of Massachusetts are now worth more, because more productive, than they were when we were much more dependent upon our own labor for grain and meat of home production than we now are. The aggregate value of the farm products of Massachusetts increases annually. Between 1865 and 1875 the cost of moving Western farm products to Massachusetts was reduced in greater ratio than at any previous period, yet the value of the agricultural products of the State was nearly eight million dollars more in the latter than in the former year, notwithstanding the very great reduction in prices which accompanied the appreciation of the paper dollar, from an average discount of thirty-six per cent in 1865 to only ten per cent in 1875.

Before the use of the railway, and even down to a later date,—before the great railway systems of the country were consolidated, and worked at the low rates that now prevail,—it was necessary for the people of New England to work arduously for bread alone. Brown bread made of Indian corn constituted the staple food in many farmer's families, white or wheat bread was a luxury.

There are, within twenty miles of Boston, hundreds of acres of land which, half a century since, would of necessity have been devoted to the production of grain and potatoes, of which the gross product per acre is now worth five hundred or a thousand dollars a year. Nothing strikes a New England man with more amazement, on the first approach to London, than to see the proximity of the wheat fields to the suburbs of the city, where he would expect to find very small farms under high cultivation in market gardening.

Again: it is but a few years since a wood-lot was as essential to the farm as the cornfield or the pasture. New England possesses no available beds of coal, and the whole supply of fuel came from the forest. It could not be moved long distances, and the farmer was obliged to go to the forest or to its proximity since the forest could not come to him.

The hill-sides were cleared, and great temporary injury was done; but at the present time the anthracite coal of Pennsylvania furnishes the cheapest fuel in very remote parts of the New England States. The forest is being restored on the hills; and many farms which were only occupied because the supply of fuel was ample, may now be left for pasture, or even may be covered with wood on the arable land. In many cases this "sprout land," so called, retains its value for the supply of railway sleepers and other purposes.

The same rule of increased product and value applies to most of the farm lands of Central New York in and around the Mohawk and Genesee valleys, formerly the very center of the best wheat cultivation of the United States, but where but a moderate quantity of wheat is now raised. These farms, temporarily affected in value by the competition of Western grain, are now in many places more valuable than ever before; and, as the mode of cultivation, and the character of the crops become adjusted to the new conditions, a higher degree of prosperity ensues.

There is still a considerable quantity of maize, or Indian-corn, produced in New England, because the varieties grown on our soil and in our climate are harder, sweeter, and more nutritious than the kinds raised upon the prairies of the West; but, on the whole, it may be said that maize and wheat are the pioneer crops of easiest cultivation in this country, and not—as wheat is in Great Britain—the product of high farming under a system of cultivation carefully prescribed in the lease of the land.

Thus it happens that, although these crops have passed more and more to the West, their migration does not mark decay, but rather progress, in the art of agriculture in the East. Since we can get the staple elements of subsistence from what may be called the great manufactories of grain and meat in the West, our own farmers are engaged in producing roots, hay, and fruits in great abundance, in raising poultry, or in dairy-farming. In witness of this statement, the data of the last national census (which were quite inadequate in respect to the products of agriculture of Massachusetts) disclosed the fact that Worcester County, Massachusetts, stood only third among the county divisions of the whole country in the value of the products of agriculture. The first was Lancaster County, Pennsylvania; the second, the great dairy-county of St. Lawrence, New York; the fourth was Hartford County, Connecticut; not until the fifth did we reach the corn-country, La Salle County, Illinois; sixth, the wheat-country, Oakland County, Michigan; and next we come back to Burlington County, in New Jersey.

In 1870 the value of the products of agriculture of the five counties of Lancaster, Penn., St. Lawrence, N. Y, Worcester, Mass., Hartford, Conn., and Burlington, N. J.—all situated in the far East—was $38,804,240. Yet the area of improved land on which this value was produced was only 3,058 square miles.

The value of the farms of the five Eastern counties was in 1870 $182,786,611. The value of all the improved lands in the great corn State of Illinois was only five times as great; the value of all the farms in the great wheat State of Minnesota a little more than one-half as much; and in the great cotton State of Mississippi less than one-half.

It is true that a great period of depression has occurred since 1870, which has affected the East a little more than the West; but it has passed by, and it cannot now be gainsaid that, although we have not in the East any great workers of hundreds and thousands of acres, who make corn or maize and wheat by machinery, there are yet more thrifty, prosperous farmers who own and cultivate moderate quantities of land in New England and the Middle States than there are in the Western States; the reason, of course, being that the more dense population of the towns and cities of the East, engaged in commerce or in the manufacturing and mechanic arts, affords a quicker market for the variety of products that cannot be moved over very long distances, but which constitute a far greater proportion of the cost and also of the comfort of household consumption than is represented by the mere consumption of bread. It is not intended to affirm that there are not many richer men engaged in agriculture in the West than in the East—men who have grown rich both by farming on a large scale, and by the rise in the value of their land; but in proportion to numbers it is very certain that there is a higher standard of comfort and thrift in many of the

farming counties of New York, New Jersey and Pennsylvania, and in portions of New England, than prevails at the present time in the Western States.

The same changes in variety and value of products will occur, or have doubtless occurred, in the neighborhood of the great Western towns and cities which are so rapidly becoming the centers of various manufactures; and they have also occurred in the vicinity of Southern seaboard cities — Charleston, Savannah and Norfolk — where thousands of acres of land are devoted to market-gardening for Northern supply, and are witnesses of the industry and thrift of the free colored laborers, by whom most of the work is done; even long distance being offset by the high prices obtained for early vegetables and fruits.

The same rule seems to apply to these great staple and necessary products of agriculture—corn and meat—that applies to staple textile fabrics, and to other factory work; namely, that, as they become more and more the product of machinery, employing relatively but few hands, they find their special place or district, and the work of that district is concentrated upon them. An ever-increasing proportion of the population elsewhere is thus relieved from arduous drudgery, and is enabled to spend more time and work on the comforts and luxuries of life, and in more varied occupations.

Machinery not only aggregates people in manufactories of fabrics, but also in districts devoted to wheat and to grazing; but it segregates as well, by enabling great numbers of men to do other work, requiring manual dexterity rather than machinery, for which there would otherwise be no time or opportunity, and which may be carried on wherever men choose to live in communities of moderate size.

The application of machinery to the staple products of maize and wheat is producing the same result—less human labor and more food to be consumed. In this essay maize and pork may be considered synonymous terms, the "hog-products" being the conversion of maize into meat.

The secret of these changes in the sources of our agricultural supplies is, that the railroad has eliminated distance. A barrel of flour, and a barrel of pork or its equivalent, constitute the substance of Western farm products needed by each adult in the East. The two barrels are equal to 500 lbs., or a quarter of the net ton in which our railway traffic is computed. This quantity is now brought from Chicago to Boston, one thousand miles, at an average of $1 25; sometimes for less, or at the rate of $5, or £1 sterling, per ton of 2,000 lbs.

We might therefore state an economic equation in these terms:

The movement of one year's subsistence of grain and meat for an adult working man a distance of one thousand miles is equal to a dollar and 25 cents, or 5s., which sum is equal to one day's wages of a common workman, or half the daily wages of a good carpenter or mason.

Half to one day's wages, one thousand miles, and the movement of one year's subsistence, are synonymous terms. One day's pay places the mechanic of Massachusetts next door to the Western prairies a thousand miles away.

The same terms of the equation may soon be applied to the distances beyond Chicago towards Minnesota, Dakota, Iowa, Kansas and Nebraska, because grades are easier, fuel is more abundant, and, as population and traffic increase, two days' work of a common laborer in Massachusetts will soon move a year's subsistence of corn and meat fifteen hundred or two thousand miles from far Dakota and from the plains of Nebraska; one name still designating a Territory, the other the last but one among the States admitted to the Union. At the present time the rates of freight west of Chicago are much higher than between Chicago and the seaboard.

In Dakota, on the Red River of the North, wheat is manufactured in some fields, where each single furrow of the plow is said to take a day to run without once turning; and from these fields the wheat is now brought in millions of bushels, upon which there has been no manual labor, except to direct the machinery, from the time the seed was planted in the field until the bread is cut upon the table of the factory operative in Lowell.

(To be continued.)

Eames' Duplex Automatic Vacuum Brake.

Mr. Eames has patented his brake in England as well as on the continent, and is expected to arrive shortly from America, when the result of the work done by it on the Barnsley-Dore branch of the Great Northern railway for the six months it has been in operation will be made known. In the first instance, it was not intended to test it so long, but a desire was expressed to have it in operation for the purpose of testing its durability. That period has nearly expired, and the results are said to be most satisfactory. It has been at work on the New York and Manhattan Beach railway, and the master mechanic of the company has just forwarded a communication to the patentee, in which he states that the vacuum brake has been attached to all the engines and passenger cars, and he strongly recommends it as being first class in every respect. During the last three years it had some very severe trials and had been tested to its utmost. He says it has always been ready to respond to what was required of it. The Eames brake he has found to be the most desirable in the market. The diaphragms have been running under the engines and cars for the past three years, and have not yet required replacing, and he concludes by saying that, for simplicity, durability, and its automatic couplings, with the improved ejector, it has no equal, so that he strongly recommends the brake to all railway companies. Mr. Campbell, the general foreman of the Manhattan elevated railway in New York city, gives the number of stops made by the flexible rubber diaphragms on that line, before they were replaced, as follows: Upon the engine where they were exposed to strong heat, 90,915; and upon the carriages, 171,000. These results must be considered as in every way satisfactory, but more details will be given before long, and in all probability the brake will be tested by some of our government officials, seeing how desirable it is that all railway companies should have the best brake that can be furnished to them in the interest, not only of the companies, but in that of the public as well. —[London Railway News.

Oil Statistics.

According to Stowell's Petroleum Reporter the stock on hand June 1, 1880, was 11,648,087 barrels to which add production during the month of June, 2,036,910 barrels, making a total of 13,684,997 barrels; from which deduct shipments during the month of June, 975,083 barrels, leaving total stock on hand July 1, 1880, 12,709,914 barrels. The number of producing wells at the close of the month was 13,172; number of drilling wells, 440; number of drilling wells completed during the month, 310; number of dry holes developed, 9; number of rigs up and building, 422; average daily production of the new wells, 25 barrels; average daily productions of all the wells for the month was 5.1 barrels.

The shipments of crude from the Northern field during the month were 529,558 barrels, and from the Southern field in crude and refined reduced to crude equivalent, 445,525 barrels, making the total shipments out of the producing region for the month 975,083 barrels; of this amount New York took 408,151 barrels; Pittsburgh, 44,840 barrels; Cleveland, 179,165 barrels; Philadelphia, 58,285 barrels; Boston, 28,207 barrels; Baltimore, 1,677; Ohio river refineries, 7,491 barrels; other local points, 46,267; destroyed by fire, 200,000 barrels. Total shipments, as above, 975,083. Commenting upon these figures, the Reporter says:

From the above statement of facts it is fair to presume that a decided lessening of the production may be looked for before many months shall have passed away, unless some new and as yet unknown field, as large, as prolific, and as certain, shall speedily be discovered and operated.

The present stock of 12,709,914 barrels is considered about one year's supply for the demands of the trade, and for the next six months the trade will require the whole of the production to meet its wants. If the above estimate of the supply and demand shall prove nearly correct, we may look for a stock at the commencement of 1881 of some 12,000,000 barrels, with a production decidedly less than at present, and not to exceed the amount produced at the commencement of 1880.

Starin's Transportation Lines.

Hon. John H. Starin, of Fultonville, Myndert Starin, Charles F. Starin, and James D. Sparker, of New York, and Peter Cantine, of Saugerties, are named as directors of Starin's City, River, and Harbor Transportation Company, limited. The capital is placed at $400,000. The object is to purchase steam-boats, propellers, tugs, barges, canal-boats, floats, scows, and other vessels for carrying freight and passengers; also for towing upon the Hudson River, East River, Long Island Sound, and the high seas; also to purchase grounds for wharves and pleasure parties; also to transfer freights and merchandise by carts or trucks to the city of New York, Brooklyn, Jersey City, and Hoboken, and to own or hire the necessary vehicles and horses for such purposes. The same persons are also named as directors of Starin's New Haven Transportation Line, limited. The capital is placed at $80,000. The object is to purchase vessels for transporting freight and passengers upon the waters within the States of New York, Connecticut, and New Jersey, as also the high seas.

☞ The Arizona Central Railroad Company was organized at Phœnix on the 12th inst. and the following directors elected: Joseph G. Hensey and Samuel A. Hensey, of Philadelphia; R. Barmester, John J. Gasper and E. P. Clark, of Prescott, A. T. Samuel A. Hensey, Vice President and Manager, has been personally conducting a reconnoissance of the Bradshaw mountains, and will soon place in the field a corps with T. A. Eckoff as engineer in charge. It is the intention of the company to proceed with the construction as soon as the location of the line between Maricopa and Phœnix is completed.

☞ The earnings of the New York Central and Hudson River Railroad for June, 1880, were $2,658,477 42, against $2,022,823 28 for June, 1879, an increase of $630,654 14. For the nine months of the fiscal year ending with June, 1880, the earnings were $24,289,115 40, against $20,733,755 88 for the corresponding period of the previous year, an increase of $3,555,359 52.

☞ David R. Murchison, of Wilmington, N. C., has been elected president; General Wm. McRay, general manager; and V. A. Johnson, Superintendent of the Carolina Central Railroad Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,282,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 2½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,569,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Carpe May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	October.	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,116	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,350,400	F.M.A.N	May '80 1
" " pref.100	769,600	F. & A	Feb. '80 3½
Central of Georgia.....100	7,500,000	J & D.	June '80 3
Central of New Jersey.100	15,583,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. '80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	Jan. '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" pref...100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn.....50	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	June'80 3
" pref.100	22,025,608	quarterly	June'80 1½
Chicago, R. I. & Pacific..100	50,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug.'80 4
Concord.....50	1,500,000	M. & N.	May 80 5
Concord and Porta.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Aug.'80 2
Connecticut River.....100	2,100,000	J. & J.	July '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	July 80 2½
" 1st pref..50	241,900	A. & O.	Apl. '80 4
" 2d pref...50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk..50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Apl. '80 1½
" pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor...100	1,874,000	annually	Feb. '80 3½
" " pref.100	2,503,300	F. & A.	Feb. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*.....50	1,309,200	J. & J.	July 80 3
East Mahanoy*.....50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	June'80 2½
Eel River.....	3,000,000	— & —	Mar. '80 1
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	July '80 2
Illinois Central.....100	20,000,000	M. & S.	Mar. '80 3
Iowa Falls & Sioux City*100	4,825,000	quarterly	June'80 1
Iowa Railroad Land Co 100	7,920,000	quarterly	May 80 1½
Io. So. & Mo. Northern. 25	600,200	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,440,200	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Centra 100	4,500,000	J. & D.	June'78 1
" pref.100	500 000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,486,800	F. & A.	Aug. '80 4
" (guar.).100	633,500	F. & A.	Aug. '80 5
Lawrence*.....50	450,000	quarterly	July '80 2
Lehigh Valley 50	27,332,558	quarterly	July '80 1
" pref. 50	106,200	quarterly	July '80 2½
Little Miami*.....50	3,871,450	quarterly	June 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July 80 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex...50	$1,623,463	J. & J.	July '80 3
Louisville & Nashville...100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec.'70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 2½
Lowell and Lawrence 100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 1s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	900.000	M. & N.	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N.Haven & Northamp...100	606,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5,342,900	A. & O.	Apl. '78 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,804,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	2,077,000	J. & J.	July '80 2½
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,435,900	quarterly	Aug.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 2½
Panama.....100	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*..100	532,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	883,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,200,000	— & —	.....
" " " pref.100	2,483,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,000,000	.....	.....
" " pref.100	4,000,000	.....	Feb. 80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*....100	428,300	J. & J.	July '79 3
South Western, (Ga.) *..100	2,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 2½
Stony Brook*.....100	267,500	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,126,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,000,000	F. & A.	Feb. '78 4
Union Pacific 100	38,745,000	quarterly	July '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,000,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey. 100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City 25	1,000,000	J. & J.	July '80 2
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	.....
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. 2
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston 100	200,000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)..... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.).....25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 3
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,198,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division.....50	1,633,350	M	Mar '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat..50	10,348,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat....50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000,000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Jan. '78 3
Gold and Stock Tel.....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,668,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 7½
National Tube Works...100	1,000,000	quarterly	July 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 8
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common....100	5,760,000	.....	.....
preferred ...100	4,800,000	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $2
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co..100	256,000	A. & O.	Apl. '80 5
United States Express....100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,060,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	116,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,968	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,738	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	496,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	488,543	602,624	537,326	602,132	609,255	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,753	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,898	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113 503
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,259,529	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,212	716,519	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,906	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	302,787	281,650	303,906	334,742	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,282	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,380	157,566	216,327	200,059	189,125	177,861	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,913	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,273	1,095,529	1,193,734	1,179,898	1,178,639	1,142,238	1,020,615	1,197,992	1,350,984	1,318,194	1,192,314	1,051,777	13,949,177
1877	885,943	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,678	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,495
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	333,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,944	16,509,421
1880	1,296,181	1,252,218	1,644,958	1,643,151	1,592,544	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	.....	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	339,788	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	177,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,920	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,960
1879	94,907	77,694	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	.....	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,490	890,137	946,186	952,049	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, July 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,363,000	6	Jan. & July.	1880	102
.. ..coupon	2,909,000	6	" "	1880	102
Oregon War Bonds of March 2, 1861...coupon	742 450	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	115,837,550	6	Jan. & July	1881	104¼
.. ..coupon	41,419,550	6	" "	1881	104¼
Loan of March 3, 1863.....registered	49,185,500	6	Jan. & July.	1881	104¼
.. ..coupon	13,017,350	6	" "	1881	104¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	294,686,500	5	F. M. A. & N.	1881	102¾
.. ..coupon	190,278,460	5	" "	1881	103¾
.. ..registered	171,107,950	4½	M. J. S. & D.	1891	111¼
.. ..coupon	78,892,650	4½	" "	1891	111¼
.. ..registered	527,707,950	4	J. A. J. & O.	1907	109¼
.. ..coupon	210,272,850	4	" "	1907	109¼
Refunding certificates of Feb. 28, 1879.....	1,367,000	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	7,621,455	...	.....	.....	....
Debt bearing no interest.....	388,880,815	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'96-'99	125
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	59
.. Substitution B) bonds; R. R. do.....	596,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	2	" "	1906	78
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	98½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,275,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1853-66.....	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1890	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	109½
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($906,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1870) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	810,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	738,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	290,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	46½
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,800	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	388,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1890	100½
.. Bounty Loan bond 1864.....	2,330,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct.	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,323,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1874).....	916,...	6	" "	'87-'93	....

Marked (*) signifies " interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1875...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,180	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862..	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863...	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109½
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	111
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	8,000,000	6	" "	'87-'96	105½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	116
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28½
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	17½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	8½
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'83-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	181,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.....	149,264	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	27½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,664,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (¾rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (¾rds fundable), coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup. receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	6
.. *Interest unpaid to Sept. 30, 1878.....	4,040,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	113½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	110
Special Mortgage to Penn.	3,000,000	6	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	29
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	114½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	115
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	116
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	....	1901	....
Equipment Bonds	763,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1890	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	98
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	105
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	44½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1902	11
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	121
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov.	Philadelphia.	1900	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1896	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	119½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1898	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1888	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	110
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1896	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,000,000	6*	Jan. & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	106
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,060).	1,286,080	6*	Feb. & Aug.	London.	1890	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1888	....
2d Mortgage	497,000	6	April & Oct.	"	1890	107½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	92½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	286,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	500,000	7*	June and Dec.	New York.	1901	...
Canenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1899	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107½
1st Mort. (W. to Minn. L. & S.)	1,134,000	7	Jan. & July.	"	1907	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	103½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	119
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustm'nt Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	80
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	103½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	106½
1st Mort. (Calif. & Oregon) gold	5,000,000	6*	" "	" "	'88–'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	108
Land bonds (Cen. Pac. Co.)gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	38
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	107
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	66½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	"	1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	6	" "	" "	1876	....
Funded Interest, coupon.....	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	630,000	6	Jan. & July.	Boston.	'80–'90	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	650,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,460,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	" "	1903	108
Consol. Bonds (£200 stg. each).	1,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
1st Mort. (Louisiana and Mo.)..	1,851,000	7	Feb. & Aug.	" "	1900	114
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,870,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1975, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 6 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	121½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	999,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,073,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	58½
Chicago and Canada Southern.						
1st Mortgage.....	2,447,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	J. n & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,000,000	2,000,000	7	Jan & July.	N.Y. & Bost.	1901	75
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	400,000	7	Jan. & July.	Boston.	1883	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1882	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1890	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114½
Chicago and Mich. Lake Shore:						
1st Mortgage.....	450,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1886	114½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1898	114½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	108½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1907	113½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	..
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	113½
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	113½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132½
2d Mort. (" ")	1,316,000	7.3	" "	" "	1898	119½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	107½
1st Mort. (Mil. and Western)....	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1909	103½
1st Mort. (La C. & Dav. Div.)..	1,786,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,435,000	7	Jan. & July.	" "	1905	111½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	105½
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1893	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	124
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	118
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	120
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort., guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1908	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	110
2d Mortgage.....	588,256	7	Jan. and July.	" "	1903	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	110
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112½
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1936	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,250,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	668,000	7	March & Sept	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by L.S&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by L.S&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	108½
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1899	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	55
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93–'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1856	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7		"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,446	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon .						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	112
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	120½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	2,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104½
Des Moines and Ft. Dodge:						
1st Mortgage (ecupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	"	New York.	1889	...
2d Mort. (" ")...	81,000	6	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6a7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	12
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	106½
2d Mortgage.....	190,000	4	" "	" "	'82–'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'90–'95	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1906	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88–'89	....
Loan of 1860.....	.....	6	May & Nov.	"	1880	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83–'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	93½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	55
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	124
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	107
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	100
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	113
1st Consol. Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	123
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	90½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1883	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1906	103½
Equipment Mortgage	760,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1896	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,710,000	8	March & Sept.	New York	1888	....
Flint & Holly B. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.		1902	90
Construction Loan.....	280,406	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,300,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont Elkhorn & Mo.(SC&P):						
1st Mortgage	890,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilmen, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1900	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	103
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	...
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guarnnteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	109½
1st Mort. (Q. & Palm.R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K. City & Cam. R.R.55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1882	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	461,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1895	....
3d Mortgage of 1869	300 000	6	April & Oct.	Brot. & Bost.	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	108
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,369,500	7	May & Nov	"	....	94
Consolidated Mortgage	2,884,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	116½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,5 0,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous. & Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,800 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (C. & D., L. & L.M.):						
1st Mortgage, 8 per Cent. Bar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1880	....
Iowa Falls and Sioux City.						
1st Mortgage	2,900,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1903	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	340,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	115
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.& CB.78 m)conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	887,000	7	March & Sept.	" "	1899	111½
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108¼
1st Mort. (1,000,000 acres).....	—.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100¼
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	121¼
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	116
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	...
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	118¼
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	819,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118¼
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	.. ..
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	118¼
1st Mortgage (")reg...		6	" "	"	1898	118¼
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	128
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	111¼
General Mort., registered....		6*	" "	"	1923	112
Lewisb., Centre & Spruce C.(P. & R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	99¼
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al)						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	968,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & buildin.	60,000	7	$" "	Louisville.	1883	...
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	115¼
Louisville Loan..... ...	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga.R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,000,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1870	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	105¼
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93¼
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	108¼
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	69¼
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	34¼
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,300	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'98	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	800,000	10	March & Sept.	" "	'75-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,503,000	6*	Jan. & July.	New York.	1908	99¼
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assu'd	200,000	8	May and Nov.	New York.	1890	105¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121¼
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¼
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	102¼
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1898	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	...
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold....	2,040,000	7*	Jan. & July.	....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort....	1,182,000	7	" "	" "	1906	66½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling....	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds....	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage....	780,000	7	.....	" "	....	....
Income Mortgage....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage....	127,800	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar....	3,000,000	7	Feb. & Aug.	" "	1891	114½
Convertible bonds....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds....	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	110
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	" "	'81-'91	....
New Mortgage....	4,700,000	7	" "	" "	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot....	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.).						
1st Mortgage guar....	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold....	860,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg)....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage....	710,000	7	" "		1881	....
New Jersey Wes Line						
1st Mort. gold for $3.000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage....	303,000	6	April & Oct.	New York.	1885	104
2d Mortgage....	693,000	7	June and Dec.		1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,500	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7		" "	1885	110½
Bonds of 1871, tax free....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	128
1st Mort., reg'd }		7	" "	" "	1903	128
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	126½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage....	8,500,000	7	Jan. & July.	New York.	1906	108½
N. York, Housatonic & Northern:						
1st Mortgage....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new....	4,708,000	7	Jan. & July.	"	1905	111
New York and Oswego Midland:						
1st Mortgage gold, tax free....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)....	2,425,000	7	.....	"	....	....
Consolidated Mortgage....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000....	1,000,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage....	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage....	3,000,000	7	Jan. & July.	New York.	1895	117½
North Pennsylvania:						
1st Mortgage....	1,930,500	6	Jan. & July.	Philadelphia.	1885	106
2d Mortgage....	1,500,000	7	May & Nov.		1896	118
3d Mortgage....	2,035,000	7	Jan. & July.		1903	113½
North Shore (Flush., N.S. & Cent):						
1st Mortgage....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon....	1,490,000	6	Jan. & July.	Baltimore.	1885	107½
3d Mortgage Coupon....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	112
Mortgage coupon....	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	1 3½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	78½
Second General Mort. coupon..	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd....	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds....	400,000	6	March & Sept.	"	1897	116
Nyack and Northern:						
1st Mortgage....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds....	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds....	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	117
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	112½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	83
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds....	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds....	265,100	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	99
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	110
2d Mortgage sinking fund	2,666,000	7	Jan & July.	" "	1891	107
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	...
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (T W & W)						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights (U C of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101¼
General Mortgage	19,999,760	6	J. A. J. & O.	"	1900	117
General Mortgage, registered.		6	" "	"	1910	119
Consolidated Mortgage	28,201,540	6*	Jan. & July.	London.	1905	113
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Ca Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	619,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val. (C.R I.& P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1918	....
Petersburg:						
1st Mortgage (instalments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1891	103
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	110
General Mort. for $20,000,000.	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	115¼
Mortgage Loan of 1836, stg.	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg.	134,400	7*	" "	"	1893	....
Consolidated Mortgage	Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	110¼
	Dollar registered	3,339,000	7	" "	"	1911	110
June 1, 1871.	Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	101
	Gold or stg reg.	663,000	6*	" "	"	1911	100¼
	Dollar coupon	305,000	6*	" "	Philadelphia	1911	102¼
New deben. loan, conv.		10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S.F.($60 000,000)		19,686,000	6*	Jan. & July.	" "	1908	56
Income Mortgage of 1876		2,218,000	7	June & Dec.	Philadelphia.	1896	30
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000.		13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed		1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,155,000	7	Feb. & Aug.	Philadelphia.	1896	75
Funding Income		315,933	7	" "	"	1896	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	258,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgag	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	116
Consolidated 2d Mortgage	2,600,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135½
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	6	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July	Baltimore.	1898	116
1st Mort. (Turtle Cr. Div. 10¼ m)	328,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1888	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	...
New Mort. gold, for $3,300,000.	1,855,000	6*	May and Nov.	"	1901	...
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July	Boston.	1887	...
1st Mortgage (equal lien)	350,000	7	April & Oct	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July	New York.	1890	....
Income bonds	1,500,000	6*	" "	" "	1899	...
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	436,000	4½	June & Dec	Boston.	1937	78
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000.	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	660,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	6	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	...
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000.	1,925,000	7	May & Nov.	New York.	1921	128
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds.	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	6	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	103
Gen'l Mort. gold for $6,000,000.	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,827	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1876	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgge (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000.	4,260,000	7	April & Oct.	" "	1904	94
1st Mort. (Syracuse Northern).	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome).	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgge	1,105,200	5	Feb. and Aug.	Boston.	1898	6
General Mortgage	1,500,000	6	May & Nov.	"	1904	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	...
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	107
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	90
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	...
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	.18
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	102
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	104
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	117
Real estate & 2d M. for $3,000,000	2,923,000	7	March & Sept.	" "	1895	109
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.& I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	105
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	95
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	76
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D.& H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS& MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1 240,000	8	May and Nov.	New York.	1901	...
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Soux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury	1898	....
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,064,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	105
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	94
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1890	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1991	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	34
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	30
Income and Land Grant	7,700,225	7	July.	N. Y. & Phil.	1915	12
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	...
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	108
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	109
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	103
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	107
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	103
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	103
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	103
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	103
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (o) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6o	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	113
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	119
Omaha Bridge Bonds Sterling..	2,225,000	8o	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6o	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	99
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6o	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5o	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6o	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6o	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	106
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	100
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	....
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7o	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9o	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	78
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	100
3d Mort. " ")	600,000	8	May and Nov.	"	1873	70
4th Mort. " ")	700,000	8	March & Sept.	"	1880	32
Funded Coupons (do.)	722,664	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	117,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	456,000	7o	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible], tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7o	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	116
Sterling Bonds, Sinking Fund..	981,234	6o	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	100
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	116
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	106
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6o	Jan. and July.	New York.	1899	106
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1888	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7o	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7o	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	102
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	....
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6o	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7o	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7o	Jan. and July.	New York.	1896	104
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,313,000	7o	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,500	7o	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5o	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	....
	5,000,000	7	" "	" "	1891	109
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	112
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6o	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	108
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6o	June & Dec	"	1897	104
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	122
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	80
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	94
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	60
Improvement bonds.....	260,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1915	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. S'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1874	....
2d Mortgage.....	300,000	6	" "	"	1911	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Stateaid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. Per. pc.	Value of Shares. Par. $	Market. p.c.
Dec 31,1878	396.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	—	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,693,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,823	485,336	1,006,211	456,579	7	100	107
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,711,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	22.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,786	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,346	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	119½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	48,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,366,182	919,064	2,682,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,685	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,367	4,039,612	8	100	155
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,838	—	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,789	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,469	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,350	38,000	1,500	—	9.0	18,864	13,884	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	86.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.)Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,030	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,324	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	186,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	248	184	55	4,905	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,070	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	145½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	283,133	—	52.6	135,063	104,752	721,301	156,329	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	39	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.5	.....	.....	.....	590,550	201,618	6	100	124
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	88,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,543	604,122	1,073,411	507,873	2	500	92
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	204,359	6,921,274	3,500,000	88,359	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	123
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	502,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	44
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,893	144,398	4,000,000	600,000	677,843	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	137½
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	101½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn	2,866,000	—	.....	.....	2,88,000	580,000	.....	—	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	153.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	120.5	509,791	199,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	120.5	—	18.3	—	28	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,050	230,609	1,971,450	3,807,500	701,079	338,434	67.2	162.729	101,924	138,227	221,650	49,998	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,583,472	*	.....	.....	943,800	1,099,707	.....	197,695	416.0	911,305	287,634	721,754	1,614,763	580,311	—	100	62
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,963,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... ... Ill.	7,828,529	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,849	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	228,171	—	157.0	.....	.....	.....	232,352	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	890,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,935	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,180	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3 378,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000,000	11,511,843	1,012,265	294,965	328.6	1,681,914	219,544	955,044	1,490,270	238,045	—	100	63
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,539	.....	.....	420,765	168,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	....	41,818	—	.....	.....	.....	232,000	226,000	7pf	50	18
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	—	75.6	.....	.....	.....	.....	118,370	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	—	—	.....	.....	.....	.....	654,999	7pf	100	122
Sept. 30, 1878	294 5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,541,562	508,458	7,500,000	3,617,000	396,718	—	718.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	—	19.5	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,624	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	258	220	64	18762	Central of New Jersey.....New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	74
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*..... Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937.983	425 587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80½
Dec. 31, 1878	892.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah	134,650,528	7,956 113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,580,858	8,744,740	—	100	70
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132.851	*	267,487	68,145	2,578,000	2,510,548	186,855	192,480	195.0	415,353	68,570	97,948	441,357	152,228	—	100	97½
Sept. 30, 1878	427.8	6.8	77.6	—	78	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975.421	108,892	486,075	15,950,402	28,258,820	2,127,589	—	455.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	19½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,995,259	322,266	177,285	145,718	2,163,300	826,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123,895	1pf	100	45½
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	28	3,251	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	113
Dec. 31, 1878	486.5	1,117	455.8	103.6	341	131	70	9,419	Chicago, Burlington & Quincy....Ill. & Ia.	65,146,712	*	1,592,685	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	124½
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6.646,107	*	.....	.....	6,156,600	.....	250,334	....	221.6	313,592	87,572	235,933	534,695	280,947	—	100	77½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073.985	*	.....	.....	1,095,000	.....	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	831.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul.Wis. I.& M.	55,755,184	*	2,843,298	1,480,429	27,683,744	32,088,500	791,598	2,520,074	1,585.5	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	82½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514.220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	94
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,657	Chicago, Rock Island & Pacific.Ill. & Iowa	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,800,960	2,236,270	9,409,883	4,829,961	10	100	107½
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	—	.....	.....	8,663,660	17,247,851	120,695	—	571.6	1,818,819	227,184	[436,158	2,819,019	818,723	—	100	31

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Any item in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

For the year ending	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	...
Dec 31, 1878	40.4	484.3	671.6	—	496	178	86	10882	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,057	60,000,000	37,024,000	1,925,320	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501		100	107½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.). Pa.	775,100	—	—	—	375,100	600,000	—	—	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,063	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley..... Pa.	14,647,081	5,282,317	22,784,411	2,360,670	27,528,866	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,956	5,532,738	3,075,811	4	50	104½
Dec. 31, 1878	120.4	—	55.2	—	45	39	18	679	Little Miami ..... Ohio.	6,561,275	*	—	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,223,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	8,000,000	*	490,632	—	5,000,000	3,000,000	—	—	165 2	169,845	47,805	47,284	228,648	116,857	—	100	47½
Sept. 30, 1878	94.9	—	63.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,280,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	101.5	68.0	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	3,248,000	*	.....	.....	1,624,000	1,624,000	—	—	101.5	.....	.....	.....	231 290	138,370	—	100	11
Jan. 30, 1878	174.7	—	28 2	—	31	24	18	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,182	1,870,774	3,375,200	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,562,678	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	8	100	122
Dec. 31, 1878	288.8	—	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	—	—	288.3	.....	.....	.....	621,760	50,141	—	100	100
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	*	.....	.....	1,373,000	1,471,000	—	—	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	187.3	87.9	183.5	—	66	33	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	—	312.0	2,272,100	701,122	716,627	1,545,733	266,980	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	*	.....	200,000	3,344	—	3,530,000	20,113	99.7	171,215	74,140	45,114	110,777	9,467	—	100	17
Dec. 31, 1878	68.1	25.4	20.4	—	36	8	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,060,376	28,667	132,436	4,566,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	31
Jan. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	6,312,725	4,220,000	1,309,535	—	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jan. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,938	*	6,169,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,353	4	100	92½
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	—	162.4	351,905	76,913	132,068	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	—	—	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	*	.....	.....	2,000,000	360,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.).... Minn.	136,330	—	.....	28,669	15,000	150,000	—	—	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	—	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	—	—	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,140	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	38½
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	—	—	423.5	.....	781,907	.....	3,984,448	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	—	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery ..... Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67,754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	—	528.6	1,166,773	233,067	186,638	2,098,500	879,351	—	100	20½
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,999	*	.....	49,967	77,273	1,149,354	1,810,000	1,129,688	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex ..... New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	—	—	120.6	.....	.....	.....	2,710,117	782,328	7	100	106
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	—	—	48.8	.....	.....	.....	95,932	43,275	5	100	....
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,080	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,675,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	66
Jun. 30, 1878	122.3	—	18.3	—	—	—	—	36	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	781,332	1,642,557	2,105,000	389,024	39 ,308	122.3	356,841	77,766	425,257	737,766	337,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	164	Naugatuck ..... Connecticut.	1,928,845	234,087	108,797	57,969	2,000,000	—	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	115	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	45	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	78,998	937,400	800,000	149,102	—	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	458	New Brunswick (3½)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	—	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	1,030	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	—	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	266	Newcastle & Beaver Val. (Penn. Co.).. Pa.	834,083	—	55,358	52,472	605,000	—	881	336,032	14.9	193,381	130,508	982,560	268,143	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	86	New Haven and Northamp. Conn. & Mass.	4,006,281	796,516	82,628	61,270	2,460,000	2,181,000	286,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	—	New London Northern (C. V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	—	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	—	—	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,058	.....	4,000,000	4,000,000	279,741	—	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	9	New York Central & Hudson River. N. Y.	82,163,689	17,730,466	29,967,488	.....	39,428,300	39,801,233	532,050	—	1,018.3	5,908 041	8,927,565	7,696,413	26,405,017	10,969,046	8	100	130½
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1,775,000	—	.....	.....	1,275,500	500,000	—	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17,006,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	—	Included in Lessees returns.						8	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—										5.5						—		
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	22	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,730,231	4,896,827	6,150,468	15,644,978	5,009,114	3	100	180½
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	319	N. Y. & Manhattan Beach (3 ft.)... N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16,740	298,147	138,147	—	100	43½
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	1,280	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	58,881	20,000,000	400,000	934,076	201,721	139.0	815,362	1,731,635	435,367	1,006,287	197,890	—	100	41
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	252	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,184,455	1,373,778	1,537,029	15,500,000	—	475,465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	165
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	—	N. Y., Providence & Boston.. Conn. & R. I.	2,645,021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (N. Y. C. & H. R.). N. Y.	1,000,000	—	.....	.....	1,000,000	—	—	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	142	North Carolina (R. & D.) ..... N. C.	4,933,778	—	.....	.....	4,000,000	297,500	135,742	1,024,779	223.2	433,744	98,763	98,765	494.022	159,659	6	100	....
Sept 30, 1878	102 0	—	8.1	—	13	13	5	532	Northeastern ¶ ..... S. C.	2,148,131	*	466,223	59,020	4,000,000	2,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	5,296	Northern ..... New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Dec. 31, 1878	187.0	18.0	192.9	—	152	69	42	1,196	Northern Central ..... Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,282,533	—	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	5	100	96½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,148	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	—	50,349,761	1,176,193	646.0	.....	.....	.....	1,198,882	583,700	—	100	27½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	573	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,647	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	96½
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	950	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	228,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	2,610	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	26½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	1,311	Ohio and Mississippi..... O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	—	615.0	.....	.....	.....	3,137,136	861,547	—	100	38½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	—	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,198,087	3,959,023	631,190	2,077,616	708,278	6	100	114
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val..... Neb.	1,118,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse..... N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	—	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4,277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,461	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	180
Dec. 31, 1878	67.4	—	7	—	—	—	—	128	Pekin Linc. and Decatur..... Ill.	1,586,448	*	.....	.....	1,074,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	125	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*		77,082,509	11,809,491	68,870,200	55,114,760	19,096,887	4,057,815	1,055.0	19,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	111
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,536	1,183,125	.....	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	660,344	1,424,468	618,012	—	50	....
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	...
Jan. 30, 1878	58.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,289,700	*	.....	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,286	94,911	148,964	227,501	32,818	—	100	...
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,834,700	*	.....	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,518	—	100	..
Dec. 31 1878	51.7	—	5.2	—	8	40	5	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,088	437,568	.....	57.0	155,261	211,116	131,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	.....	287.4	2,284,480	459,344	2,810,466	2,921,180	876,111	—	50	28
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., derm. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	.....	2,246,500	57,636	.....	.....	29.3	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1878	98 4	228.6	768.4	—	416	334	54	.....	Philadelphia & Reading	Pennsylvania.	30,513,089	9,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,196,128	.....	.....	799.4	8,092,849	6,876,413	8,766,979	11,539,563	6,307,821	—	50	18
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,999	662,099	.....	112.2	1,613,936	2,243,781	793,365	2,660,446	1,198,048	8	50	138
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	-	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,918,671	470,698	42,697	8,302	1,955,741	10,618,600	4,045,687	.....	.....	174.0	1,579,169	761,307	1,829,465	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,383,586	18,510,000	.....	75,125	.....	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	121
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	268	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	24
Dec. 31, 1878	24.0	—	1.2	C.0	—	—	—	—	Pitt sb., Wheeling & Kenucky	W. Va.	599,393	*	.....	34,827	399,600	200,000	32,620	.....	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,538	77,496	48,317	1,052,166	2,642,500	221,094	54,215	.....	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	127	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	.....	52.5	155,659	118,583	92,032	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,585,000	*	.....	.....	850,000	535,000	41,055	.....	.....	47.5	76,803	51,040	18,647	58,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	.....	22.8	49,019	92,207	35,466	86,597	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,595	.....	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,178,557	133,249	1,500,000	821,000	5,306	480,500	.....	97.0	.....	44,615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.8	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	.....	332.6	713,320	1,126,484	602,540	1,823,359	764,346	8	100	118
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	798	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	.....	200.9	608,646	87,824	235,962	942,886	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	.....	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.8	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	.....	24.8	73,787	102,335	80,760	82,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	.....	107.6	212,668	90,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	.....	91.0	207,201	109 359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	53	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	.....	408.0	1,053,608	576,974	870,905	1,213,785	350,747	—	100	34
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	.....	136.0	.....	[rental, et c.	295,812	278,758	—	100	51
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,044	446,000	.....	177,901	.....	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	811,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	.....	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas.	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,765,400	7,000,000	955,985	103,792	.....	.....	.....	.....	.....	555,392	534,932	}	100	19
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.										175.2	395,390	184,988	473,648	506,459	239,621			
Dec. 31, 1878	489.6	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	52
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	(C. & A.) Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	533,000	.....	598.8	.....	499,441	980,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,438	130,431	.....	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	37
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	.....	208.2	658,208	183,359	.....	864,333	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,882,523	*	.....	.....	8,882,523	.....	.....	.....	.....	169.0	350,670	46,568	224,767	488,349	121,008	—	100	28
Dec. 31, 1878	121.3	—	11.5	—	16	7	6	476	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	118,278	255,270	183,584	.....	121.3	266,669	86,179	206,913	602,754	239,505	—	100	36
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	.....	116.3	841,442	191,069	731,146	657,682	234,227	—	50	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	.....	111.3	.....	.....	.....	308,883	20,046	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	.....	100.0	333,049	155,114	147,842	282,158	125,878	—	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	.....	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	4	163	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410 500	1,600,000	66,764	.....	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	.....	46.0	.....	33,583	549,229	264,039	135,281	—	50	....
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	.....	50.0	246,988	299,154	43,405	317,978	101,539	8	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,800	.....	.....	.....	158.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	.....	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,952,479	1,413,036	.....	.....	243.0	691,202	104,065	252,366	1,011,962	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	3,273,492	337,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	.....	114.0	413,552	149,484	440,071	462,906	142,980	—	100	....
Dec. 31 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	.....	167.0	326,497	64,978	175,342	648,036	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,580	1,780,081	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	141.0	166.5	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,800	399,000	.....	.....	.....	310.5	441,390	.....	.....	739,233	352,631	8	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,480	600,000	271,361	.....	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	.....	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	.....	113.8	953,319	221,841	1,092,085	876,865	356,378	8	50	100
Dec. 31, 1878	108.0	—	5.4	—	2	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0,000	1,142,000	548,854	125,095	.....	108.0	.....	86,398	220,137	74,284	.....	—	100	....
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 3,000	18,806,225	1,349,575	327,908	.....	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	25
Dec. 31, 1878	227.4	19.6	36.8	—	44	15	10	726	Toledo. Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	.....	247.0	1,022,612	230,965	702,510	1,388,290	472 211	—	100	13
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	486,022	.....	.....	52.9	405,324	294,879	595,901	560,344	274.747	2	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,952,867	*	.....	.....	1,152,100	1,478,000	57,882	.....	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	255	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,581	*	6,549,845	.....	20,190,400	20,096,548	1,545,956	.....	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	2,583,229	10	100	161
Dec. 31, 1878	1,038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,814,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	.....	103.8	5,846,580	188,615	844,019	11,121,272	2,744,686	—	100	94
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	.....	111.5	.....	[9 mos.	193,12	62,069	.....	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	293,152	18,694	1,771,720	1,112,000	57,808	168,956	.....	180.1	339,339	218 258	103,560	458,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	.....	118.0	211,252	108,565	88,120	147,542	def.3,911	—	100	118
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,980,000	900,000	6,264	38,802	.....	58.8	.....	[rental.	153,197	150,197	51	100	118
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,895,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	.....	58.7	458,810	.....	607,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	462.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,311,466	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	.....	678.0	5,316,700	858,879	1 952,003	4,798,872	1,654,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	81	36	14	473	Wash. City, Va. Mid. & Gt. Southern	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	.....	296.2	795,119	149,248	192,197	926,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387.300	142,300	.....	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	.....	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,589	39,592	.....	128.5	440,645	613,330	119,632	541,678	202,985	—	50	70
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,01	2,563,000	207,757	.....	.....	167.0	292,286	.....	.....	514,107	176,652	—	100	....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,26	3,675,000	5,147	287,610	.....	90.0	419,331	368,956	186,021	347,201	129,926	—	100	71
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	318,114	808,864	16,294	4,000,00	3,500,000	387,629	265,633	.....	212.7	870,604	239,094	462,341	1,067,654	304.401	—	100	....
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300.00	1,248,000	1,008,944	.....	.....	189.0	.....	53,850	.....	509,698	98,658	—	100	55
Sept. 30, 1878	192.0	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,423	63,078	1,456,200	1,619,100	52,182	315,434	.....	1-0.5	406,277	.....	.....	312,171	176,277	3	100	...
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2.136,480	390,086	534,930	76,045	1,789,800	1,000,000	117,024	229,767	.....	94.5	342,755	325,977	313,962	473,240	168,351	—	100	50

Paper Car Wheels.

The Paper World is authority for the statement that paper car wheels are doing excellent service. In making them the paper is pasted sheet upon sheet, to secure the required thickness, and is subjected to powerful pressure in hydraulic presses, by which masses of loose sheets are compressed into a compact body capable of withstanding great pressure. They are provided with iron hubs and steel tires. The first cost of paper wheels is said to be considerably greater than that of iron wheels, but they are said to wear from eight to ten times as long, and have other incidental advantages.

Statement of the Public Debt of the United States, July 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,578,000 00	$467,340 00
6 per cent. bonds, 1881 (Oregon,) 1861	742,150 00	22,273 50
6 per cent. 1881 bonds, 1861..	157,207,100 00	4,717,713 00
6 per cent. 1881 bonds, 1863..	62,202,550 00	1,866,085 50
5 per cent. funded loan of 1881	484,864,000 00	4,040,540 83
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	737,980,800 00	7,379,808 00
Refunding Certificates.....	1,367,000 00	13,670 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest	$1,723,993,100 00	$19,654,930 83
Interest due and unpaid		2,368,395 72

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 61
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,400 00	5,057 68
6 per cent. 5-20 bonds, called June, 1864	65,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,117 21
5 per cent. 10-40 bonds, called, 1864.....	2,655,400 00	268,235 56
6 per cent. Consol. bonds, called, 1865.....	612,400 00	6,846 97
6 per cent. Consol. bonds, called, 1867.....	2,330,150 00	257,877 40
6 per cent. Consol. bonds, called, 1868	752,300 00	91,995 95
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,535 00	2,338 85
5 per cent. 2 year notes, 1863.	35,950 00	1,857 99
6 per cent. compound interest notes, 1863-64.....	242,590 00	49,330 18
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$7,621,455 26	$814,444 01

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,975 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	14,485,000 00	
Coin certificates, 1863.....	8,004,600 00	
Silver certificates, 1878.....	12,374,270 00	
Unclaimed interest.....		7,777 03
Fractional currency, 1862, 1863 and 1864. $16,590,889 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,214,954 37	
Aggregate of debt bearing no interest.....	$368,800,815 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,780,400 00	
Bonds at 5 per cent.....	484,864,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	737,980,800 00	
Refunding certificates.....	1,367,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,723,993,100 00	$22,623,326 55
Debt on which interest has ceased since maturity.....	7,621,455 26	814,444 01
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,991 00	
Certificates of deposit.....	14,485,000 00	
Coin and Silver Certificates.	20,378,870 00	
Fractional currency.....	7,214,954 37	
	$388,800,815 37	
Unclaimed interest.....		7,777 03
	$2,120,415,370 63	$22,845,547 59
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,143,260,918 22	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,368,385 72
Debt on which interest has ceased.....	7,221,455 26
Interest thereon.....	814,444 01
Gold and silver certificates.....	20,378,870 00
U S Notes held for redemption of certificates of deposit.....	14,485,000 00
Cash balance available July 1, 1880.....	155,440,457 89
	$201,088,622 88
Debt, less amount in Treasury, July 1, 1880.	$1,942,172,295 24
Debt, less amount in Treasury, on the 1st ult.	1,952,386,719 85
Decrease of debt during the month.....	$10,214,424 51
Decrease of debt since June 30, 1879.....	$85,034,961 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $45,651,153 94; interest repaid by transportation of mails, &c., $13,615,292 55; interest repaid by cash payments: 5 per cent net earnings $658,198 87; balance of interest paid by United States $31,380,664 52.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Grand Trunk Railway of Canada.

The gross receipts, working expenses and net profit of the Grand Trunk Railway of Canada for the month of May, 1879 and 1880, was as follows:

	1880.	1879.
Gross receipts.....	£158,939	£135,434
Working expenses.....	107,240	98,354
Net profit.....	£51,699	£37,080

—showing an increase in gross receipts of £23,505, in working expenses of £8,886, and in net profit of £14,619.

Aggregate for five months from Jan. 1:

	1880.	1879.
Gross receipts.....	£822,755	£708,111
Working expenses.....	576,745	560,522
Net profit.....	£246,010	£147,589

—showing an increase in gross receipts of £114,644, with an increase in working expenses of £16,223, making the increase in net profit £98,421.

☞ The copper product of the Quincy mine for the month of June was 180 tons 35 pounds; of the Osceola, 180 tons 478 pounds; of the Pewabic, 89 tons 850 pounds; and of the Franklin, 24 tons.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 20.

	W. 14	Th. 15	F. 16	Sa'. 17	M. 19	Tu. 20
Allegheny Val. 7 3-10s.....	....	....	....	119	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883.....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
Preferred.....	....	51½	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	9½	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	28½	28½	28½	28½	29½	29½
6s, 1884.....	106	....	....	....	....	....
Gold Loan.....	103½	....	104	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan.....	....	....	....	....	....	....
Consol. Mort. 7s.....	....	102½	....	....	....	....
Lehigh Valley	49½	50½	50½	51	51½	....
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	118½	....	....	....	....	....
2d mort. 7s.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	112
Little Schuylkill.....	....	....	....	44	43½	....
Minehill & Sch. Haven 49	....	....	....	50½	50½	....
North Pennsylvania	....	....	....	48½	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central. ..	33½	33½	33½	....	....	....
6s.....	78½	....	....	79	79½	....
Northern Pacific	26½	27	....	27	27½	27½
Preferred	48½	....	....	48½	49½	48½
Pennsylvania R. R. ...	54½	54½	54½	55½	55½	....
1st mortgage.....	....	101½	101½	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	111½	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series....	....	....	....	....	....	....
do. 5s, new....	112½	....	....	....	....	113½
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	8½	8½	8½	8½	9	9
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	115½	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s. 110	....	110	110½	110½	110½	....
Consol. mortgage reg 110	....	....	....	....	....	....
Gen'l mortgage 6s.....	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	....	14
1st mortgage, 6s.....	....	....	....	103	....	....
2d mortgage, 7s.....	....	110	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.. 11½	11	11½	11½	11½	12	....
7s..... 75	....	....	....	....	....	....
Schuylkill Navigation...	....	....	....	....	....	....
Preferred.....	....	....	....	4½	4½	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882..... 60	60	....	....	....	....	....
United Co. of N. Jersey	161½	161½	161½	161½	....	....
Hestonville, (Horse)....	....	....	....	21½	....	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 20.

	W. 14	Th 15	F. 16	Sat. 17	M. 19	Tu. 20.
Baltimore and Ohio .. 156	....	....	155	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	108½	....	....	....
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	....	....	....	....	....
2d mortgage, 7s..... 70	....	62½	....	....	....	....
3d mortgage, 8s..... 24½	....	....	....	....	....	....
Northern Central ($50) 33	....	33½	33½	....	....	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900. 112	....	....	....	....	....	....
6s, 1900, Gold.....	110	....	110	....	....	....
6s, 1904, gold..... 102½	103½	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	70
4th mortgage, 8s.....	....	....	....	....	....	32
O., Alex. & Manassas 7s....	....	....	....	....	....	78
Pittsb. & Connellsv. 7s	....	116½	....	116	....	....
Virginia 6s, Consol ... 56½	56	56½	56½	56½	56½	....
Consol. Coupons 85	86	88	88½	88½	87½	....
10-40 bonds..... 41	40½	40½	40½	41½	41	....
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do. 115	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	100	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	37½

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 21.

	Th.15	F.16	Sat.17	M.19.	Tu.20.	W.21.
Adams Express	....	114½	114	114½	....	....
Albany and Susq.	....	....	....	106½	107	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	57½	58	....	....	57½	58
Atlantic & Pacific Tel	....	43½	....	43½	....	44½
Burl., C.R. & Nor.	60	61	....	59½	....	62
1st mortgage 5s	....	91½	91	....	91½	....
Canada Southern	59	59½	61½	61½	62½	63
1st mortgage guar.	92½	92½	92½	92½	92½	....
Central of N. Jersey	69½	69½	70½	72½	74½	73½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	103½	....	103½	103½	103½
7s, convertible, ass.	103	103½	103½	....	103½	103½
7s, Income	79	....	....	79½	79	80
Adjustment	107	107½	....	....	....	....
Central Pacific	70½	70½	70	70	70½	70
6s, gold	....	112½	112	112	111½	112½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	103½	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	....	....	18½	19	....	19½
Chicago and Alton	110	110	112½	113	113	113
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	121	121½	121	124	124½	124½
7s Consol, 1903	....	....	120½	....	121	....
Chic., Mil. and St. Paul	78½	80	80½	80½	81½	81½
Preferred	104	104½	104½	104½	105½	106
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	119½	....
7s, gold	....	....	....	118½	....	....
1st M. (La Crosse div.	114½	....	....	....	114½	114½
1st M. (I. and M. div.	115	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	....	....	....
1st M. (H. & D. div.	....	....	....	107½	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	111½	112	....	....	111½	111½
Chic. & Northwestern	93½	92½	92½	92½	93½	93½
Preferred	109½	110½	111½	111½	112½	113
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	107	....	....	....	....
Consolidated 7s	124	....	....	....	....	....
Consol. Gold bonds.	117½	117½	118	....	....	117½
Do. reg	....	....	....	....	....	117½
Chic., Rock Isl. & Pac	106	106	106½	107½	108½	108
6s, 1917	....	....	119½	....	119½	120
Clev., Col., C. and Ind.	68	69	69½	69½	70	69½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	120	120	....	121	121	121
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind. Cent	16½	16	16½	17½	18½	17½
1st mortgage	....	....	....	88½	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	77½	77½	77½	79½	81½	80
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	112	....	....	112	....
7s, 1894	80½	80½	80½	81½	85	83½
Del., Lack. & Western	....	....	....	....	....	104
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	123½	124
1st mortgage	....	....	....	....	....	....
1d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	110	....
7s, Consol. gold	....	....	....	....	122½	123
Great Western 1st mort	....	....	....	....	....	111
2d mortgage	103½	103	....	103	....	....
Hannibal & St. Joseph	33½	35½	35½	35½	35½	33½
Preferred	69½	70½	71½	71½	71½	70½
6s, Convertible	....	....	....	....	....	....
Houston & Tex. Cent	64	65	....	....	....	64½
1st Mortgage	108	108	....	....	....	108
Illinois Central	106½	107	107½	107½	107½	107½
Lake Shore & Mich So	104½	105½	106½	106½	107½	106½
Consol. 7s	121	121	....	....	121	....
Consol. 7s, reg	....	....	....	....	....	121
2d Consolidated	....	....	116	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	....	126	122	125	....	122
7s, Consolidated	115½	....	....	116½	....	....
Manhattan	30½	30	30½	30½	30½	25½
Metropolitan Elevated	91½	....	....	91	90	88
1st Mortgage	99½	99½	99½	99½	99½	99½
Michigan Central	89½	89½	91½	91½	93½	91½
7s, 1902	120½	....	....	....	121½	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	104½	104½	105	105½	106	106
1st mortgage	....	....	....	....	....	....
2d mortgage	114½	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	110	110
N. Y. Cent. & Hud. Riv	129½	129½	131½	131½	132	131½
6s, Sinking fund, 1883	....	....	....	....	105½	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	128	....	....	....	....	....
N. Y. Elevated	110	110	111	....	....	109½
1st mortgage	110	110	110	111	110	109½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 21.

	Th.15.	F.16	Sat.17	M.19.	Tu.20.	W.21.
N.Y., Lake Erie & W.	42½	45½	43½	43½	43½	42½
Preferred	70½	70½	71	71½	71½	71½
2d Consolidated	89½	89½	90½	90½	90½	89½
New 2d 5s fund	....	84½	85½	85½	85	84½
N.Y., N. Haven & Hart	162½	164	....	....	165	....
North Missouri 1st M	....	....	117	....	117	....
Northern Pacific	27	27	27	27½	27½	27½
Preferred	49	49½	49½	49½	49½	49½
Ohio and Mississippi	32½	32½	33½	33	33	33½
Preferred	....	....	....	72½	....	73
2d mortgage	....	....	113	....	112½	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	40½	41½	41½	41½	41½	41½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	109	....	110	....	110
2d mortgage	....	107	....	....	....	....
Panama	160	....	....	....	....	....
Philadelphia & Reading	17	17½	17½	17½	18	18
Pitts., Ft. W. & Chi. gtd	120	....	....	....	123	121
1st mortgage	....	....	....	136½	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	....	11	11½	....	....	12½
Preferred	61	61	....	60	....	....
St. Louis & San Fran.	35½	35½	....	35½	....	37
Preferred	46½	....	....	....	....	48
1st Preferred	....	....	....	....	....	....
St. L., Alton and T. H	....	....	....	....	....	....
Preferred	....	....	....	....	59½	....
1st mortgage	....	....	111½	....	....	....
2d mort. preferred	106	....	....	107	....	....
Income bonds	....	....	....	....	....	90
St. L., Iron Mt. & S. As	46½	47	47½	48½	51½	51½
1st mortgage	....	....	....	....	118	....
2d mortgage	101½	101½	....	101½	101½	102
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	90½	90½	91½	91½	91½	91
1st mortgage	112½	112½	112½	112½	112½	112½
Land Grant 7s	113½	113½	113½	....	....	113½
Sinking Fund 8s	....	119	119	....	....	119½
United States Express	....	48½	48½	48½	48½	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	103	....	....	....	102½
7s, Consolidated	....	100½	....	100½	101½	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	37	37½	37½	38	38½	38½
Preferred	66	66	66½	67	67½	67
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	106½	107	107	....	106½	106
Western Pacific bonds	....	....	....	106½	....	....
Western Union Tel.	106½	106½	106½	106½	107	106½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending July 21.

	Th.15.	F.16.	Sat.17	M.19.	Tu.20.	W.21.
Atch., Top. and San. Fe.	118½	119½	119½	119½	119½	119½
1st mortgage	....	118	....	....	....	....
2d mortgage	....	....	119	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	145½	145½	....	145	145	145½
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	92½	92	....	92
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	....	137½	137½	....
Boston, Hart. & Erie 7s	41½	42½	42½	44½	43½	44
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	82½	....	82½	83½	83	84
Chi., Burl. and Quincy	121	121½	120½	125	124½	124½
7s	....	....	....	....	....	120½
Cin., Sand. and Clev.	....	12½	12½	13½	13	13½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	35½	....	37	36½	36	35½
New 4½ Bonds	94½	....	94	94	....	93½
Fitchburg	....	....	....	124	....	125
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	37	....	39	42½	41	41
7s	109½	110	110½	....	111	....
Northern, N. H	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	26	....	26½	....	....	26½
Preferred	....	....	....	....	78	78
Old Colony	113½	114	....	114	114	....
Ph., Wil. & Balt. ($50)	69	69	69	....	69	....
Portl'd, Saco & Ports	....	110½	....	....	111	....
Pueblo & Ars. Va	....	....	....	....	....	....
7s	....	....	....	112½	112½	112½
Pullman Palace Car	....	114	....	....	....	....
Union Pacific	....	91½	91½	92½	....	....
8s	....	....	112	....	....	....
Land Grant 7s	....	111½	....	....	....	111½
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	124½	....	....	....	....
Metropolitan (")	....	66½	....	66½	....	66½
Middlesex (")	....	....	114½	....	....	....
Cal. & Hecla Mining Co.	224½	225	....	220x	219½	219
Quincy	....	....	27½	....	....	27½

New York Stock Exchange.

Closing Prices for the week ending July 21.

	Th.15.	F.16.	Sat.17	M.19.	Tu.20	W 21
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	108½	108½	108½	108½	109½	
U. S. 4s, 1907, coup	108½	108½	108½	....	108½	109½
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	....	....	....	....	....	....
U. S. 5s, 1881, reg	....	103½	....	....	....	102½
U. S. 5s, 1881, coup	103½	103½	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	104	....	....	104½	....	104½
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	98½	....	99½	99	....	....

London Stock Exchange.

	—Closing Prices.— July 2.	July 9
Atlantic & Gt. W. 1st mort., Certs.	71 — 73	67 — 69
Do. 2d mort., Certs	32 — 34	28 — 30
Do. 3d mort., Certs	15 — 16	14 — 15
Baltimore and Ohio (sterling)	114 —116	115 —116
Central of New Jersey $100 shares	68 — 72	68 — 72
Do. Cons. Mort. Oct. '79 coupon	105 — 107	106 —107
Do. Adjustment bonds	107 —110	107 —110
Do. Income bonds	80 — 85	80 — 85
Det., Gd. Haven & Mil. Equip. bds.	109 —111	110 —111
Do. Con. M. 5 p.c. till '84 after 6 p.c	101 —103	102 —104
Erie shares $100 Recon. Ass. $8 pd.	42½ — 42¾	40¾ — 41
Do Pref. Shares, R. T. Ass. $8 pd	72 — 76	65 — 70
Do. 1st Con. M. ex-Certs. 6 Cou.	124 —126	124 —126
Illinois Central $100 shares	108 —110	108 —110
Lehigh Valley Consol. mortgage	111 —113	111 —113
N. Y. Cent. & Hud. Riv. Mt. bonds	128 —130	129 —132
Do. $100 shares	131 —133	131 —133
Do. Mort. bonds (sm.)	116 —118	117 —119
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	122 —124	122 —124
Do. do. 2d do.	85 — 87	85 — 87
Do. 2d Consol. Mort. bonds	91 — 93	90 — 92
Do. Gold Income Bonds	75 — 80	78 — 78
Pennsylvania, $50 shares	55 — 56	54½ — 55½
Do. Con. Sink. Fund Mort	112 —114	113 —115
Philadelphia & Reading $50 shares	8 — 9	7½ — 8½
General Consol. Mortgage	103 —105	103 —105
Do. Improvement Mortgage	83 — 85	83 — 85
Do. Gen. Mort. '74, ex-deferd. con.	54 — 56	54 — 56
Do. Scrip for the 6 def. ½ coupons.	55 — 65	55 — 65
Pittsbg, Ft. W. & Chic. Equip bds.	112 —114	112 —114
St. Louis Bridge 1st mort. gold bonds	107 —109	107 —109
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	113 —115	114 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 22, 1880.

The quotation for call loans, at the Stock Exchange on first-class collateral is 2@2½ per cent; time loans, 2@4 per cent. Prime mercantile paper, 3½@4 per cent.

The market for foreign exchange continues weak, for while the posted rates are 4.83@4.85 for prime bankers' sterling, the actual rates are 4.81¾@4.82¼ and 4.83¾@4.84¼. Cable transfers are 4.84¼@¾, and first class commercial bills 4.79¾@4.80½.

From a statement recently issued by the Treasury Department it appears that the amount of State bank notes outstanding June 30, 1880, was $299,790; national bank notes, $344,505,427; demand notes, $60 975; legal tenders, $346,681,016; one and two year notes of 1863, $82,485; compound interest notes, $342,590; silver certificates, $12,374,270; fractional paper currency, $7,214,954; fractional silver currency, $24,061,449; total currency of all kinds, $735,522,956. This total is higher than at any time since 1876, and the highest total at any time reached was $983,318,685 in 1865. In 1860 the total was $207,102,477, all State bank circulation.

A statement is also made showing that there have thus far been refunded into 5s, 4½s, and 4s, $1,395,347,800 of bonds bearing higher rates of interest, thereby reducing the interest on the debt from $99,534,864 to $79,633,981, a saving in interest of $19,900,888. The total annual interest at the present time upon the refunded bonds is

$61,738,912. When at its highest point, August 31, 1865, the annual interest charge was $150,977,697. The debt, which was then $2,756,431,571, is now reduced to $1,919,326,747. The statement shows in addition that there have been bonds sold for resumption purposes since March 1, 1877, amounting to $90,000,000, the interest upon which amounts to $3,925,000. This latter sum represents the annual cost of the coin reserve held for the security of circulation. The net annual saving through resumption and refunding operations since March 1, 1877, is $10,375,453. In addition to the bonds referred to there were issued in 1878, to replace coin used in payment of the Halifax award, 4 per cents of 1907 amounting to $5,500,000.

The chief of the Bureau of statistics reports that the total values of the exports of domestic provisions and tallow from the United States during the month of June, 1880, were $13,813,519, and for June, 1879, $8,119,115. During the twelve months ended June 30, 1880, $120,678,860, and during the same period in 1879, $110,031,058.

The following securities have been placed on call at the New York Stock Exchange:

$13,755,000 common stock, $9,755,000 preferred stock and $14,700,000 consolidated mortgage bonds of the Chicago, St. Paul, Minneapolis and Omaha Railway Company. This company is a corporation of the state of Minnesota, and now owns the Chicago, St. Paul and Minneapolis, the North Wisconsin, and the Hudson and River Falls railways, together with the large depot grounds at St. Paul and Minneapolis, and has a lease in perpetuity of the St Paul, Stillwater and Taylor's Falls railway track from the Minnesota state line to St. Paul. It is also authorized and empowered, under its articles of consolidation, to secure, whether by purchase, construction, retirement by exchange or otherwise, within or without the limit of said state, such railway extensions as may be by the board of directors hereafter ordered, subject only to the conditions that the consolidated company shall in no event issue its bonds to a greater extent than $15,000 per mile, and its preferred stock to a greater extent than $10,000 per mile, and its common stock to a greater extent than $15,000 per mile for any railway hereafter purchased or constructed. Its total authorized consolidated mortgage debt will be, of 6 per cent 50 years bonds dated June 1, 1880, $30,000,000; its total authorized preferred capital stock $20,000,000; its total authorized common stock $30,000,000; total, $80,000,000. The present company has no floating debt, and has over $1,000,000 in its treasury for the purpose of purchasing equipment and making improvements. From its $30,000,000 of bonded debt $7,700,000 only will be issued for the purpose of retiring the present mortgage debt of the companies forming this consolidation, and $7,000,000 only for the purpose of retiring an equal amount of the first mortgage bonds of the St. Paul and Sioux City Railroad Company. From its $20,000,000 of preferred stock, $3,000,000 only will be issued for the purpose of retiring the present preferred stock of said companies, and $6,755,000 only for the retirement of an equal amount of the preferred stock of the St. Paul and Sioux City Railroad Company. From its $30,000,000 of common stock, $7,000,000 only will be issued for the purpose of retiring the present common stock of said companies, and $6,755,000 only for the purpose of retiring an equal amount of the common stock of the St. Paul and Sioux City Railroad Company. The property now consists of 272 miles of finished and equipped railroad, and a leasehold right in the St. Paul, Stillwater and Taylor's Falls Railroad of 20 additional miles. Of these 292 miles, 190 are laid with steel rails. The company owns 900,000 acres of land, more than half of which are first quality pine lands, and the balance principally hard-wood and farming lands. All of these lands are exempt from taxes; those of the Chicago, St. Paul and Minneapolis Railway (being about 400,000 acres) until 1884, and those of the North Wisconsin Railway until 1800.

State Bonds at the Board were neglected. Railroad bonds were generally lower; Government bonds were strong throughout; and Railroad shares, compared with the quotations of the previous week have advanced considerably in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 46⅛@46¼; Canada Southern, 62@62½; Central of New Jersey, 73¾@74; Central Pacific, 69@70; Chicago and Northwestern, 93⅞@94; do. pref., 113@113¼; Chicago, Burlington and Quincy, 124@124⅞; Chicago and Alton, 112@113; Chicago, Milwaukee and St. Paul, 82½@82⅝; do. pref., 105⅛@105¾; Chicago, Rock Island and Pacific, 108@108¼; Chicago, St. Louis and New Orleans, 30@31; Cleveland, Columbus, Cincinnati and Indianpolis, 68@69; Columbus, Chicago and Indiana Central, 17¾@18; Delaware and Hudson Canal, 81@81⅛; Delaware, Lackawanna and Western, 84⅛@84⅝; Hannibal and St. Joseph, 34⅞@35¼; do., pref., 71@71½; Houston and Texas Central, 60@65; Illinois Central, 106¾@107; Lake Erie and Western, 29¾@30; Lake Shore and Michigan Southern, 107⅝@107¾; Louisville and Nashville, 118½@120; Manhattan Railway, 24⅝@24⅞; Morris and Essex, 105¾@106¼; Metropolitan Elevated, 86@89; Michigan Central, 92⅝@92⅞; New York Elevated, 108@110; New York Central and Hudson River 131½@131¾; New York, Lake Erie and Western, 43⅜@43½; do. pref., 71⅛@71¼; New York, Ontario and Western, 27¾@28; Northern Pacific, 27½@28; do. pref., 49¾@50; Ohio and Miss., 33@33⅛; do. pref., 71½@73½; Panama, 178@181; Pacific Mail, 41⅞@42⅛; Philadelphia and Reading, 18⅛@18¼; St. Louis and San Francisco, 36½@37; do. pref., 47@48; do. 1st pref., 72@75; St. Louis, Iron Mountain and Southern, 52⅛@52⅜; Union Pacific, 91¼@91½; Western Union Telegraph, 107⅛@107¼; Wabash, St. Louis and Pacific, 40⅛@40¼; do. pref., 68⅞@69.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 1st consol., 113½; Boston, Hartford and Erie 1st, 44⅛; Buffalo and Erie 7s, new, 120½; Boston and New York Air Line, 44; Central Pacific State Aid bonds, 105; Cedar Falls and Minnesota 1st, 107½; Chicago, Burlington and Quincy 5s, 104; do. 8s, 109; Central Iowa 1st, 100⅛; Col., Chi. and Ind. Cent. inc., 39⅞; do. 1st mort. Trust Co. certif. ass. sup., 89; Chicago, St. Louis and New Orleans, 31; do. 1st, 108; Cairo and Fulton 1st, 110; Chicago, St. Paul, Minn. and Omaha, 41½; do. pref., 76; Cincinnati, Indianapolis, St. Louis and Chicago, 75; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind., 110; Chesapeake and Ohio 1st pref., 24; do. 2d pref., 21; do. cur. int., 38½; do 1st, Series B, 67⅛; Chicago, St. Paul and Minn. 1st, 106; do. L. G. inc., 105¼; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 101⅛; Denver and Rio Grande, 66; do. 1st, 104¼; do. 1st consol., 92⅞; Detroit, Monroe and Toledo 1st, 121⅛; Hannibal and Central Missouri 1st, 110; Houston and Texas Central 2d M. L., 114; International and Gt. Northern 1st, 100½; do. 2d inc., 70; Ind., Bloom. and Western, 2d, 62; Indianapolis, Decatur and Springfield 2d inc., 65; do. 1st, 100½; Keokuk and Des Moines 1st, 98; Joliet and Chicago 1st, 105; Kansas Pacific 1st consol., 95¾; do. 6s, J. & D., 1896, with coupon certif., 117; do. 6s, Denver Div., ass., do., 108½; do. ex-coupon, 100; Laf., Bloom. and Muncie 1st, 101⅝; Louisville and Nashville 2d, 104; Louisville, New Albany and Chicago, 100; Lake Erie and Western, 29¾; do. inc., 62½; do. 1st, 103; Lehigh and Wilkesbarre consol. ass., 96; Marietta and Cincinnati 1st pref., 8½; do. do. 2d pref., 6; Mobile and Ohio, 22; do. 1st deben., 79; do. 2d deben., 46; do. 3d deben., 33¼; do. 4th deben., 30¼; do. 1st mort., 101¾; Missouri, Kansas and Texas, 37⅛; do. consol. ass., 105½; do. 2d, 66; Michigan Central 8s, 108; Nashville, Chattanooga and St. Louis, 67; do. 1st, 110; New York, Ontario and Western, 28; North Wisconsin 1st, 117½; Ohio and Mississippi, Springfield div., 1st, 83; Ohio Central, 21½; do. 1st, 89; Oregon Railway and Nav., 115; do. 1st, 96¾; Peoria, Decatur and Evansville inc., 60¼; Quincy and Toledo 1st, 106; Syracuse, Binghamton and New York 1st, 116; St. Paul, Minn. and Man., 107½; St. Paul and Sioux City 1st, 103½; St. Louis and Iron Mt. 1st pref. inc., 83¾; do. 2d pref. inc., 80½; do. Arkansas Branch 1st, 105⅝; do. Cairo, Arkansas and Texas 1st, 104; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 107¼; do. Omaha div. 1st, 110¾; do. R. E. 7s, 1895, 109; St. Louis and San Francisco 2d, class B, 78; do, C, 75; do. Equip., 100½; Texas and Pacific 26; do. Inc. L. G., 58; do. consol., 80; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 131; Union Pacific Col. Trust 6s, 104½; Alabama, Class A, 59; Georgia 7s, new, 109½; Missouri 6s, funded, 111; North Carolina 6s, old, J. & J., 28¾; Sutro Tunnel, 1¾; Am. Dist. Tel., 72; Colorado Coal and Iron, 29½; New Central Coal, 25; Caribou Mining Co., 2; Central, 5¾; Excelsior, 17; Homestake, 34½; Little Pittsburg, 4⅛; Ontario, 34; Standard, 26½.

Philadelphia.—Am. S. S. Co., 30; Central Transp., 48½; Elmira and Williamsport 5s, 85; Empire Car Trust, 101; Oil Creek 1st mort., 99; Pennsylvania Canal 6s, 82; Pennsylvania dividend scrip, 110½; Philadelphia and Reading scrip, 20; do. income 7s, 39; do. consol. gold 6s, 102¼; Pennsylvania and New York Canal 7s, 1906, 123; Railway Car Trust 5s, 100; St. Paul and Duluth R. R., 30¼; Texas Pacific 1st mort., 104½; Warren and Franklin 7s, 10d. The latest quotations are: City 6s, 106@110; do. free of tax, 124@125; do. 4s, new, 104@107; Pennsylvania State 6s, 2d series, 101¼@101¾; do. 3d series, 106½@108; do. 5s, new loan, 113½@114; do. 4s, new, 106¼@108; Philadelphia and Reading, 8⅞@9; do. consol. mort. 7s, coup., 111@—; do. reg., 111@—; do. mort., 6s, 100@104; do. 7s, 1893, 115¼@116; do. 7s, new conv., 23@28; United New Jersey R. R. and Canal, 161⅛@—; Pittsburg, Titusville and Buffalo R. R., 12⅛@12¼; do. 7s, 75@76; Camden and Amboy mort. 6s, 1889, 113@—; Pennsylvania R. R., 55¼@

55⅜; do. 1st mort., 101@101½; do. gen'l mort., coupon, 117@118; do. reg., 120@121½; do. consol. mort. 6s, reg., 113¼@113¾; Little Schuylkil R. R., 43⅛@43½; Morris Canal, 50@64; do. pref., 140@151; Susq. Canal 2@6; do. 6s, 50@—; Schuylkill Nav., 2@4; do. pref., 4@5; do. 6s, 1882, 61@62; do. 1872, 94@96½; Elmira and Williamsport pref., 50@54; do. 6s, 109@—; do. 5s, 85@—; Lehigh Coal and Navigation, 29⅛@—; do. 6s, 1884, 106@106¼; do. R. R. loan, 110@112; do. Gold Loan, 104½@105; do. consol. 7s, 102½@103; Northern Pacific, 27⅜@27⅝; do. pref., 49½@50; North Pennsylvania, 48¼@49; do. 6s, 105½@106½; do. 7s, 119@—; do. Gen'l mort. 7s, reg., 113¾@—; Philadelphia and Erie, 13¾@14; do. 6s, 103@103½; do. 7s, 109@110; Minehill, 50¼@50½; Catawissa, 5@9½; do. pref., 38½@40; do. new pref., —@39; do. 7s, 1900, 114@115; Lehigh Valley 52⅛@52¼; do. 6s, coupon, 117¾@118; do. reg., 117½@118½; do. 2d mort. 7s, 128@129; do. consol. mort., 111¾@112; Fifth and Sixth streets (horse), 115@117; Second and Third, 105@—; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 54¼@—; Green and Coates, 100¼@103; Chestnut and Walnut, 76¼@80; Hestonville, 20½@21½; Germantown, 66½@68; Union, 100@112; Lombard and South, 12@18; West Philadelphia 75¾@77; People's, 12⅜@13½; Ridge Av., 70@80; Continental, 96@100.

Baltimore.—Baltimore and Ohio 1st pref., 117; do. 2d pref., 107; Charlotte, Columbia and Augusta 2d, 95; Maryland Defense 6s, 105½; Virginia and Tennessee 2d, 100½; Virginia 10-40 coupons, 92; Virginia Peelers, 22½; Virginia Peeler coupons, 8. The latest quotations are: Western Maryland 1st, unindorsed, 110@—; do. 2d pref., —@100¼; do. 2d guar. by Washington Co., 110@—; Baltimore and Ohio, 154@—; do. 6s, 1885, 108¼@109; Northern Central, 83⅛@84; do. 6s, 1900, gold, —@110½; do. 6s, 1904, gold, 103½@104½; do. 5s, 78@—; Marietta and Cincinnati 1st mort., 1892, 108½@109; do 2d mort. 7s, 69½@70½; do. 3d mort. 8s, 34@35; Pittsburg and Connellsville 7s, 115⅞@116; Orange, Alex. and Manassas 7s, 78@78½; Virginia consol. 6s, 56⅜@56⅝; Virginia Consols coupons, 87½@88¼; Virginia 10-40 bonds, 41@41⅛; Virginia 10-40 coupons, 91@92; City 6s, 1886, 108@—; do. 1890, 115⅝@116; do. 6s, 1900, new, —@119½; do. 5s, 1894, 112¼@112¾; do. 1900, 113@—; do. 1916, 114@—; City Pass. R. R., 37@38; Citizens Passenger R. R., 19½@21.

Boston.—Atchison and Nebraska, 7s, 1907, 114½; Atchison, Topeka and Santa Fe guar., 110½; do. 8s, inc., 106¼; Boston Land, 6¾; Boston and Maine 7s, 121; Boston Water Power, 9⅛; Burlington and Missouri in Nebraska deferred, 73⅛; do. 6s, non-exempt, 103; Boston, Revere Beach and Lynn, 101¼; Cincinnati, Ind., St. Louis and Chicago 6s, 95; Chicago, Burlington and Quincy 4s, 88½; Chicago, Clinton, Dubuque and Minnesota, 77⅞; do. 7s, 1910, 103¼; Chicago and West Michigan, 60; Connecticut and Passumpsic Rivers R. R. pref., 70; do. 7s, 1893, 111⅝; Detroit, Lansing and Northern pref., 108; Flint and Pere Marquette, 22; Fort Wayne and Jackson pref., 40¼; Highland Street R. R., 125; Iowa Falls and Sioux City 7s, 109; Kansas City, Lawrence and Southern, 76; do. 4s, 91; Kansas City, St. Joseph and Council Bluffs, 7s, 111⅞; Kansas City, Fort Scott and Gulf, 47; do. pref., 80; do. 7s, 108½; Little Rock and Ft. Smith, 47½; do. 7s, 99½; Marquette, Houghton and Ontonagon, 19; New Mexico and Southern Pacific 7s, 110; New York and New England 6s, 103; New Bedford 7s, 1894, 101; Ogdensburg and Lake Champlain 8s, 1890, 101; do, 6s, 1897, 103; Republican Valley 6s, W. D., 102¾; do. E. D., 103; Rutland, 5⅛; do. pref., 26½; do. 6s, 1902, 94½; do. 5s, Aug., 1880, coupon, off., 61; Summit Branch, 11½; Sioux City and Pacific 6s, 95; Wisconsin Valley pref., 83; do. 7s, 108; Boston City 6s, 1893, cur., 120½; do. 1905, 122⅞; do. 5s, 1884, 104½; Chicago 7s, 1884, 106¼; Cleveland 7s, 1893, 118¾; Cincinnati 7.30s, 1899, 124; Hartford 6s, 1896, 117¼; St. Louis City 6s, 1895, Sterling, 110½; Allouez Mining Co., 4⅜; Brunswick Antimony, 25; Blue Hill, 3; Copper Falls, 12; Central, 39; Duncan Silver, 2¾; Franklin, 14¼; Huron, 4⅝; Harshaw, 30; Minnesota, 3; National, 2½; Osceola, 39; Pewabic, 18½; Phœnix, 3; Ridge, 5; South Hite, 1⅛; Silver Islet, 29.

Chicago, Burlington and Quincy Railroad.

The gross earnings, working expenses and net earnings of the Chicago, Burlington and Quincy Railroad for the month of June, 1879 and 1880, were:

	Gross earnings.	Working expenses.	Net earnings.
1880...	$1,259,528 95	$700,000 00	$559,528 95
1879...	1,160,967 87	611,927 32	549,040 55
Inc..	$98,561 08	$88,072 68	$10,488 40

And for the six months ending June 30, the earnings, expenses, etc., were:

	Gross earnings.	Working expenses.	Net earnings.
1880..	$7,973,777 50	$1,098,083 09	$3,875,694 41
1879..	6,510,238 68	3,629,366 42	2,880,872 26
Inc	$1,463,538 82	$468,716 67	$994,822 15

☞ At the recent session of the Legislature of New York an act was passed authorizing the sale of the Genesee Valley Canal to any company paying $100 per mile for it from the city of Rochester to the State line, a distance of about 114 miles, said company guaranteeing the building of a railroad along its line within two years from the organization of the same. A meeting of about twenty of the prominent citizens of Western New York met in Orlean on Wednesday of last week and organized a company for the purpose of accepting the provisions of the act. The capital stock was fixed at 11,000 shares at $100 per share, which was all subscribed and ten per cent paid in.

☞ The directors of the Morris and Essex Railroad Company, recently elected, are: Samuel Sloan, Moses Taylor, Wm. E. Dodge, Percy R. Payne, George Bliss, W. W. Phelps, A. Robertson, Beach Vanderpool, B. G. Clarke, A. Reasoner, M. Taylor Pyne, S. Griffith and W. W. Shippen. Samuel Sloan was re-elected President.

☞ The earnings of the Chesapeake and Ohio Railway for the month of June, 1880, were $211,645 44, against $148,456 97 for June, 1879, an increase of $63,188 47. For the six months ending with June, 1880, the earnings were $1,253,534 25, against $812,810 10 for the corresponding period of 1879, an increase of $440,724 15.

☞ A Quincy, Ills., dispatch says that the act of incorporation of the Chicago and Hannibal and St. Joseph Railroad Company, formed for the purpose of building a road from Quincy to Chicago, has been filed in the Circuit Clerk's Office. The incorporators are Wm. Dowd, Jay Gould, Russell Sage, Myron P. Bush, Sidney Dillon and Elihu Root, of New York; John B. Lyon, Chas. R. Farwell, Geo. C. Walker and Samuel J. Medill, of Chicago; John B. Carson and James W. Singleton, of Quincy.

☞ A mortgage dated May 1, 1880, from the New York City and Northern Railroad Company to the Central Trust Company, upon a line of railroad in New York, Westchester and Putnam Counties, upon stations, buildings, rolling stock, etc., to secure 500 bonds of $500 each, and 3,750 bonds of $1,000 each, was recorded in this city on the 21st inst. The bonds are payable in 1910, with interest at 6 per cent, and aggregate $4,000,000.

☞ At the recent annual election of directors of the Metropolitan Elevated Railway Company the following gentlemen were chosen: William R. Garrison, John Baird, Jose F. Navarro, William Foster, Jr., George M. Pullman, Horace Porter, John P. Kennedy, William Adams, Jr., George J. Forrest, Charles H. Clayton and Mortimer Ward. For Inspectors of election—George D. Davis, Jr., and Daniel Scannell.

☞ A certificate of incorporation has been filed with the Secretary of State of Ohio of the Circleville, Tarlton and Adelphi Telegraph Company, (termini, Circleville, Pickaway county, and Adelphi, Ross county,) capital $1,000, in shares of $10 each. Also of the Cincinnati, Fayetteville, Hillsboro and Huntington Railway Company, increase of capital stock $1,500,000, making a total capital of $5,250,000.

☞ At a meeting of the stockholders of the Continental Railroad Company, in this city on the 21st inst., the following officers were chosen: Hugh McCulloch, president; J. T. Snead, vice-president; A. H. Day, Treasurer; William Thorpe, secretary, and James E. Abbott, chief engineer.

☞ The Little Chief Mining Company has declared its regular monthly dividend, No. 6, of $100,000, or 50 cents per share, payable on the 24th inst., at the office of the Mining Trust Company.

☞ The first mortgage bonds of the Seaboard and Roanoke Railroad Company will be paid on maturity, 1st of August next, together with last coupon due that date, at Farmers' and Planters' Bank of Baltimore.

☞ William Bliss of Springfield, Mass., has been elected President, and James S. Russell, of Springfield, Mass., Vice President of the Boston and Albany Railroad Company.

☞ The Tehuantepec Railroad Company has contracted for 15,000 tons of steel rails in England.

Railroad Ties and Telegraph Poles.

But few people comparatively have any idea of the amount of timber used in the construction of a single railroad. We hear that our forests are rapidly disappearing, and we know that material for building and fuel causes the sacrifice of many leafy monarchs of the forest; yet only the initiated knows that it yearly takes 200,000 acres of forests to supply crossties for the rail roads of the United States. We interviewed a gentleman who has been in the business for thirty years, and concluding that his observations and experience would be of interest, we give the substance of his talk. It takes 15,000,000 ties to supply the demand on our railroads, for which on an average, the contractors get thirty-five cents apiece, making in the aggregate $5,250,000. In building a new road the contractors figure on 2,700 ties to the mile, while it takes 800 ties to the mile to keep a constructed road in repair. Contractors, of course, buy pieces of timber land as near to the proposed line of road as possible, paying for the timber an average of about $20 per acre, or giving the proprietor of the land ten cents for every tie got out. The average of a good piece of timber land is 200 ties to the acre and twelve ties to the tree. The size of a cross tie differs on different roads, but the usual size demanded is eight feet six inches long and eight inches face. White or burr oak is considered the best timber for the purpose, although cherry, maple, ash and even locust have been used. The last named were first used on the Little Miami Railroad, and after a time thrown aside as unfit for the purpose. Railroad men much prefer ties hewn out with an axe to those sawed in a mill, and many contend that the first named will considerably outlast the sawed ties. This theory is probably a mistaken fallacy, as sawed ties have been placed alongside of hewn ties, and remained sound twice as long. This business gives employment to an army of choppers, who are paid ten cents apiece for each tie. A continued practice makes the choppers expert in the use of the axe, and a single man has been known to get out 35 ties in a day; yet the average is only 10, while an expert will probably get out 20. During the war, when ties sold at from 50 to 65 cents, choppers were paid 12½ cents apiece. Although the contractor gets 35 cents apiece from the railroads for each tie, still there is a loss of from five to seven per cent on dockage and stealage. An inspector is sent by th company to inspect the ties. This is generally a clerk from some of the offices, who frequently knows but little as regards the strength or durability of timber, and, as a consequence, some of the best ties are docked and only bring twenty cents apiece. The stealage is where the section men put in new ties which have not been inspected and received, and fail to report the use of the same to the road master. Most all cross-tie men also contract for bridge timbers and trestling, as well as telegraph poles. For the latter chestnut and cedar are mostly used. They bring about $1 75 apiece, and are cut mostly in the Tamaraca swamps of Michigan and the forests of southern Kentucky and Tennessee. Large sums of money have been made by lucky contractors above described, and each only adds to increased demands. Ohio has over 4,000,000 acres wood land, yet the ever increasing demand for railroad purposes alone, if supplied entirely from our forests, would leave us without a single stick to mark the existence of our once dense forests.—[Cincinnati Commercial.

The First American Locomotive.

The first locomotive built in America for a purely experimental purpose was the "Tom Thumb," which was constructed by the now venerable Peter Cooper. This little machine was built for the purpose of testing the feasibility of a locomotive sustaining itself while running over curves, which was a mooted point among the engineers and scientists of that day. The engine weighed less than a ton, the cylinder was only three and a half inches in diameter, the boiler was about as "large as an ordinary kitchen boiler," and was vertical, with gun barrels for tubes. The first trial was made on the Baltimore and Ohio Railroad, from the depot at Baltimore to Elicott's Mills, August 28, 1830.

Coffee Production of the World.

The four great coffee producing countries of the world are Brazil, Java, Sumatra and Ceylon. The data and figures for 1879 show that Brazil itself has produced an extraordinary quantity of beans. Hitherto 250,000 tons have been considered as a good yearly figure for Brazil; last year the export alone amounted to 273,000 tons. But the consumption of coffee in the country itself now amounts to 60,000 tons, raising the total yearly products of Brazil to 333,600 tons. Fortunately for the planters in other parts of the world, coffee has grown into a necessity in the United States and hence its price has risen. Although the soil of Brazil, especially for coffee culture, is very extensive, yet the difficulty of obtaining labor daily becomes greater, and this renders it doubtful whether the above figure can be much exceeded.

The crop of Java and Sumatra was estimated at 94,000 tons for export. The consumption of the inhabitants, although the population is double that of Brazil, is not half of that of the latter country.

The production in Ceylon, though greater than that of 1878, shows a falling off when compared with former years. There were in all 41,200 tons exported from the island, the native consumption being very small.

Coffee is, besides, grown in Central America, in several of the South American Republics, in the British and other colonies of the West Indies, in Hayti, Cuba, Porto Rico, Arabia, Mauritius, Reunion and along the northeast coast of Africa, in Liberia and the African West Coast, in Manilla, Celebes and several of the islands of the Pacific, and, lastly, in British India. But the total production of all these regions does not reach half of the export of the four chief countries named above.

Iron and Steel.

The Bulletin of the Iron and Steel Association publishes an account of the total imports of iron and steel from all countries during the period embraced between July 1, 1878, when the effects of the "boom" were just beginning to be noticed in the increase of imports, and May 1, 1880. This statement shows the quantity and value of the principal articles of iron and steel (except tinplate) in the ten months ended May 1 of the fiscal years 1879 and 1880 to be:

Gross Tons		Values	
1879.	1880.	1879.	1880.
101,085	1,128,639	$2,934,516	$25,227,144

"The total quantity of the same articles exported from England to the United States in May, 1880, was 152,058 gross tons. Adding this quantity to the total imports into this country for the ten months ended May 1, 1880, we have 1,280,697 gross tons as our total imports of iron and steel (except tinplate) in the eleven months from July 1, 1879 to June 1, 1880, which is over a million tons more than similar importations during the corresponding period of the fiscal year 1879."

The articles which do not have their weight recorded in the report of the United States Bureau of Statistics, such as steel blooms, steel wire and many other very important products, have been arranged by the Bulletin in the following table, which shows the value of their imports in the ten months ended May 1 of the year 1880, compared with the same period of the fiscal year 1879. The imports for the fiscal year 1880 are thus far two and a half times as great as those for the same period of the fiscal year 1879:

	1879.	1880.
Hardware	$102,823	$146,761
Machinery	454,894	924,846
Firearms	504,931	693,830
Steel ingots, etc	954,179	3,155,999
Cutlery	1,047 114	1,427 849
Files	77,382	131,721
Saws and tools	4,642	4,725
Unenumerated	1,805,321	3,987,379
Total	$1,950,736	$10,482,610

The total value of all the imports of iron and steel and of manufactures of iron and steel mentioned above is $35,709,754 for the ten months of the fiscal year 1880, and $7,885,252 for the corresponding ten months of the fiscal year 1879. The increase in importations of iron and steel products (not including tinplate) during the ten months of the present fiscal year over the ten months of the last fiscal year was in round numbers $28,000,000.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 10, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	112,976	3,880,348	4,504 916
Schuylkill Canal	8.700	200,739	450,567
Lehigh Valley	94,069	2,478 284	2,435,689
Del.,Lack. & Western.	53,426	1,675,855	1,818,801
Shamokin Valley	14,702	894,834	481,119
Central New Jersey	60,244	1,677,628	1,942,791
United R. R. of New Jersey	18,979	509,843	474,997
Pennsylvania Coal	20,487	490,762	717,108
Delaware and Hudson	45,516	1,484,305	1,617,101
Huntingdon & Broad Top Mt	4 299	242,114	168,320
Penn. and New York.	19,184	651,016	711,552
Clearfield, Pa.	31,840	730,300	771,693

The total tonnage of anthracite coal from all the regions for the week ending July 10, as reported by the several carrying companies, amounted to 391,144 tons, against 531,635 tons in the corresponding week last year, a decrease of 140,491 tons. The total amount of anthracite mined for the year is 10,805,811 tons, against 12,865,987 tons for the same period last year, a decrease of 2,060,176 tons. The quantity of bituminous coal sent to market for the week amounted to 86,839 tons, against 75,611 tons in corresponding week last year, an increase of 11,228 tons. The total amount of bituminous mined for the year is 2,070,621 tons against 1,745,591 tons for the corresponding period last year, an increase of 325,030 tons. The total tonnage all kinds of coal for the week is 477,983 tons, against 607,246 tons in corresponding week last year, a decrease of 129,263 tons, and the total tonnage for the coal year is 12,876,432 tons against 14,611,578 tons to same date last year, a decrease of 1,735,146 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of July was 92,820 tons, of which 67,159 tons were coal and 25,661 tons coke. The total tonnage for the year thus far has been 3,501,419 tons of which 2,629,197 tons were coal and 872,212 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 10 were 33,546 tons, and for the year to that date 1,062,427 tons —281,101 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 17,535 tons, and for the year 691,538 tons, an increase of 223,312 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 13,201 tons,

and for the year 253,412 tons, an increase of 25,240 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 2,711 tons, and for the year 117,477 tons, an increase of 32,585 tons as compared with 1879—Phil. Ledger, July 19.

Baltimore and Hanover Railroad.

The first annual report of the president and directors of the Baltimore and Hanover Railroad Company, up to March 31, 1880, has been published. The capital stock authorized under the article of association was $120,000, and the paid up subscription to the capital stock up to the expiration of the fiscal year ended March 31 last amounts to $85,848 20. The entire length of road, a fraction over twenty miles, was finished and opened for business on December 1, 1879. The gross monthly earnings have been as follows: December, $2,795 74; January, $2,467 51; February, $2,695 73; March, $3,811 72; April, $3,257 66. The results for the first five months indicate an annual net revenue equivalent to the interest on the mortgage bonds at six per cent and the same rate on the capital stock. Nearly one-third of the road has already been ballasted with broken stone and a line of telegraph has been established along the road. The officers are: President, A. W. Eichelberger, Hanover, Pa.; Vice President, W. H. Vickery, Baltimore; Secretary, L. F. Melsheimer, Hanover, Pa.; Treasurer, R. M. Wirt, Hanover, Pa.

Cleveland, Columbus, Cincinnati and Indianapolis Railroad.

The directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. have voted to pay no dividend in August. The following is the comparative statement of the earnings, including the leased line—the Cincinnati and Springfield Railroad:

Gross earnings for the six months of 1880	$2,315,000
Expenses, taxes and interest	2,226,271
Net surplus June 30, 1880	$88,729
Gross earnings for the first six months of 1879	$1,809,919
Expenses, taxes and interest	1,969,440
Deficit June 30, 1879	$159,521
Showing net gain in operating for the first six months of 1880 over 1879 of	$248,250

Woodruff Parlor and Sleeping Cars.

The Pittsburg Chronicle notices the passage through that city of two Woodruff Parlor and Sleeping Cars Manufactured by the Harlan & Hollingsworth Company of Wilmington, Del., for the Wisconsin Central Railroad Company, at a cost of $11,000 each. The following description of the cars is given by the Chronicle:

They are both fitted out elegantly in walnut and mahogany and the ceilings are made of the veneer wood used in perforated seats, and are decorated with Chinese designs. The design of the car is of the latest improvements, while the sleeping accommodations are after the original Woodruff pattern. The bedding for the upper and lower berths is stowed away very ingeniously on a line with the floor and under the seats—the upper berth depending for support on the floor. In this way the upper part of the car is clear and unencumbered, and adds light and ventilation as well as a generally more cheerful appearance to the car. The weight of the car is six tons lighter than the ordinary sleeper, and is entirely free from the oscillating movement, as the weight is on the floor and directly on the trucks. The cars are fitted with electric bells by which the porter can be instantly summoned, and altogether they are the most modernized sleeping cars that we have ever seen. The Woodruff Sleeping Car Company is a Pittsburgh concern, of which Mr. Frank Rahm is President. The general office of the company is in this city, on the corner of Market and Water streets. They have now 64 of these cars running on different eastern and western roads—prominent among the former are Camden and Atlantic and the Manhattan Beach railroads.

Pennsylvania Railroad.

The stock of the Pennsylvania Railroad Company is rapidly attaining the position of an investment security. The admirable management of the company by the present officers has produced the brilliant success of this year, and is a safe guarantee that their energies in the future will insure quite as favorable results. Under the circumstances it is only reasonable to expect that the present rate of dividend will be not only maintained, but there is a strong chance of its being increased. If such expectations should be realized, and there is no good reason why they should not be, then Pennsylvania Railroad stock must be the most judicious investment that can now be found on the Philadelphia list. Its future must continually show greater profits as its feeders permeate more and more thickly settled localities, thereby securing a traffic that will always remain with it and become quite as valuable as any local trade of the main road.—[Philadelphia Record.

A New Patent Light.

The members of the Pittsburg Water Committee recently visited a car on the Pennsylvania Railroad lighted by the Westinghouse Air Brake Company, who have a patent for manufacturing gas by passing compressed air through a vessel containing sponges saturated with gasoline. They were greatly pleased with the light. It is a brilliant, pure white light, and does not blind like the electric light. It will probably be used extensively in cars, but it is stated that it cannot be applied to street purposes.

☞ It is stated that the Boston and Maine Railroad company has decided to erect an iron bridge within the coming year over the Merrimack River between Haverhill and Bradford, to take the place of the present wooden structure. The probable cost will be from $80,000 to $100,000, according as the bridge is made for a single or double track.

LITTLE CHIEF MINING COMPANY.

ROOM No. 54 BOREEL BUILDING, 115 BROADWAY,
NEW YORK, July 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 6) of ONE PER CENT. on the TEN MILLION DOLLARS ($10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS ($100,000,) or FIFTY CENTS Per Share, out of the sixth month's net earnings, payable at the Mining Trust Company, on the 24th inst.

Transfer-books will close July 20, and re-open July 26.

D. F. VERDENAL,
Secretary.

NOTICE.—THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY declared this day a semi-annual dividend of five (5) per cent. upon the stock of the company, payable on and after the 2d of August next.

Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall-st., Room No. 10.

The transfer-books will be closed from the 21st of July to the 5th of August, both days inclusive.

H. VICTOR NEWCOMB,
NEW YORK, July 7, 1880. President.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO.,
No. 9 NASSAU-ST., NEW YORK, July 3, 1880.

THREE DOLLARS PER SHARE WILL BE PAID on presentation of Dividend Warrant No. 10, on or after Aug. 1, at this office, or at the office of the company in San Francisco. Stock books closed from July 15 to Aug. 1, both inclusive, as per order of Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, June 26, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a DIVIDEND of 4 PER CENT upon its capital stock, payable on the SECOND DAY of AUGUST next at this office. The Transfer Books will be closed at 3 o'clock p. m. on SATURDAY, the 3d day of July next, and will be reopened on the morning of FRIDAY, the 6th day of August next.

E. D. WORCESTER, Treasurer

HOME
INSURANCE COMPANY OF NEW YORK,
Office, No. 119 BROADWAY.

FIFTY-FOURTH SEMI-ANNUAL STATEMENT,
SHOWING THE CONDITION OF THE COMPANY ON THE FIRST DAY OF JULY, 1880.

CASH CAPITAL	$3,000,000 00
Reserve for Re-Insurance	1,856,954 00
Reserve for Unpaid Losses	166,391 83
Net Surplus	1,366,888 06
CASH ASSETS	$6,390,233 89

SUMMARY OF ASSETS

Held in the United States available for the PAYMENT of LOSSES by FIRE and for the protection of Policy Holders of FIRE INSURANCE:

Cash in Banks	$329,682 45
Bonds and Mortgages, being first lien on Real Estate, (worth $4,144,950)	1,852,928 00
United States Stocks, (market value)	2,724,500 00
Bank Stocks and Railroad Stocks, (market value)	339,576 25
State and Municipal Bonds, (market value)	191,350 00
Loans on Stocks, payable on demand, (market value $906,896 49)	652 250 00
Interest due on 1st July, 1880	83,310[illegible]
Balance in hands of Agents	142,103 68
Real Estate	66,103 16
Premiums due and uncollected on Policies issued at this office	8,429 88
TOTAL	$6,390,233 89

A Dividend of Five per cent. has been declared, payable on demand.

J. H. WASHBURN, Secretary. CHAS. J. MARTIN, President.

Watering Stock in Transit.

The Baltimore and Ohio Railroad Company have built at Piedmont three live stock cars under the patent of George F. Patterson, of this city, which will be sent to Parkersburg to be loaded with stock for transportation to Baltimore. All the stock will be watered at the same time from troughs suspended from a framework erected at Keyser, West Va., for that purpose If the experiment with these cars proves successful, the railroad company will adopt the patent upon all their stock cars.—[Baltimore Sun.

☞ The surveyors running the line from Reno for the northern section of the Nevada and Oregon Railroad are now in Long valley, about 35 miles from Reno. The party on the southern section are south of Washoe lake. No difficulty is being encountered by either party, and both are getting along well.

☞ The stockholders of the Boston and Albany Railroad Company have ratified the purchase of the Springfield and Northeastern Railroad, as well as the lease of the Spencer Railroad for ten years.

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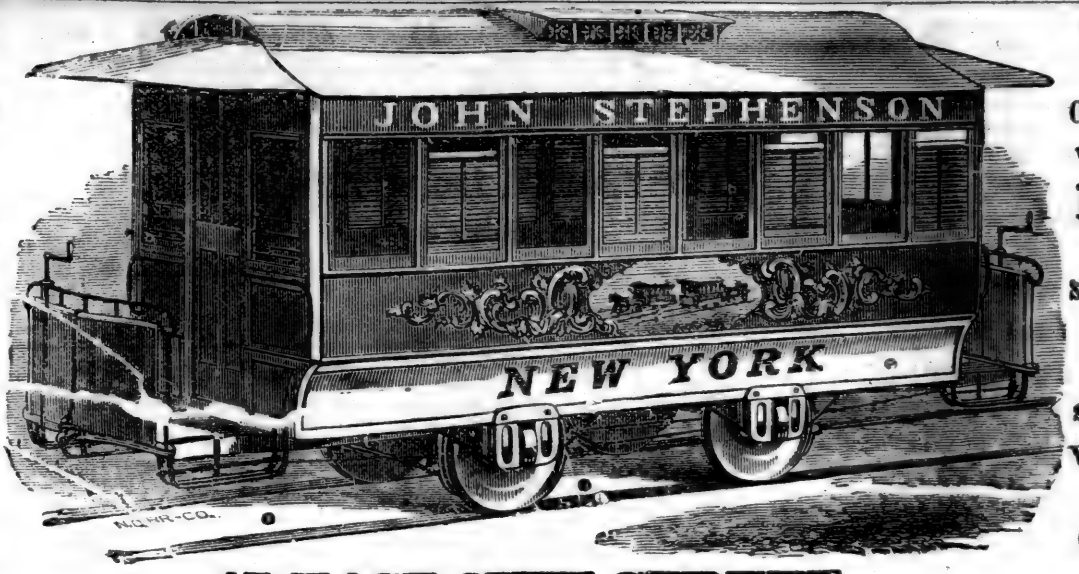
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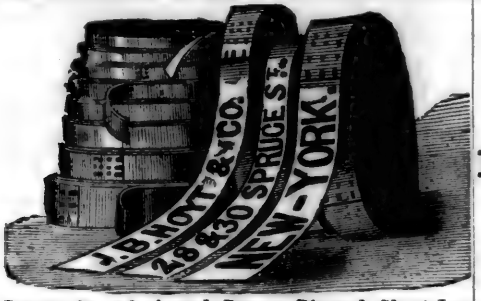
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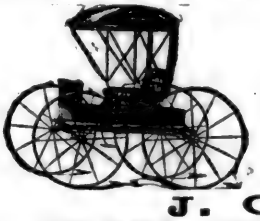
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

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SECOND QUARTO SERIES VOL. XXXVI., No. 31.] JULY 30, 1880. [WHOLE No. 2,801, VOL LIII.

☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Friday, July 30, 1880.

Government Faith with the Pacific Roads.

Of the general merits of *Poor's Manual of Railroads*, and the immense labor required for its compilation, nothing need now be said, as it is the most widely known and trusty collection of information on American Railroads. Its publishers, at the head of which is Mr. HENRY V. POOR, who has grown up in the closest intimacy with the American railroad system, have of late years adopted the plan of giving a prefatory essay relating to the growth, functions, and financial results of the roads. This year's edition, of which advanced sheets are now issued, contains, beside the usual statistics of mileage, earnings, tonnage, etc., a new departure for them—in the shape of a Review of the several recent decisions of the Supreme Court on the cases appealed by the two great Pacific Railroad Companies—the Union and Central—which, by their receipt of lands and credit subsidies, the politicians would have it appear, occupy a peculiar and anomalous relation to the Federal Government.

Mr. Poor's reasons for this course are too long for us to republish; but they are very cogent, and will be found excellent reading for all lawyers, capitalists and railroad men. According to his view a great and dangerous outrage has been committed upon vested rights of property in the first place by the Federal legislature, which has been in effect sustained by that judicial branch of the Government specially designed to protect such rights; and that if such doctrines are to stand as jurisprudence, we have, in this country at least, taken another long stride in the direction of mob-law, communism and anarchy.

It will be familiar to our readers that some four or five years ago, in what were known as "the Elevator cases," the Supreme Court ruled that when an individual erects an elevator alongside a railway or water-course, he so far dedicates it to public uses that the State, i. e. the people, acquire a right to say what shall be a reasonable and proper charge for the use of it. At the same term of the Court what were known as "the Granger cases" were passed upon, where it was held that certain Western States having made laws for the railroads prescribing the maximum rates for freight and fares, such statutes were competent, and were *prima facie* evidence of what was a reasonable charge which must be overcome by counter evidence. These latter laws were generally repealed afterward, because the railroad companies refused to work under them; but it was pointed out at the time that the Supreme Court seemed to be bowing to the agrarian clamor, and that such doctrines, if carried out to their logical conclusion, must destroy railroad transportation and storage property as investments for capital.

It now appears, from Mr. Poor's showing, for which he cites page and book, that the Supreme Court, after making a series of decisions to the effect that in dealing with these Pacific Railroad Companies the Government had, outside of its use of the roads, only the same status of a private person, that is to say, of a co-contractor; but in this last decision on the constitutionality of the "Thurman act" of May 7, 1878, the Court has, right in the face of its former utterances, and in defiance of sound reason, declared in effect that the Government, by its sovereignty, may break faith with these parties, and may require them to anticipate debts to it not yet due. True the Court has not said so in so many words, but while saying the contrary, has decided without allegation or evidence to that effect.

Lawyers will read his dissection of the majority opinion, sustaining this specious fallacy, with zest—especially when it is understood his Review has been submitted to eminent legal minds, who pronounce it unassailable. He charges that the Court—as if anxious to render its decision in a certain way—or rather the majority, there being three dissenting opinions (which like those of the Dred Scott case are declared to be the best law) one Judge, Hunt, being disabled—has invented and imported into the case an allegation of "waste," which nowhere appears either in the pleadings or the record. The companies have been condemned on an issue which never was tried, on allegations they had no opportunity to meet.

To those who know the managers of the Pacific Railroads a charge of mismanagement or waste will sound most strange and absurd; and Mr. Poor has taken the pains to prove by figures that the Government subsidy claim is abundantly secured, improving with the lapse of time, and could be paid off at its value any day if Congress would authorize private creditors to take the second lien now held by the Government; hence there was no urgent necessity for this Sinking Fund in the U. S. Treasury, which was the pretext for this act of doubtful power and questionable faith. We may surmise from Mr. Poor's remarks what influences have been at work to produce this unfortunate state of affairs, when we reflect that there were not less than half a dozen aspirants for the Presidency concerned in the passage of the Bill and the Court's opinions thereon. That, however, is in the past; the record stands, and as Mr. Poor points out, this decision touches in the first instance these rich companies, which are paying, under protest, into this badly-managed Sinking Fund; but behind and beyond them it reaches to all contracts with the Governments—national, State, or city. It countenances breach of faith, and may be used to justify national dishonor of all sorts. Unless speedily retracted it will be the

germ of new mischief and the decay spot of public morality.

[Correspondence American Railroad Journal.]

Scalping and Ticket Forgery.

FORGING SCALPERS AND SCALPING TICKET AGENTS UNEARTHED BY LONERGAN'S SECRET SERVICE.

CLEVELAND, O., July 25, 1880.

The summary removal of five prominent Union Depot officials following close on the arrest of a number of scalpers, has created quite an excitement in this lively railroad center. Even the hubub of the Democratic State Convention which kept roads, hotels and everybody unusually busy during the week just ending, has not attracted more attention than the scalping prosecutions and the decapitation of Gen. Ticket Agent B. C. Harris, T. A. Fellows and A. L. Smith his assistants, George Meyers Depot Master and Willard Nutt Chief Baggage Master.

At first an impression prevailed that the discharge of these men—who were among the best known in the city and among the oldest railroad employees (one of 30 years' standing and none less than 10 years) was in some way connected with the arrest of the scalpers. This, however, turned out not to be the case.

The fact is that two separate and distinct rings have been broken up—one consisting of scalpers with train men as confederates and engaged in stealing tickets and forging them by "raising or stuffing;" the other ring composed of the depot officials mentioned for the purposes of scalping pure and simple. Considering their facilities for buying and selling tickets no doubt the members found it a profitable undertaking.

THE FORGERIES, RING NO. I.

The road more particularly affected by the forgeries was the C. C. C. & I., and it was under the orders of General Manager E. B. Thomas that some three months ago the services of T. E. Lonergan, the well-known railway detective of your city, were called for and the recent developments are the result of his work. For many weeks his men kept all the scalpers in the city as well as some in Columbus and Cincinnati and numerous suspected railway employees under complete and secret surveillance. Not a step was taken by them, nor hardly a ticket sale or purchase made that was not known to the company. At the same time the detectives, changing their role as "shadows" to that of commercial men anxious to obtain cheap rates, made frequent ticket purchases from all possible scalping sources and so obtained the necessary clew in the shape of forged tickets. This clew was followed up and led to the arrest of five scalpers, two train men and one commercial traveler, only two of whom however were proceeded against, a scalper named Geo. C. Mace, and T. A. Russell, a baggage master of the C. C. C. & I. Railway. The rest were quietly "run in" and as quietly let go on confessing and furnishing information against their more guilty accomplices—Mace, the wholesale dealer in forged tickets, and Russell, who supplied Mace, having stolen the tickets from his conductor's collection return packages entrusted to him for delivery at the company's offices. The tickets so stolen had been raised or stuffed or both—"raised" by cutting out the name of the selling station on any Cincinnati ticket for instance and pasting "Cleveland" in its place thus constructing a Cleveland-Cincinnati ticket; "stuffed" by filling up the conductor's punch marks so neatly as to make it difficult for anyone not an expert to discover the fraud. Stolen Columbus-Cincinnati transfer tickets were also unearthed and traced to the same parties; as regards a quantity of them much to the gratification of Conductor Daykin, of the C. C. C. & I., who had been unable to vindicate himself when the discovery was made in the course of the investigation that his tickets were missing.

After an examination lasting two days, before Judge F. H. Kelly, Mace, against whom seventeen forged tickets had been positively traced, withdrew his plea of not guilty and pleaded guilty. He was fined $25 and costs each in two cases; the maximum penalty provided by statute being $500 fine and six months' imprisonment.

T. A. Russell waived examination and was held to bail for the Grand Jury.

As a safeguard against a repetition of this kind of fraud the C. C. C. & I. road has withdrawn the old fashioned card tickets and has placed in use a new issue of engraved tickets printed by the American Bank Note Company of New York.

RING NO II.

While the forgery operation was going on a second detail of Lonergan's Secret Service agents took charge of the Union Depot—rather a "shadowy" charge, at the time unfelt and almost invisible, but no less thorough and searching than the attention bestowed on the scalpers in the city. Enough was soon discovered to justify the worst suspicions and positive evidence against the implicated employees was secured by the sale to each of them of at least one scalped ticket.

The tickets were all marked and in due time came back with other collections to the company's offices.

The subsequent plea in the Cleveland daily papers that the discharged depot officials had scalped a ticket for a poor emigrant *for charity's sake* does not seem to have prevailed before the Depot Board, Messrs. E. B. Thomas, General Manager C. C. C. & I., Gen'l Sup't Paine, L. S. & M. S., and Ass't Gen'l Manager Smith, C. & P. The board had evidence to confront them with showing that they had scalped not one but numerous tickets of the most expensive kind such as poor emigrants are not likely to travel on.

Messrs. Harris, Fellows, Smith and Depot Master Meyers finally admitted the entire correctness of the detectives' reports. Mr. Nutt denied, but had to go.

At present ticket scalping is not in favor in Cleveland. S.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of June, 1880 and 1879:

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic	$1,288,167 73	$8,910,089 95
Canal traffic	69,024 11	317,177 63
Steam colliers	34,866 48	350,218 02
Richmond coal barges	6,478 40	54,569 45
Total Railroad Co.	$1,398,536 72	$9,632,055 05
Reading Coal & Iron Company	756,656 63	6,010,986 39
Total of all	$2,155,193 35	$15,643,041 44
Tonnage and passengers:		
Tons of coal on railroad	559,764 10	3,767,734 02
Tons of merchandise	476,442 15	3,456,652 07
Passengers carried	868,390	5,317,360
Coal transported by steam colliers	38,489 00	303,534 00
Tons of coal mined:		
By Coal and Iron Co.	266,599 01	1,809,818 05
By tenants	95,028 02	615,137 14
Total mined from lands owned and controlled by Co. & from leasehold estates	361,627 03	2,424,955 19

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic	$1,179,140 84	$6,788,322 28
Canal traffic	93,076 98	358,750 02
Steam colliers	50,814 16	394,923 86
Richmond coal barges	19,982 77	84,828 16
Total Railroad Co.	$1,343,014 25	$7,576,334 32
Reading Coal and Iron Co.	1,047,683 19	5,232,383 80
Total of all	$2,390,697 44	$12,808,708 12
Tonnage and passengers:		
Tons of coal on railroad	745,711 04	4,234,715 06
Tons of merchandise	487,897 19	2,296,159 09
Passengers carried	761,068	3,905,019
Coal transported by steam colliers	48,818 00	340,292 00
Tons of coal mined:		
By Coal and Iron Co.	398,195 18	2,195,493 18
By tenants	108,442 09	664,656 16
Total mined from lands owned and controlled by Co. and from leasehold estates	506,638 07	2,860,150 14

Comparative statement of business of the Philadelphia and Reading Railroad Company for June, 1880:

	1880. Month.	1880. Year to date.
Gross receipts	$1,398,536 72	$9,632,055 05
Gross expenses	1,025,753 34	7,489,505 86
Net profit	$372,783 38	$2,142,549 19

	1879. Month.	1879. Year to date.
Gross receipts	$1,343,014 25	$7,570,324 32
Gross expenses	990,593 60	5,764,414 94
Net profit	$352,420 65	$1,811,909 38

Comparative statement of business of the Phil-

adelphia and Reading Coal and Iron Company for June, 1880:

	1880. Month.	Year to date.
Receipts.....	$756,656 63	$6,010,986 39
Expenses.....	685,488 79	6,194,017 56
Profit	$71,167 84 Loss.	$93,031 17

	1879. Month.	Year to date.
Receipts.....	$1,047,688 19	$5,232,383 80
Expenses.....	1,192,889 06	5,704,750 70
Loss.....	$145,205 87	$472,366 90

Quicksilver Mining Co.

About six years ago the Quicksilver Mining Co. decided to pay a dividend on its preferred stock, and also agreed with the holders of the common stock that if they would pay $5 per share they would be allowed to participate in the dividend. An injunction was, however, procured restraining the company from pursuing this course. It was decided that the preferred stockholders only were entitled to the dividend, and that decision was affirmed. Recently, a Referee was appointed to ascertain the indebtedness, receipts and disbursements of the company, together with the net earnings for each year ending May 1, since May 1, 1870, and report the same to the Court. The report of the Referee was submitted to Judge Barnard, at Poughkeepsie on the 3d inst., and after hearing argument upon it the Judge rendered his decision on the 23d inst., as follows:

It was the duty of the Directors to pay all debts, funded and otherwise, existing at the formation of the preferred stock. The term "net earnings" in the proceedings creating the preferred stock, means no more than such earnings of the company as are left after a wise administration of the affairs of the company The preferred stockholders have no right to prevent the payment of the company's debts, nor to exact a settlement based upon the claim that such payment of debts was made out of their moneys. When the affairs of the company would judiciously permit a dividend, then the first 7 per cent must go to the preferred stockholders. Until such a dividend can be declared, the preferred stock had no right to a yearly settlement, excluding the debts, or to a settlement on the basis that one should have been declared every year. Moreover, the course pursued by the company was acquiesced in by all the stockholders. Yearly statements were made showing these payments of debt, and no one objected. The stock, both common and preferred, was bought and sold with reference to this manner of disposing of the funds, and all parties concerned are bound by it. There is no other just way—if the view of the preferred stockholders is correct, to whom are the yearly preferred dividends to go? to the owners of the stock, when dividend ought to have been made, or to the present holders? no injustice is done to the preferred stockholders in allowing, as against them, these payments of debts. They were quite as much interested in paying the debts as the common stockholders. It made the property of the company free, and pledged the payment of the 7 per cent preferred dividend.

The debts paid for services rendered before the formation of the present company should also be allowed. The directors paid them, and the payments were acquiesced in. The money and cash assets on hand, are, therefore, the only basis of a dividend to the preferred stockholders. The rents should be allowed. It was part of the earnings of the property of the company. The Referee should have allowed the premium on gold sent to California. It was necessary to get gold there to use in California, where the works were, and the paper paid if sent would have failed by so much to pay the company debts. The report is vague as to what constituted products of the mines. If ore, it should not have been allowed as cash. The depreciations in value were properly reported. The $214,000 was not part of the capital of the company. I believe this covers all the points presented.

The report is not confirmed, but sent back to the Referee for correction in accordance with these views.

New, York, Ontario and Western Railroad.

The following communication has been sent to the New York Stock Exchange addressed to the Chairman Committee on Stock List:

DEAR SIR—Please find statement within of the capital stock account of the New York, Ontario and Western Railroad Company as per terms of the articles of reorganization of the New York and Oswego Midland Railroad Company. The amount of cash paid into the treasury of the new company is as follows:

On account twenty per cent assessment	$7,556,208
On account thirty per cent assessment	1,816,350
And a further contingent sum of....	388,000
Total	$9,760,558
Preferred stock	$2,000,000
Common stock	48,000,000
Total	$50,000,000
Additional stock procured by legislative authority	15,000,000
Total	$65,000,000
Stock issued upon old first mortgage bonds	$13,000,000
Stock issued upon twenty per cent assessment	35,000,000
Stock issued upon additional twenty per cent assessment	2,770,000
Stock issued upon thirty per cent assessment	6,054,450
Total	$56,824,450

—and the further sum of $1,295,550, which may be issued upon the payment of the further sum of $388,000, which sum was tendered and refused after the service of a notice of an injunction restraining the issue of any more stock, except upon the payment of a 30 per cent assessment and upon any stock in excess of $50,000,000. The excess of $8,824,450 will not be delivered to the parties paying the assessment until after the expiration of thirty days' notice to the Stock Exchange, as required by its rules.

Very respectfully,
C. A. JORDAN, Chairman.

NOTE.—We consider that our right to issue stock is exhausted, and that the amount stated herein is the absolute amount of the capital stock of the new company—i. e. $56,824,450 plus $1,295,550 if $388,000 is paid in.

Bessemer Steel Rails.

From a report recently issued by the American Iron and Steel Association it appears that the increase in demand for Bessemer steel rails since their introduction in 1867 has been marked, each successive year showing a larger aggregate. It is shown by the report that in 1867 the output of steel rails amounted to 2,550 net tons, which kept on increasing, until in 1872 there was produced 94,070 tons; in 1876, 412,461 tons; in 1878, 550,398 tons; and in 1879, 683,964 tons. The rapid increase in the use of steel rails is one of the best features of the history of rail production in this country. The improved methods in their manufacture and their decrease in the average price from $158 50 a ton in 1868 to $48 25 in 1879, or $42 25 a ton in 1878, has brought them into general use, enabling the trunk lines and many new roads to employ them, thus decreasing the yearly expense of repairs and the cost of frequently relaying required when iron was the only rail used. The lowest price touched by steel rails was $40 a ton, in November and December, 1877. During the late "boom" prices advanced to $85 a ton in February, 1880, since which time they have declined to $55 a ton.

Mineral Wool.

The mineral wool plant at Greenwood Iron Works, Orange county, has been worked to its full capacity without interruption for the past six months, and no stock is accumulating. The Pennsylvania Railroad Company has now over 300,000 pounds of this material in actual use, most of it for deadening floors of passenger cars, and recently ordered 126,000 pounds more for early delivery. Among other large orders recently filled we note a sale of 35,000 pounds to the St. Louis water works, for boiler and pipe covering; a car-load of 22,000 pounds each to the Barney & Smith Manufacturing Company, of Dayton, Ohio, and the Cincinnati Gaslight and Coke Company, several lots to the Edgar Thomson Steel Company and Gautier Steel Company, Limited, and two carloads for the deadening of all floors in one of the finest residences of Fifth avenue, New York, now nearly completed.—[Am. Manufacturer, Pittsburgh, July 23, 1880.

☞ The President and Secretary of the Drum Point Railroad Co. are now at Annapolis, Md., preparing to present their claim to the county commissioners for $200,000 subscription from Anne Arundel county on the 3d of August. With this subscription the company claim it will have a half million available for the construction of the road, viz., $134,000 lying in the State treasury for the use of Calvert county, $100,000 subscription from Calvert, $200,000 from Anne Arundel county, and $78,000 that could be realized for private subscriptions.

☞ The Northern Pacific Railroad Company now operates 716 miles of main track, divided as follows: Duluth to Brainerd, 115 miles; Brainerd to Fargo, 138 miles; Fargo to Bismarck, 194 miles; Bismarck to Green River, 103 miles; Brainerd to St. Paul, 186 miles; Casselton to end of track, 80 miles. It is expected that 100 miles more of main track will be added to the western end before cold weather sets in.

☞ M. F. Pleasants, master, in pursuance of a decree of the United States Court for the Eastern District of Virginia, has advertised that he will sell in Richmond, Va., on the first day of November next, all the mortgaged premises, franchises and property, both real, personal and mixed, of the Atlantic, Mississippi and Ohio Railroad Company.

☞ An idea of the importance of the Los Angeles division of the Southern Pacific Railroad can be gathered from the fact that there are now at Los Angeles fifty locomotives, sixteen of them among the largest in the United States, besides an almost countless number of cars of every description, to which additions are being made almost daily.

☞ The proposed extension of the Baltimore and Cumberland Valley Railroad, from Waynesboro to Chambersburg and Shippensburg, is being resurveyed, and the road, it is thought, will soon be constructed.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa*..... 50	1,159,500	October	Oct.'79 $1½
" pref..... 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,350,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific.....100	54,275,500	F. & A.	Aug.'80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	July '80 1
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3
" pref..100	2,425,400	M. & S.	Mar. '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	June'80 3
" pref.100	22,025,603	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*.... 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	May '80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1.0	2,175,700	F. & A.	Aug.'80 2
Connecticut River.....100	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	July '80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref.... 50	243,000	A. & O.	Apl. '80 4
Danbury and Norwalk.. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,286	quarterly	Apl. 80 2
" " 50	1,230,950	J. & J.	July 80 3
Delaware*..... 50	1,584,400	quarterly	May '80 1
Del. & Bound Brook*...100	26,200,000	quarterly	July '76 2½
Del., Lackaw. & Westn. 50	1,874,000	annually	Feb. '80 3½
Detroit, Lans. & Nor....100	2,503,300	F. & A.	Feb. '80 2½
" pref.10	2,500,000	A. & O.	Apl. '80 3½
Dubuque & Sioux City*100	1,309,200	J. & J.	July 80 3
East Pennsylvania*..... 50	392,950	J. & J.	July 80 3
East Mahanoy*..... 50	1,968,274	.....	May '80 3
East Tenn., Va. & Ga....100	4,997,600	J. & J.	July '78 3
Eastern (Mass.).....100	492,500	J. & D.	June'80 2½
Eastern (N. H.).....100	3,000,000	— & —	Mar. '80 1
Eel River.....	600,000	Sept.	Sept.'79 5
Elmira, Jef. & Canand*.100	500,000	M. & N.	May '80 2½
Elmira & Williamsport* 50	500,000	J. & J.	July '80 3½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Aug.'80 3
Georgia.....100	4,200,000	J. and J	July '80 3
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	July '80 2
Illinois Central.....100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. 80 1½
Io. So. & Mo. Northern. 25	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	000,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,200	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,300	quarterly	May '80 1½
Kentucky Central.....1.0	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Aug.'80 4
" (guar.).100	533,500	F. & A.	Aug.'80 5
Lawrence*..... 50	450,000	quarterly	July '80 2
Lehigh Valley..... 50	27,332,558	quarterly	July '80 1
" pref.. 50	106,300	quarterly	July '80 2½
Little Miami*..... 50	5,871,454	quarterly	June 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July 80 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '80 3
Louisville & Nashville..100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,733,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80 3
Mill Creek & Minehill* 50	323,376	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800,000	M. & N.	May '80 3
Nashua and Rochester .100	1,305,800	A. & O.	Apl. '80 1
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '80 2
New York and Harlem...100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Nag. Bridge & Canand*100	1,500,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 5
Northern N. Hampsh....100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,000	quarterly	ug.'80 2
Oswego and Syracuse*..100	432,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*..100	632,000	J. & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania..... 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '80 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,200,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	... .	.....
" " pref.100	4,600,000	... .	Feb. '80 1½
Salem and Lowell.....100	2,438 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific prof..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,800	J. & J.	July '79 3
South Western, (Ga.) *.100	2,892,300	J. & D.	Jur e'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,800	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	July '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	876,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.)..... 50	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A.J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston).....100	113,000	M. & N.	May '80 3
South Boston..... 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J, & J.	Jan. '79 4
Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Union (Phila.)..... 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat.. 50	10,848,850	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.. 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000.000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	July '80 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	May '80 2
Quicksilver, common....100	5,708,70	.....	.....
preferred....100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	May '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,056,500	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,108
1878	174,598	184,885	296,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,589	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,860
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,133	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,027	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	423,543	602,624	537,326	602,132	609,255	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,688	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,259,529	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17.
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,931	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,728	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,314	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,320	157,566	216,327	200,059	189,125	177,861	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,796	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,953	1,643,151	1,592,544	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619 631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,773	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,694	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,310
1880	93,306	105,101	128,453	92,242	119,720	121,814	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	.....	.....	.....	.....	.....	.....	.....
1880	760,447	762,568	982,480	890,137	946,186	952,049	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, July 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,363 000	6	Jan. & July.	1880	101¼
.. ..coupon	2,909,000	6	" "	1880	101¼
Oregon War Bonds of March 2, 1861....coupon	742 450	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	115,837,550	6	Jan. & July	1881	104¼
.. ..coupon	41,419,550	6	" "	1881	104¼
Loan of March 3, 1863.....registered	49,185,500	6	Jan. & July.	1881	104¼
.. ..coupon	13,017,350	6	" "	1881	104¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	294,586,500	5	F. M. A. & N.	1881	102¼
.. ..coupon	190,278,450	5	" "	1881	103¾
.. ..registered	171,107,850	4½	M. J. S. & D.	1891	111¼
.. ..coupon	78,892,650	4½	" "	1891	111¼
.. ..registered	527,707,950	4	J. A. J. & O.	1907	109¾
.. ..coupon	210,272,850	4	" "	1907	109¾
Refunding certificates of Feb. 28, 1879.....	1,367,000	4	....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	7,621,455	...	.....	.....	....
Debt bearing no interest.....	388,860,815	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	26
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	59
.. Substitution (B) bonds; R. R. do.....	595,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	75
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,988,773	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), con. & reg.....	877,060	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	923,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	109¾
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	46½
.. * Loan to N. O. & P. R. R. ('78) $2,000,000	.....	...	.....	.....	....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Mss. & Mex. Gulf Canal bonds (not F)	160,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($6,248,900):					
.. War and Bounty Loan bonds, 1863.....	335,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bond 1864.....	2,330 000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct.	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,812,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	260,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1883	108½
.. State Loans (1870 to 1874).....	916,291	6	!	'87-'93	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109½
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	111
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals.	3,000,000	6	" "	'87-'96	105½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	28½
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	'79-'98	18½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	3
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86..	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Con. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	232,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'77	....
.. *Funding bills receivable (1868) gold....	73,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	101,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,022,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	27½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1872, registered	292,300	5	" "	'75-'00	....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,584,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Plens.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,000	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	113¼
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	119
Special Mortgage to Penn.	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	105
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	31½
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1903	114½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,800	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	108½
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1885	....
Belvidere Delaware:						
1st Mortgage { guar. by C. &	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage { A. Co. and	490,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage { Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	122½
Loan of 1875	2,000,000	6	Jan. & July.		1895	113
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	105
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	44
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	11
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	121
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	57
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov.	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	123½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	91½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	116
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,500,000	6*	Jan. & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	106
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	108
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	92½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1878	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.		86-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Casenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107½
1st Mort. (W to Man. Lake)	1,384 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	676,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	104½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	110
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	82½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	104½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112½
Convertible 20 years bonds, gold	1,463,000	7*	" "	" "	1883	102½
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	106½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	25½
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	38
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	107
2d Mortgage.....	500,000	7	April & Oct.	Baltimore, ...		95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80–'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	105
Sinking Fund Gold Bonds....	5,000,000	6	May & Nov.	" "	1903	108
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,864,000	7	Feb. & Aug.	" "	1900	114
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,478	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	121½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $4,500 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1883	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	119
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1880	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.		1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	117
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	114½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1899	113½
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1902	110
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	119½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	107½
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1909	103½
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	111½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	105½
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	124
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	118
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	119½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,215,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	100
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	110
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80–'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	108½
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	88
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	42½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	380,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1891	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1921	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	112
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	102½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	120½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1890	....
1st M. Ext.(" ")	570,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104½
Des Moines and Ft. Dodge:						
1st Mortgage(ocupon).....	3,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,266,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6a7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	12½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1880	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., sky fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	108
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T. & Ga., old)	635,000	6	"	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1857	.....	7	" "	"	1887	....
Loan of 1858.....	.....	6	" "	"	'88-'89	....
Loan of 1860.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1894	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876..	13,351,500	4½*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	6	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,452,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	109
3d Mortgage.....	4,852,000	7	" "	" "	1883	108½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	110½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	113
1st Consol. Mortgage gold...	16,656,000	7*	March & Sept.	NY & London.	1920	122½
1st Consol. Mort. Coup. Bonds.	3,668,000	7*	" "	" "	1920	90½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	107½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.)	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,710,000	8	March & Sept.	New York.	1896	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & L.Jag.)guar.	100,000	10	Jan. & July.	Newark.	1892	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.&Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.		1902	86
Construction Loan.....	280,405	8	Jan. & July.		1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremon: Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	423,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	108½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	112
1st Mort. (Q. & Palm. R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Oam. R R 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m. skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300,000	6	April & Oct.	Brad. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	5,217,000	7*	Jan. & July.	New York	1891	103
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	107
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,260,500	7	May & Nov	"	....	94
Consolidated Mortgage	2,864,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	90
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	75
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	61
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (L. S. & M. S., D., L. & L. M.):						
1st Mortgage (Sag. Bar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1867	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	340,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1890	....
2d Mort. (" ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB, 78 m) conv.	1,500,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept.	" "	1896	111½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G.)						
1st Mortgage for $3,000,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117¼
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108¼
1st Mort. (1,000,000 acres).....	———	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1896	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	99
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100¾
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	122¼
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	116
Bonds of 1882 (Reg. & Coupon)	2,706,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	117
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	....
3d Mort. (" " ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
2d Mort. (" " ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" " ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,831,000	7	April & Oct.	" "	1898	118¾
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	3 200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118¼
1st Mortgage (")reg... }		6	" "	"	1898	118¼
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	128
General Mort. for $40,000,000. }	13,904,000	6*	June & Dec.	"	1923	111¾
General Mort., registered.... }		6*	" "	"	1923	112
Lewisb., Centre & Spruce C.(Pa. E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	99
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	2,000,000	8	March & Sept.	New York.	1890	....
2d Mortgage.....	908,000	7	May & Nov.	" "	1883	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R. W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'86	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch).....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(392 m.).	7,07 .000	7	April & Oct.	" "	1898	115¼
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225.000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¾
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¾
$1,100,000 Loan, tax free.....	756 800	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'9	86
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	'95	93¾
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	110
2d Mortgage Dollar.....	2.500 000	7	May & Nov.	"	1896	75¼
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	41
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'0	80
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,914,142	6	" "	" "	...	....
Income Bonds.....	600,000	10	March & Sept.	" "	73-'7	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,700,000	6*	Jan. & July.	New York.	1908	99¾
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	106
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121¼
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113¾
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¾
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,256,000	7	May & Nov.	New York.	1885	102¾
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L. S. & M.)						
1st Mortgage gold, guaranteed..	460,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.& Chi.):						
1st Mortgage...	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage...	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold...	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A...	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B...	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m...	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	66½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage...	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage...	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds...	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage...	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,800	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,088,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	63,000	8	May & Nov.	Mobile.	....	....
2d Mortgage...	1,453,558	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage...	780,000	7	.....	" "	....	....
Income Mortgage...	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage...	127,800	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131
2d Mortgage guar...	3,000,000	7	Feb. & Aug.	" "	1891	114½
Convertible bonds...	384,000	7	Jan. & July.	" "	1900	103
Construction bonds...	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage..	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,2.9,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage...	4,700,000	7	" "	"	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1900	109½
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.).						
1st Mortgage guar...	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage...	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage...	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage...	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage...	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage...	600,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage...	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Can. Vt.):						
1st Mortgage...	300,000	6	April & Oct.	New York.	1885	104
2d Mortgage...	500,000	7	June and Dec.		1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & G. N. (N.O.St.L.& C.):	$					
1st Mortgage...	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110½
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	131
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	129
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage...	8,500,000	7	Jan. & July.	New York.	1906	103½
N. York, Housatonic & Northern:						
1st Mortgage...	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000....	1,000,000	7	Jan. & July.	"	1899	...
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage...	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage...	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage...	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage...	282,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage...	3,000,000	7	Jan. & July.	New York.	1895	117½
North Pennsylvania:						
1st Mortgage...	1,980,500	6	Jan. & July.	Philadelphia.	1888	106
2d Mortgage...	1,500,000	7	May & Nov.		1896	116
General Mortgage...	2,035,000	7	Jan. & July.		1903	113½
North Shore (Flush., N.S. & Cent):						
1st Mortgage...	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
2d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	112
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	110
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	103½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	81½
Second General Mort. coupon..	1,000,000	6	"	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage...	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & K.):						
1st Mort. Mass. Loan, skg. fd...	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	116
Nyack and Northern:						
1st Mortgage...	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	117
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	113
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	85
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1893	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	265,400	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7.3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C.,B. &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	110
2d Mortgage sinking fund	2,658,000	7	Jan. & July.	" "	1891	107
3d Mortgage	4,500,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Hights (U C of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	117
General Mortgage, registered.		6	" " "	"	1910	120
Consolidated Mortgage	22,201,540	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	105½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	419,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	123
Peoria & Bureau Val.(C.R I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec	"	1913	....
Petersburg:						
1st Mortgage (instalments)	800,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	800,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. C ntral:						
1st Mortgage (Penn. Div. 36¼ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	103
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	110
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	...
Philadelphia and Reading:						
Loan of 1768, debenture	1,126 500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510 500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	115½
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1856, stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	114
Consolidated Mortgage June 1, 1871. Dollar registered	3,339,000	7	" "	"	1911	113
Consolidated Mortgage June 1, 1871. Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	103½
Consolidated Mortgage June 1, 1871. Gold or stg reg.	683,000	6*	" "	" "	1911	103½
Consolidated Mortgage June 1, 1871. Dollar coupon.	305,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S.F.($60 000,000)	19,686,000	6*	Jan. & July	" "	1908	60
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	39
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7*	Feb. & Aug.	Philadelphia.	1896	76½
Funding Income	315,933	7	" "	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	232,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	130
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135½
1st Mor gage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (series C)	875,000	7	March & Sept	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
31 Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July	Baltimore.	1898	116
1st Mort. (Turtle Cr. Div.10¼m)	326,000	6	Feb. & Aug.	Pittsburg.	1880	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me.&N.H)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	...
New Mort. gold, for $3,300,000.	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	...
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	436,000	4½	June & Dec	Boston.	1937	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000.	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St.J.	432,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.G.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	103
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	87,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	180 000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81- 90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	6
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,105,200	5	Feb. and Aug.	Boston.	1876	
General Mortgage	1,500,000	6	May & Nov.	"	1902	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M rtgag	346,000	8	May & Nov.	Saginaw.	1892	110½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	107
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	93
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	.18
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	103
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105½
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	117½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	116
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	105½
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	95½
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	" "	1906	81½
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000.000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D.& H. Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H R.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1 240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,621,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'92-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	163½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99½
3d preferred bonds	452,800	6	" "	" "	'84-'90	91½
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	97½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,500,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	134½
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	80
Income and Land Grant	7,706,228	7	July.	N. Y. & Phil.	1915	17
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,000,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $8,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	108
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	109½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	106
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	103
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	108
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1879	104
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	103½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	103
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	850,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	114
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	119½
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	55
United N. J. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1883	98
3ond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	106
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112½
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	113
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.&Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	....
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & B.).:						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	104
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	78
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	106½
3d Mort. " ")	600,000	8	May and Nov.	"	1873	70
4th Mort. " ")	700,000	8	March & Sept.	"	1880	32
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	531,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	117,132		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lon [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	456,000	7g	Apr. and Oct.	" "	1901	35
Westchester and P[illegible]:						
General Mort[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114½
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,929,000	7	"	"	1900	116
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	106½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	106½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	.....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1897	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	95½
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	112½
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	110½
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,800	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	..
Plain Bonds	185,300	6	Various.	"	'81-'87	..
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
						90½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,968,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109½
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	114
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	106½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,668,500	6g	June & Dec	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	103
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1890	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	92
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	...
Schuylkill Navigation(Ph.& Rdg						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	94
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	80
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	76
Boat and Car Loan	621,600	7	" "	"	1915	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1889	....
2d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	76
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1898	....
West Branch & Susquehanna (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1874	....
2d Mortg[illegible]	298,000	6	[illegible]	[illegible]	1888	[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A star (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ended.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	96.0	—	4.2	—	13	8	3	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 29, 1879	290.0	—	15.4	—	21	15	6	361	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	581,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. (D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,62?	485,336	1,006,211	456 579	7	100	117
Dec. 31, 1878	342.0	17.5	68.0	—	75	28	17	1,983	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	22.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,128,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	115
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,628	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,286,462	*	11,982,768	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,386,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,586	*	18,829	1,018,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,209	*	7,042,955	2,051,625	7,121,900	14,465,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,719	706 984	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	3,484,000	.....	.....	.....	6,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73.000	73.000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ ....Md. & W. Va	33,042,577	19,116,258	57,305,252	3,031,492	18,277,309	37,670,850	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	160
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,648	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,639	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I.&Ill.	8,854,271	.....	.....	.....	1,503,460	7,744,000	3,425,863	.....	262.6	1 349,684	40,757	458,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,838	64,639	3,533,250	6,500,000	288,365	—	90.2	571,480	909,548	284,681	639,076	92,830	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	48	28	13	950	Belvidere Delaware (Penn. Co.).....N. J	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,324	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	178.6	—	243	184	55	4,90?	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	955,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,538	2,219,536	8	100	146
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1.462	82,101	869.002	554,300	263,133	.....	52.5	185,063	104,762	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass	4,872,687	974,440	343,645	1,047,572	3,047.700	3,162,749	1,141,575	.....	161.6	766,719	688,438	550,164	970,548	286,519	—	100	18
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	573	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,900.000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	12
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	88,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,878	2	500	92
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	203,359	6,921.274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,857	2,100,741	741,373	7	100	112
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	44
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	500,010	3,213,189	569,751	1,206,417	358,490	6	100	137
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,615	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	87,324	2	100	101
Dec. 31, 1878	172.0	—	8.6	—	18	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.0	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,868,000	.....	.....	.....	2, 86,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E.& W.)..N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia...Penn.	5,498,035	1,081,819	8,030	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	559,265	884,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,553,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162.729	101,024	138.227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	188.1	30.0	22.0	37	24	5	1,061	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287.634	721,754	1,614,782	560,311	—	100	68
Dec. 31, 1878	190.7	—	40.5	—	29	28	5	1,230	*Burlington and Missouri River in Nebraska.*	20,341,852	*	60,449	2,000 377	9,390,900	10,953,300	1,776,111	502,467	415.2	469.122	158,688	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.5	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.8	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	25
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,849	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	168	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,049	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399.061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3 874,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
une 30, 1879	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... .....Canada.	22,889,453	*	4,915,026	161,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	63
Mar. 31, 1879	142.0	—	12.2	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	18
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	118.370	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,284,000	.....	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	122
Sept. 30, 1878	294 5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,624	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	686,952	175,547	274,721	725.658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,436	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,089,526	2,302,770	—	100	76
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937.963	425 587	349,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297.472	646,572	829,253	265,448	6	50	60
Dec. 31, 1878	382.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	73
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	287,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,383	58,570	97,948	441,357	152,228	—	100	97
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,055	15,950,402	28,258,820	2,127,589	—	435.0	3,233 377	172,175	588,066	1,936,360	341,621	—	100	19
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,259	322,266	177,285	145,719	2,153,300	826,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123,835	1pf	100	50
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,261	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,409	781,991	1,967,306	4,691,519	2,156,385	7	100	115
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,685	3,327,845	27,966,816	27,058,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,666	6,586,580	8	100	124
June 30, 187	64.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,636,102	*	.....	.....	6,154,600	.....	250,334	.....	221.6	313,592	87,572	236,334	538,595	280,947	—	100	90
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949.594	*	352,407	71,536	323,054	3,714,154	220,611	116,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW). Ia.	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,484,765	585,587	10	100	134
Dec. 31, 1878	981.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2,848,298	1,440,429	27,683,744	32,038,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,899	5,451,748	3,659,454	7pf	100	87
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,997	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	97
Mar. 31, 1879	500.2	222 0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,464	1,125.0	7,546,000	1,500,960	2,236,270	9,409,338	4,829,961	10	100	114
Dec 31, 1878	349.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25,911,501	.....	.....	.....	8,663,650	17,247,851	120,695	.....	571.6	1,818,819	227,184	486,158	2,819,019	818,723	—	100	35

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Date of Report.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	pc.
Dec. 31, 1878	40.4	484	3.671	6	—	495	178	86	16282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,057	50,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	108½
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	—	—	375,100	600,000	—	—	25.0	.....	12,400	37,882	27,928	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	96.8	—	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,036,233	1,178,753	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov 30, 1878	161.0	192.2	346.6	—	—	235	72	36	....	Lehigh Valley..... Pa.	14,647,081	6,282,317	22,784,411	2,380,676	27,528,855	24,891,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	104
Dec. 31, 1878	120.4	—	55.2	—	—	45	39	13	679	Little Miami ..... Ohio.	6,561,375	*	—	490,632	27,421	4,636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,225,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	—	10	6	2	224	*Little Rock and Ft. Smith* † ..... Ark.	8,000,000	*	—	—	—	3,000,000	—	—	—	165 2	169,845	47,805	47,284	228,648	116,857	—	100	48
Sept. 30, 1878	94.9	63.0	68.0	—	—	65	152	15	381	Long Island † ..... N. Y.	6,242,608	—	—	—	—	3,280,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,53 ,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	3,248,000	—	—	—	—	1,624,000	1,624,000	—	—	101.5	—	—	—	231 890	138,370	—	100	11
Jun. 30, 1878	174.7	280.6	28 2	—	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	—	94,988	144,132	1,870,774	3,375,800	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	....
Jun. 30, 1878	185.0	—	98.3	—	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	—	7,506,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	119
Dec. 31, 1878	288.9	5.0	26.0	—	—	23	12	8	489	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	—	—	—	1,500,000	2,000,000	—	—	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	87.9	9.2	—	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	—	—	—	1,373,000	1,471,000	—	—	43.0	—	—	—	91.424	36.569	—	50	—
Jun. 30, 1878	187.3	1.5	183 5	—	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,605,983	*	—	2 584,932	391,220	3,932,060	11,307,811	7,509,691	—	312.0	2,272,100	701,122	716,627	1,545,783	266,980	—	—	—
Jun. 30, 1878	98.2	25.4	5.5	—	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	—	—	200,000	3 844	—	3,530,000	20,113	—	99.7	171,215	74,140	45,114	110,777	9,467	—	100	17
Dec. 31, 1878	63.1	20.0	20.4	—	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	—	28,667	132,436	4,566,627	4,742,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	17
Jun. 30, 1878	272.0	—	29.0	—	—	37	29	13	626	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,525	—	292.0	646,928	.....	158,458	682,412	307,445	—	100	31
Dec. 31, 1878	133.0	—	3.0	—	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	—	408,169	1,500,000	2,850,000	402,217	75,536	132.0	—	—	—	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	61,062	—	100	....
Dec. 31, 1878	284.0	6.0	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,938	*	—	6,159,161	345,173	18,788,204	13,191,000	20,960	3,192,107	303.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,353	4	100	94½
Sept. 30, 1878	156.4	15.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	—	—	—	6,000,000	750,000	166,439	—	162.4	351,905	76,913	132,088	245,026	49,745	—	100	....
Jun. 30, 1878	108.5	—	7.5	—	—	4	3	2	58	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	—	—	—	2,000,000	1,101,650	—	—	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	—	100	Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	*	—	—	—	2,000,000	366,000	155,000	—	—	—	—	—	—	—	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	—	Minnesota Valley (C. & N. W.).... Minn.	136,330	—	—	—	—	—	150,000	—	—	....	—	—	—	—	—	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	—	—	28,669	15,000	150,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	—	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	—	—	163,917	825,400	1,982,900	324,445	—	100.0	187,457	—	—	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	—	—	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	283.5	15.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	—	—	—	21,465,210	18,632,000	6,804,721	—	785.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	37½
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	2,010,311	*	—	—	—	800,000	15,823,000	—	—	423.5	—	781,907	—	3,984,445	1,660,087	—	100	17
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery ..... Alabama.	3,166,261	557,454	—	17,000	8,510	1,278,941	1,133,500	8,039	—	84.0	104,000	31,485	—	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	—	2,437,577	859,751	5,320,000	15,484,249	719,719	—	528.6	1,166,773	233,067	186,638	2,098,500	879,351	—	100	20½
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,999	*	—	49,967	77,273	1,149,364	1,810,000	1,129,688	—	80.0	—	—	—	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex ..... New Jersey.	17,710,791	12,144,240	4,141,925	$25,044	15,000,000	19,923,000	—	—	120.6	—	—	—	2,710,117	782,328	7	100	106
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	—	—	257,163	800,000	200,000	316,183	90,764	53 7	424,029	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	—	Nashua & Rochester (W. & N.)..... N. H.	2,005,800	—	—	—	—	1,305,800	700,000	—	—	48.8	—	—	—	95,932	48,278	5	100	....
Jun. 30, 1878	321.0	132.5	48.1	—	47	28	16	1,030	Nashv., Chattanoogn & St. L.. T. Ala. & Ky.	14,097,296	*	—	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	—	1,871,809	767,995	2	25	68
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	—	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	—	—	781,532	1,642,567	2,105,000	389,024	39 ,308	122.3	356.841	77,766	425.257	737.756	337.644	6	100	....
Sept. 30, 1878	56.5	—	16.1	—	13	13	7	36	Naugatuck ..... Connecticut.	1,928,845	234,087	—	108.797	57,969	2,000,000	—	20,696	309,002	61.2	286,588	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	164	Nevada County Narrow Gauge..... Cal.	591,164	*	—	7,427	756	242,200	250.000	37,500	59,647	22.6	—	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	115	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	—	31,504	73,998	937,400	800,000	149,102	—	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	45	New Brunswick (3 ft)..... New Br.	2,021,000	*	—	—	—	200,000	1,722,000	99,000	—	190.0	—	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.6	46.0	14.5	—	11	12	3	458	New Brunswick and Canada..... N. Br.	2,580,500	—	—	—	—	1,788,000	170,000	622,500	—	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.).. Pa.	834,093	—	55.358	52,472	605,000	—	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	53.9	15.1	25.7	—	20	18	8	266	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	—	82.628	61,270	2,460,000	2,181,000	236.993	67,702	169.3	364,773	268,243	273.437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	—	New London Northern (C. V.)..... Conn.	2,052,708	231,902	—	65,000	76,985	1,500,000	667,500	180,988	—	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	—	—	—	3,525,000	3,525,000	—	—	141.0	—	131,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	—	126,058	—	4,000,000	4,000,000	279,741	—	149.9	297,768	101,374	231,727	—	—	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	218	—	—	New York Central & Hudson River. N. Y.	82,163,689	17,730,466	29,967,488	.....	89,428,300	39,801,233	—	532,050	1,018.3	5,998 941	8,927,565	7,695,413	26,405,017	10,269,040	8	100	131
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	—	—	—	1,275,500	500,000	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	—	Included in Lessees returns.						8	100	....
Sept. 30, 1878	5.5	—	5.5	—	951	—	—	—	—																3			
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	22	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	*	—	44,851,219	—	85,254,400	66,818,204	—	—	928.1	10,736,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	48½
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	319	N. Y. & Manhattan Beach (3 ft.)... N. Y.	568,111	169,107	—	704,118	—	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	1,280	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	—	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,362	1,731,635	435,367	1,006,287	197,890	—	100	41½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	252	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,184,455	1,373,773	1,537,029	15,500,000	—	—	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	165
Sept. 30, 1878	60.0	12.5	57.7	—	24	31	12	—	N. Y., Providence & Boston.. Conn. & R. I.	2,645,021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	—	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	Niagara Br. & Canan. (N Y C & H R.) N. Y.	1,000,000	—	—	—	1,000,000	—	—	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	142	Northeastern † ..... S. C.	2,148,131	*	—	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern ..... New Hampshire.	3,068,400	*	—	387,960	493,637	3,068,400	100	396,617	484,880	8.5	452.301	141,209	401,922	426,874	107,372	5	100	96½
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Central ..... Md. & Pa.	12,184,505	4 196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,633	—	322.5	2,986,663	1,380,393	5,903,371	3,723,456	1,118,960	—	59	71
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,373	130,694,587	120,347	100,000,000	—	50,349,761	1,176,193	646.0	—	—	—	1,193,382	583,700	—	100	31½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,567	251,639	4,264, 50	6,000,000	2,041,,56	148,329	88.2	1,390.319	1,310,278	917,484	1,460,924	573,061	4	50	98
Sept. 30, 1878	69.4	7.0	13.9	—	21	15	7	573	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	133
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	960	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	—	—	—	5,077,000	994,000	267.202	—	122.0	462,739	115,618	269,843	642,670	144,325	—	100	26½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Ohio and Mississippi..... O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	—	615.0	—	—	—	3,137,136	861,547	—	100	33½
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,311	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,664,500	619,449	709,055	301.8	1,198,087	3,959,023	631,190	2,077,616	703,278	6	100	114½
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	53	Omaha and Republican Val..... Neb.	1,113,000	*	—	—	—	371,000	742,000	—	—	74.2	—	—	—	—	—	—	—	—
ent. 30, 1878	35 0	—	15.6	—	14	13	6	285	Oswego and Syracuse..... N. Y.	1,762,540	*	—	—	—	1,320,400	461,500	8,801	—	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Jan. 31, 1879	165.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4,277,634	*	56,606	22,674	2,858,000	1,428,194	66,644	10,079	185.6	352,461	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama..... New Grenada.	12,000,000	*	—	—	—	7,000,000	3,577,308	—	—	47.6	—	24,921	152,478	2,114,859	1,559,515	12	100	180
Dec. 31, 1878	67.4	—	7	—	—	—	—	128	—	Pekin Linc. and Decatur..... Ill.	1,585,448	*	—	—	—	574,000	1,076,000	—	—	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

British Trade with India.

Mr. J. E. O'Connor, assistant secretary of department of finance and commerce of Great Britain, in his review of the trade of British India for the year ended March 31, 1879, directs attention to the constantly declining proportion of the trade of India carried on directly with England. Thus, in the fiscal year 1868-'69 the percentage of trade with United Kingdom to total trade with all countries was 67.18 per cent, while in 1878-'79 it had falled to 56.25 per cent. This decline in proportion, moreover, is not compensated for by an increase in volume, for the imports and exports of merchandise from and to the United Kingdom in 1868-'69 aggregated £59,789,270, while in 1878-'79 it only reached £54,815,983.

Statement of the Public Debt of the United States, July 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,478,000 00	$167,340 00
6 per cent. bonds, 1881 (Oregon,) 1861	742,450 00	22,273 50
6 per cent. 1881 bonds, 1861..	157,207,100 00	4,717,113 00
6 per cent. 1881 bonds, 1863..	62,202,850 00	1,866,085 50
5 per cent. funded loan of 1881	484,864,000 00	4,040,540 83
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	737,980,800 00	7,379,808 00
Refunding Certificates.....	1,367,000 00	13,670 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
Aggregate of debt bearing interest.....	$1,723,993,100 00	$19,654,950 83
Interest due and unpaid		2,268,396 72

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,400 00	5,057 68
6 per cent. 5-20 bonds, called June, 1864	66,250 00	835 28
6 per cent. 5-20 bonds, called 1865	114,550 00	51,117 21
5 per cent. 10-40 bonds, called, 1864.....	2,655,400 00	268,235 56
6 per cent. Consol. bonds, called, 1865.....	612,400 00	6,846 97
6 per cent. Consol. bonds, called, 1867.....	2,330,150 00	257,877 40
6 per cent. Consol. bonds, called, 1868	751,300 00	91,995 95
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,665 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	864 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,535 00	2,338 85
5 per cent. 2 year notes, 1863.	35,950 00	1,857 99
6 per cent. compound interest notes, 1863-64.....	242,690 00	49,330 18
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,960 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$7,621,455 26	$314,444 01

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,975 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	14,465,000 00	
Coin certificates, 1863.....	8,004,600 00	
Silver certificates, 1878.....	12,274,270 00	
Unclaimed interest.....		7,777 03
Fractional currency, 1862, 1863 and 1864..$15,590,884 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,214,954 37	
Aggregate of debt bearing no interest.....	$388,800,815 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,780,400 00	
Bonds at 5 per cent.....	484,864,900 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	737,980,800 00	
Refunding certificates.....	1,367,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,723,993,100 00	$22,623,326 55
Debt on which interest has ceased since maturity.....	7,621,455 26	314,444 01
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,991 00	
Certificates of deposit.....	14,465,000 00	
Coin and Silver Certificates.	20,378,870 00	
Fractional currency.....	7,214,954 37	
	$388,800,815 37	
Unclaimed interest.....		7,777 03
	$2,120,415,370 63	$22,845,547 59
Total debt, principal and interest, to date, including interest due and unpaid.....$2,143,260,918 22		

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,363,385 72
Debt on which interest has ceased.....	7,321,455 26
Interest thereon	314,444 01
Gold and silver certificates.....	20,378,870 00
U S Notes held for redemption of certificates of deposit.	14,465,000 00
Cash balance available July 1, 1880.....	155,440,457 89
	$201,083,622 38
Debt, less amount in Treasury, July 1, 1880.	$1,942,172,295 24
Debt, less amount in Treasury, on the 1st ult.	1,952,386,719 85
Decrease of debt during the month.....	$10,214,424 51
Decrease of debt since June 30, 1879.....	$85,084,961 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	48,849 60
Totals.....	$64,623,512 00	$1,938,705 36

Interest paid by United States, $45,651,185 94; interest repaid by transportation of mails, &c., $13,615,292 55; interest repaid by cash payments: 5 per cent net earnings $653,198 87; balance of interest paid by United States $31,380,664 52.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for June, 1880, as compared with the same month in 1879, shows:

An increase in gross earnings of.....	$830,666
An increase in expenses of.....	419,413
An increase in net earnings of....	$411,253

The six months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of.....	$4,020,018
An increase in expenses of.....	1,771,460
An increase in net earnings of....	$2,248,558

All lines west of Pittsburg and Erie for the six months of 1880 show a surplus over liabilities of $1,311,136, being a gain over the same period in 1879 of $1,730,478.

☞ The gross earnings of the Burlington, Cedar Rapids and Northern Railway Company for the month of June were $158,877 90, and the net earnings $50,106 21, against $37,101 59 net earnings last year. Net earnings for the year ending June 30 were $678,608 08, against $437,308 35 last year.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 27.

	W. 21.	Th. 22.	F. 23.	Sa. 24.	M. 26.	Tu. 27.
Allegheny Val. 7 3-10s.....	119	....	....	....	....	....
7s, Income.....	29	....	31¼	....	....	....
Camden & Am. 6s, 1883....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	113	112½	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	25¼	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	103	....	103	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	39	39
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook...	96	....	....	....	....	....
7s.....	113	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	9¼	....	9¼	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	29¼	29¼	29¼	30¼	31¼	31¼
6s, 1884.....	....	....	....	....	....	107¼
Gold Loan.....	....	....	....	....	....	105
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	103	....	....	103	....	....
Lehigh Valley	52¼	52¼	52¼	52	52¼	52
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	118½
2d mort. 7s.....	....	128	....	....	....	....
Consol. mort. 6s.....	111¼	112	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	112
Little Schuylkill.....	....	....	....	....	43¼	43¼
Minehill & Sch. Haven	50¼	*50¼	....	....	....	....
North Pennsylvania	....	....	....	....	49	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central.	33¼	34	34¼	35	35	....
6s.....	78¼	....	80	80	....	80
Northern Pacific	27¼	27¼	28¼	29¼	31	31¼
Preferred	49¼	50	51¼	52	54¼	54¼
Pennsylvania R. R. ...	55¼	55¼	55¼	55¼	55¼	56
1st mortgage.....	....	....	....	101¼	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	12	120¼
Consol. mort. 6s.....	112	111¼	....	....	113¼	....
Consol. mort. 6s, reg	113¼	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series	107	....	....	....	....	....
do. 5s, new.....	....	....	....	114	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	9	9¼	9¼	9¼	9¼	9¼
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	113	113¼	....	114	....	....
Consol. mortgage reg	113	....	....	....	....	....
Gen'l mortgage 6s.....	60	60	....	59	59	....
Philadelphia and Erie.	14	....	13¼	14¼	14¼	14¼
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	109¼	110	....	....	....	....
Pittsb., Clin. & St L. 7s	....	117	....	....	....	....
Pittsb., Titusv. & Buff..	12¼	12¼	13	13	13¼	12¼
7s.....	....	75	....	77¼	76	....
Schuylkill Navigation..	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	6
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey....	....	....	....	....	....	....
Hestonville, (Horse)....	....	....	21¼	21¼	....	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.)....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Baltimore and Ohio	....	....	....	....	....	160
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	105¼	....	....	108¼
Central Ohio ($50).....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati....	....	....	....	....	....	....
1st mortgage, 7s.....	109	....	108¼	....	108¼	109
2d mortgage, 7s.....	....	....	....	....	70	73¼
3d mortgage, 8s.....	74	....	....	....	85¼	89
Northern Central ($50)	33¼	33¼	34¼	34¼	35¼	35
2d mortgage, 6s 1885.....	108¼	....	....	....	....	108¼
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	....	....	....	104¼	....	105
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 6s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s 18	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	116	....	116	....	....	....
Virginia 6s, Consol ..	56¼	56¼	56¼	56¼	56¼	57¼
Consol. Coupons	88¼	88¼	88¼	89¼	89¼	89¼
10-40 bonds.....	41	41¼	41¼	41¼	41¼	42¼
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	110	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	100	....
City Passenger R. R.....	....	....	....	....	28	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
Adams Express	115½	....	....	....	116	....
Albany and Susq	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	108¾	....	....	....
American Express	58¾	58	....	58	58¼	
Atlantic & Pacific Tel.	46¼	45¼	45¼	45	45¼	45¼
Burl., C.R. & Nor.	....	64	65¼	67¾	69	....
1st mortgage 5s	91½	91½	91½	91½	91¾	91¾
Canada Southern	62½	63¼	63¼	62¾	62¾	62¾
1st mortgage guar	....	92¼	93	92¼	....	92¾
Central of N. Jersey	74	74¼	75¾	76¾	76¾	75¾
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	103½	103½	104	104¼	104¼	104¼
7s, convertible, ass.	103½	103½	104	104¼	....	....
7s, Income	80	....	79¾	80¼	81¼	82¼
Adjustment	107¼	....	107	107¾	107¾	107¾
Central Pacific	....	73	73¾	73¾	73¾	73¾
6s, gold	112	112¾	112¼	112¾	....	112¾
1st M. (San Joaquin)	106	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	103¼	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	18¼	18¾	19	19¼	19¾	19
Chicago and Alton	....	113¼	113¾	113¾	113	115
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	124¼	124¾	125	125	124¾	125
7s Consol, 1903	121¼	....	....	....	....	121¼
Chic., Mil. and St. Paul	83¼	84¼	84¾	85¼	86¾	86¼
Preferred	106¾	106¾	107	106¾	106¾	107¾
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	119	....	119	....	....
1st M. (La Crosse div.	....	....	....	....	117	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	109	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	111¼	....	....	111¼	111¼	111¼
Chic. & Northwestern	94	94¾	94¾	95	95¼	95¼
Preferred	113	113¼	113¾	114¼	114¼	114¾
1st mortgage	....	....	110¼	....	110¼	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	118	....	118	118	....	....
Do. reg	....	....	....	....	....	118
Chic., Rock Isl. & Pac	107¼	108¼	109¼	109¾	110¾	111
6s, 1917	....	....	....	119¾	....	....
Clev., Col., C. and Ind.	68¾	69¼	70	73	72¾	71
1st mortgage	....	....	....	....	119	....
Clev. & Pittsburg guar	120¼	....	121¼	....	120	119
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	17¼	17¼	18	17¼	17¾	17¾
1st mortgage	85	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	81	81¼	82	82¼	81¼	81
Reg. 7s, 1891	109¼	109¼	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	114	....	....	....	....
Del., Lack. & Western	84¼	84¼	85	85¼	85¼	84¼
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	127
2d mortgage	....	....	108¼	....	108¼	109
3d mortgage	....	....	....	108¾	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	110¼	....	110¼	....
7s, Consol. gold	....	....	122¾	123	122¾	122¾
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	103	103¼	103¾	103¾	....
Hannibal & St. Joseph	85	84¾	85¾	85¾	86	85¾
Preferred	71¾	71¾	72¾	72¾	72¾	72¾
8s, Convertible	....	....	112	....	....	112
Houston & Tex. Cent	....	....	64	65	65	....
1st Mortgage	....	....	....	....	....	108
Illinois Central	106¼	107	....	107¼	107	107
Lake Shore & Mich So.	107¾	107¼	107¾	107¾	108¾	108¾
Consol. 7s	121¾	122¾	....	....	....	....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	116¼	117	117	117	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	....	121¼x	118¾	119¼	....	....
7s, Consolidated	....	....	....	....	....	....
Manhattan	24¾	25¼	25	25¾	27¾	26¾
Metropolitan Elevated	87	86¾	86¾	88	90	92
1st Mortgage	....	99¼	99¾	99¼	99¾	99¾
Michigan Central	92¼	92¾	92¾	93¾	94¼	94
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	106	106¼	106¾	106¼	106¾	....
1st mortgage	131¼	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	131¾	132	132	132	131¾	131
6s, Sinking fund, 1883	....	....	105¼	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	131
1st mortgage, reg	....	....	....	....	....	130
N. Y. Elevated	109	110¼	111	110¾	111¾	112
1st mortgage	108¼	109¾	110	110	110	109¾
N. York and Harlem	130	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	129	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
N.Y., Lake Erie & W.	43¼	43¾	43¾	44	43¾	43¾
Preferred	71	71¾	71¾	72	71¾	71¼
2d Consolidated	90¼	90¼	90¾	90¾	90¼	90
New 2d 5s fund	85	85¼	....	85¼	85¼	....
N.Y., N. Haven & Hart	....	....	....	165	....	....
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	27¾	28¾	29¾	31	31¾	31
Preferred	49¾	51¾	52¾	54¼	55	55
Ohio and Mississippi	33¾	34¼	35¾	34¾	34¾	33¾
Preferred	....	....	73¾	74¾	74¾	....
2d mortgage	....	....	....	....	....	113
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	42	42¾	43¾	43¾	43¾	43
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	18	18¼	18¾	19	19	18¼
Pitts., Ft. W. & Chi. gtd	120	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	115
Pullman Palace Car	....	....	....	....	....	116
Quicksilver Mining Co	12¼	12¾	13	15	16	16
Preferred	....	....	57	59¼	52	60
St. Louis & San Fran.	37	36¾	37¾	38¾	....	39¼
Preferred	47¼	47¼	48	50¼	49¾	50
1st Preferred	....	....	72¾	74¾	74	75
St. L., Alton and T. H	....	....	....	21	....	....
Preferred	....	....	....	....	....	60
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	90	....	....	93	....	....
St. L., Iron Mt. & S. As	52¾	53¾	53¾	53¾	53¾	52¾
1st mortgage	....	....	....	....	....	....
2d mortgage	102	102	102¼	102¼	....	102¼
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	91¼	91¼	91¼	91¼	91¼	91¼
1st mortgage	112¾	....	112¾	113¾	....	....
Land Grant 7s	114	....	....	....	....	....
Sinking Fund 8s	119	119	....	....	119¾	....
United States Express	....	48¾	48¾	49	49	49
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	103¼	....	....	104	....	104
7s, Consolidated	101¼	....	102	102	102	....
St. Louis Division	....	....	....	....	....	108
Wabash, St. L. & Pac.	40¼	41¼	41¾	41¾	41	40¾
Preferred	68¾	70¼	70¾	70¾	70¾	70¾
New Mort. 7s	....	....	98¼	....	99	....
Wells-Fargo Express	....	106	106¼	106¼	106¼	105¼
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	107¼	106¾	106¾	106¾	107¾	107¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending July 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
Atch., Top. and San. Fe.	119¼	119¾	....	118¾	118	....
1st mortgage	118¼	118¾	....	....	....	....
2d mortgage	....	....	110	....	....	....
Land Grant 7s	....	....	113	....	....	....
Boston and Albany	....	145¾	....	145¾	146¼	146
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	93	....	92¼	....
Boston and Maine	....	133	133	....	....	132
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	43	43¾	43¾	44	43¾	44
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	110	....	....	109¾	110	....
4s	....	86¼	86¾	....	....	....
Chi., Burl. and Quincy	120¾	124¼	124¼	....	124¾	124¾
7s	....	120¼	....	....	121	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	35¾	36	36¼	37	....	37
New 4½ Bonds	93¾	....	....	94	94	94¼
Fitchburg	....	....	124¾	....	....	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	92	93¾	....
N. Y. & New England	41¼	41	....	....	41¾	41¾
7s	....	....	111¼	....	....	....
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	133	....	....	....	....	....
Ogden. & Lake Champ	26	....	....	....	26¼	26
Preferred	....	....	....	....	....	....
Old Colony	....	114¾	114¾	....	....	114¾
Ph., Wil. & Balt. ($50)	....	69¾	....	69¾	69¾	69¾
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	....	112¾	....	....	113	112¾
Pullman Palace Car	....	114¾	114¾	....	....	114¾
Union Pacific	....	....	92	92¾	91¾	92¾
4s	....	112¾	....	....	112¾	....
Land Grant 7s	....	....	112	....	112	....
Sinking Fund 8s	....	....	....	....	....	116¾
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	86	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	67	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	221	....	....	....	220	220
Quincy	27¼	....	27¾	28	30¼	33¾

New York Stock Exchange.

Closing Prices for the week ending July 28.

	Th.22	F.23	Sat.24	M.26	Tu.27	W.28
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	109	109¼	....	109¼	109¾	....
U. S. 4s, 1907, coup	109	109¼	109¼	....	....	....
U. S. 4½s, 1891, reg	111	111¼	111¼	....	....	....
U. S. 4½s, 1891, coup	....	....	....	....	....	....
U. S. 5s, 1881, reg	102¼	....	....	....	102¾	....
U. S. 5s, 1881, coup	103¾	....	....	....	103¾	....
U. S. 6s, 1881, reg	104¼	104¼	....	....	104	104
U. S. 6s, 1881, coup	104¾	104	....	....	104¼	104¼
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	101¾	....	....	....	101¾	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	98¾	99¾	....	99¾	100	....

London Stock Exchange.

	—Closing Prices.— July 16.	July 9
Atlantic & Gt. W. 1st mort. Certs.	68 — 70	67 — 69
Do. 2d mort., Certs	28 — 30	28 — 30
Do. 3d mort. Certs	13½ — 14½	14 — 15
Baltimore and Ohio (sterling)	115 — 117	115 — 116
Central of New Jersey $100 shares	70 — 75	69 — 72
Do. Cons. Mort. Oct. '79 coupon	106 — 108	106 — 107
Do. Adjustment bonds	108 — 111	107 — 110
Do. Income bonds	80 — 85	80 — 85
Det., Gd. Haven & Mil. Equip. bds.	111 — 111	110 — 111
Do. Con. M. 5 p.c. till '84 after 6 p.c.	104 — 106	102 — 104
Erie shares $100 Recon. Ass. $6 pd.	43¼ — 43¾	40¾ — 41
Do Pref. Shares, R. T. Ass. $3 pd	72 — 75	68 — 70
Do. 1st Con. M. ex-Certs. 6 Cou.	125 — 127	124 — 126
Illinois Central $100 shares	109 — 111	108 — 110
Lehigh Valley Consol. mortgage	111 — 113	111 — 113
N. Y. Cent. & Hud. Riv. Mt. bonds	129 — 132	129 — 132
Do. $100 shares	133 — 135	131 — 133
Do. Mort. bonds (s[illegible]	118 — 120	117 — 119
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	123 — 125	122 — 124
Do. do. 2d do.	87 — 89	85 — 87
Do. 7d Consol. Mort. bonds	92 — 94	90 — 92
Do. Gold Income Bonds	75 — 80	73 — 78
Pennsylvania, $50 shares	56 — 57	54¾ — 55¼
Do. Con. Sink. Fund Mort.	113 — 115	113 — 115
Philadelphia & Reading $50 shares	8 — 9	7¾ — 8¼
General Consol. Mortgage	104 — 106	103 — 105
Do. Improvement Mortgage	83 — 85	83 — 85
Do. Gen. Mort. '74, ex-defcrd. con.	54 — 56	54 — 56
Do. Scrip for the 6 det. coupons	55 — 65	55 — 65
Pittsbg, Ft. W. & Chic. Equip. bds.	112 — 114	112 — 114
St. Louis Bridge 1st mort. gold bonds	107 — 109	107 — 109
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	115 — 117	114 — 116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 29, 1880.

In the money market the rates for call loans are 2@2½ per cent; for time loans 2@4 per cent, and for prime mercantile paper 3½@4½ per cent.

The market for demand sterling is steady to firm at about 4.84¼@¼ for prime, the posted rate being 4.85. Sixty-day sterling is weak, with business in prime at 4.82@¼, the posted rate being 4.83. Cable transfers are 4.84¾@4.85, and prime commercial bills 4.80@½.

From a statement prepared at the Treasury Department it appears that the public debt, less cash in the Treasury, on the 31st of August, 1865, was $2,756,431,571 43. Since that time the decrease has been as follows: for the 11 months ending June 30, 1866, $120,395,407 59; for the year ending June 30, 1867, $127,884,952 15; June 30, 1868, $27,297,798 46; June 30, 1869, $48,081,540 14; June 30, 1870, $101,601,916 88; June 30, 1871, $84,175,887 54; June 30, 1872, $97,213,538 32; June 30, 1873, $14,318,469 60; June 30, 1874, $1,312,907 06; June 30, 1875, $14,107,983 56; June 30, 1876, $29,115,829 68; total decrease from August 31, 1865, to July 1, 1876, $695,506,230 98. The decrease from July 1, 1876, to January 1, 1878, was $52,400,182 94; from January 1, 1878, to January 1, 1879, $14,718,839 38; from January 1, 1879, to January 1, 1880, $6,699,767 01; from January 1, 1880, to July 1, 1880, $67,779,803 37, making the total reduction of the debt from August 31, 1865, to July 1, 1880, $837,104,823 68.

The returns from the Bureau of Statistics at Washington show an excess of exports over imports of merchandise in the year ended June 30, 1880, of $167,908,359, against $264,661,666 in the previous year. The excess of imports of bullion in the past year was $75,891,391, against an excess of imports in the previous year of $4,701,441. The value of the exports of merchandise during the year ended June 30, 1880, exceeded the value of the exports of merchandise during the preceding year about $125,000,000, or 18 per cent; and the value of the imports of merchandise exceeded the value of such imports during the preceding year about $222,000,000, or 50 per cent. The value of the imports and exports of merchandise during the fiscal year just closed amounted to $1,503,679,489, being about 81 per cent greater than for 1870, and nearly 119 per cent greater than for 1860. The exports of coin and bullion during the year ended June 30, 1880, were about $7,800,000 less than during the preceding fiscal year; and the imports of coin and bullion exceeded the imports during the preceding fiscal year about $72,700,000.

The Government bought on Wednesday $2,000,000 bonds from offerings amounting to $4,590,650. The prices paid were from 102 to 102.28 for 6s of 1880, from 104.29 to 104.45 for 6s of 1881, and from 103.64 to 103.72 for 5s of 1881. This was the first purchase for the month.

Government bonds at the Board were strong throughout; State Bonds were neglected; Railroad bonds were strong and generally higher; and Railroad shares, compared with the quotations of the previous week have advanced in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 45⅜@45½; Canada Southern, 63@63¾; Central of New Jersey, 76½@76¾; Central Pacific, 72@73⅜; Chicago and Northwestern, 97⅝@97¾; do. pref., 114¾@115; Chicago, Burlington and Quincy, 124½@125; Chicago and Alton, 114@115; Chicago, Milwaukee and St. Paul, 87@87⅛; do. pref., 106¾@106⅞; Chicago, Rock Island and Pacific, 110¾@111⅜; Chicago, St. Louis and New Orleans, 35@36; Cleveland, Columbus, Cincinnati and Indianapolis, 71@72; Columbus, Chicago and Indiana Central, 17⅝@17⅝; Delaware and Hudson Canal, 81½@82; Delaware, Lackawanna and Western, 85¼@85½; Hannibal and St. Joseph, 35½@35¾; do., pref., 72@72½; Houston and Texas Central, 63@65; Illinois Central, 107⅜@107⅞; Lake Erie and Western, 32⅞@33⅛; Lake Shore and Michigan Southern, 108¾@108⅞; Louisville and Nashville, 119½@120; Manhattan Railway, 27⅛@27½; Morris and Essex, 105⅛@106; Metropolitan Elevated, 91@92; Michigan Central, 94½@94¾; New York Elevated, 110⅛@112; New York Central and Hudson River 131½@131¾; New York, Lake Erie and Western, 43¾@44; do. pref., 70½@71; New York, Ontario and Western, 27@27½; Northern Pacific, 31¼@31½; do. pref., 55⅛@55⅝; Ohio and Miss., 33⅜@33⅞; do. pref., 72½@73½; Panama, 178@181; Pacific Mail, 43¼@43½; Philadelphia and Reading, 18⅛@18⅝; St. Louis and San Francisco, 38@38½; do. pref., 49½@50; do. 1st pref., 74@77; St. Louis, Iron Mountain and Southern, 53¼@53½; Union Pacific, 91⅞@92; Western Union Telegraph, 107¾@108; Wabash, St. Louis and Pacific, 41¼@41½; do. pref., 70¼@70¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. consol., 113½; Am. Dock and Imp. bonds, ass., 110½; Buffalo, New York and Erie 1st, 1916, 123½; Baltimore and Ohio, Parkersburg Branch 6s, 109½; Boston and New York Air Line, 47½; Boston, Hartford and Erie 1st, 44; Chicago and Alton Inc., 105; Chicago and Milwaukee 1st, 119; Chicago, St. Louis and New Orleans, 35; do. 1st consol., 108; Chicago, St. Paul, Minn. and Omaha, 44; do. pref., 78¾; do. inc., 106¼; Chicago, Milwaukee and St. Paul 1st Southern Minn. div., 101⅛; do. S. W. div., 103½; do. La Crosse and Dav. div. 92½; do. I. and D. div., 113½; Chesapeake and Ohio 1st pref., 26; do. 2d pref., 20; do. cur. int., 38½; do 1st, Series B, 67¾; Cincinnati, Indianapolis, St. Louis and Chicago, 78½; Clev., Col. Cin. and Ind, consol., 111½; Cleveland and Toledo S. F., 108⅝; Central Iowa 1st, 100; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass. sup., 86½; do. inc., 40½; Denver and Rio Grande, 74¼; do. 1st, 104½; do. 1st consol., 94¾; Delaware and Hudson 1st, Penn. div., 118½; East Tenn., Va. and Ga. 1st, 108; Houston and Texas Central 2d M. L., 115; Houston and Gt. Northern 2d, pur. com. rec., 84; Illinois and Southern Iowa 1st, 103; Ind., Bloom. and Western, 28; do. 1st, 75; do. 2d, 61; International and Gt. Northern 1st, 101; do. 2d pur. com. rec., 34; do. inc., 71; Indianapolis, Decatur and Springfield 2d, 67; Kansas Pacific 1st consol., 96; do. Inc. No. 16, 90; do. 6s, J. & D., 1896, with coupon certif., 117½; do. 6s, Denver Div., ass., with coupon certif., 108¾; do. ex-coupon, 100½; Keokuk and Des Moines 1st, 98; Louisville and Nashville 2d, 104; Laf., Bloom. and Muncie 1st, 102½; Long Island 1st, 110; Lehigh and Wilkesbarre consol. ass., 95⅞; do. inc., 66; Lake Erie and Western, 32¼; do. inc., 64½; do. 1st, 104½; Memphis and Charleston, 31; Mobile and Ohio, 22; do. 1st deben., 79; do. 2d deben., 45; do. 3d deben., 34; do. 1st mort., 79½; Missouri, Kansas and Texas, 37⅜; do. consol. ass., 105⅝; do. 2d, 66⅛; Marietta and Cincinnati 2d pref., 6¼; Manhattan Beach, 7s, 90; Michigan Central 8s, S. F., 106; Nashville, Chattanooga and St. Louis, 68½; do. 1st, 110; New York, Lake Erie and Western income, 75; New York, Ontario and Western, 26⅝; Nashville and Decatur 1st, 109½; Nevada Central 1st, 99¼; Ohio Central, 23½; do. 1st, 89½; do. inc., 47; Oregon Railway and Nav., 119½; do. 1st, 97; Ohio and Mississippi 1st, Springfield div., 85; Peoria, Decatur and Evansville, 26; do. 1st, 101; do. inc., 62; Rome, Watertown and Ogdensburg, 22; do. 1st consol., 65; St. Paul and Duluth, 31¼; Southern Pacific of California 1st, 97⅞; St. Louis and Iron Mt. 1st pref. inc., 86½; do. 2d pref. inc., 79; do. Arkansas Branch 1st, 105; do. Cairo, Arkansas and Texas 1st, 105½; St. Paul and Sioux City 1st, 103¾; St. Paul, Minn. and Man., 107½; St. Louis and San Francisco 2d, class B, 80; do. C, 77½; do. Equip., 100½; South Pacific 1st, 103⅞; St. Louis, Kansas City and Northern, Omaha div. 1st, 111½; Texas and Pacific Inc. L. G., 65⅛; North Carolina 6s, new, J. & J., 18¼; do. Fund Act, 1866, 10½; do. S. T. 1st class, 8; Tennessee 6s, old, 38; Am. Dist. Tel., 76¼; Sutro Tunnel, 1¾; Canton Co., 51; Colorado Coal and Iron, 29; Cumberland Coal, 28½; New Central Coal, 28; Central Mining, 5¼; Homestake, 84¾; Little Pittsburg, 8¾; Ontario, 35; Standard, 26⅜.

Philadelphia.—Am. S. S. Co., 6s, 105; Belvidere Delaware 3d mort., 104; Central Transp., 49; Huntingdon and Broad Top Mt. consol., 7s, 60; Nesquehoning Valley, 52; Oil Creek 1st mort., 100; Pennsylvania dividend scrip, 112; Philadelphia and Reading consol. gold 6s, 103½; Philadelphia and Trenton R. R., 159; Pennsylvania Canal 6s, 82; Pennsylvania Co. 6s, 105½; St. Paul and Duluth, 30; Susq. Coal, 6s, 103; Warren and Franklin 7s, 104. The latest quotations are: City 6s, 106@110; do. free of tax 124@125; do. 4s, new, 104@108; Pennsylvania State 6s, 2d series, 101¼@101¾; do. 3d series, 106@108; do. 5s, new loan, 113¾@114¼, do. 4s, new, 106⅛@108; Philadelphia and Reading, 9¼@9⅝; do. consol. mort. 7s, coup., 113@114; do. reg., 114½@—; do. mort., 6s, 110@—; do. 7s, 1893, 115¾@—; do. 7s, new conv., 27@28; United New Jersey R. R. and Canal, 161½@—; Pittsburg, Titusville and Buffalo R. R., 12¾@13; do. 7s, 77½@78; Camden and Amboy mort. 6s, 1889, 112½@113½; Pennsylvania R. R., 56@56⅛; do. 1st mort., 101@102; do. gen'l mort., coupon, 119½@121; do. reg., 120@120½; do. consol. mort. 6s, reg., 112@—; Little Schuylkil R. R., 43½@44; Morris Canal, pref., 150@—; Susq. Canal 6s, 50@—; Schuylkill Nav., pref., 4¾@5; do. 6s, 1882, 60@62; do. 1872, 94@98; Elmira and Williamsport pref., 51@54; do. 6s, 109@—; do. 5s, 86@90; Lehigh Coal and Navigation, 31⅝@31¾; do. 6s, 1884, 107⅛@107¼; do. R. R. loan, 110@—; do. Gold Loan, 105@105¼; do. consol. 7s, 102⅞@103; Northern Pacific, 31½@31¾; do. pref., 54¾@55; North Pennsylvania, —@50; do. 6s, 105¼@106½; do. 7s, 116@120; do. Gen'l mort. 7s, reg., —@113; Philadelphia and Erie, 14¼@—; do. 6s, 103@—; do. 7s, 109½@110; Minehill, 51@52; Catawissa, 5@9½; do. pref., 39@40; do. new pref., —@39; do. 7s, 1900, 115@—; Lehigh Valley 52@52½; do. 6s, coupon, 119@—; do. reg., 118¼@118½; do. 2d mort. 7s, 128½@129½; do. consol. mort., 112@112¼; Fifth and Sixth streets (horse), 110@115; Second and Third, —@105; Thirteenth and Fifteenth, 70@80; Spruce and Pine, 55⅝@57; Green and Coates, 105@—; Chestnut and Walnut, 77@80; Hestonville, 21⅛@22; Germantown, 75@80; Union, 100@112; Lombard and South, 12@18; West Philadelphia 76@77; People's, 13@13⅜; Ridge Av., 70@80; Continental, 100@—.

Baltimore.—Atlantic Coal, 1.25; Baltimore and Ohio 2d pref., 107; do. scrip, 155; Baltimore City 5s, 1916, 115⅛; do. 5s, 1894, 113½; do. 6s, 1890, 116; do. 6s, 1900 new, 120; Virginia Peelers, 22; Virginia 10-40 coupons, 93; Virginia and Tennessee 2d mort., 101; Wilmington, Columbia and Augusta 7s, 92¼; Wilmington and Weldon 7s, 112¼. The latest quotations are: Western Maryland 1st, unindorsed, 110¼@—; Baltimore and Ohio, 160@—; do. 6s, 1885, 108¼@108½; Northern Central, 85@85½; do. 6s, 1900, 118@115; do. 6s, 1900, gold, 110@111;

do. 6s, 1904, gold, 104⅝@105½; do. 5s, 79⅞@—; Marietta and Cincinnati 1st mort., 1892, 109@—; do 2d mort. 7s, 73@73⅝; do. 3d mort. 8s, 38¾@39; Pittsburg and Connellsville 7s, 116@116¼; Orange, Alex. and Manassas 7s, 78@80; Virginia consol. 6s, 57⅝@57¾; Virginia Console coupons, 89@89⅛; Virginia 10-40 bonds, 42⅜@42¾; Virginia 10-40 coupons, 93@—; City 6s, 1884, 107½@—; do. 1890, 115½@—; do. 6s, 1900, new, 120@—; do. 5s, 1894, 112½@113¾; do. 1900, 114½@—; do. 1916, 115¼@—; Wilmington, Columbia and Augusta 6s, 93@95¼; Cincinnati and Baltimore 7s, 103@106½; Charlotte, Columbia and Augusta 1st, —@105½; Wilmington and Weldon 7s, 111½@112½.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 100; do. 8s, inc., 105½; Agricultural Branch 6s, 1884, 108; Boston Water Power, 8¼; Boston Land, 6⅛; Boston, Concord and Montreal pref., 93; Chicago and West Michigan, 61; Chicago, Clinton, Dubuque and Minnesota, 80; do. 7s, 1910, 108½; Cheshire R. R., 50; Connecticut and Passumpsic Rivers pref., 70; Denver and Rio Grande, 70; Flint and Pere Marquette, 24; Florence, El Dorado and Walnut Valley, 7s, 105½; Highland Street R. R., 124½; Iowa Falls and Sioux City 7s, 1916, 109; Kansas City, Lawrence and Southern, 76⅛; do. 4s, 91⅞; Kansas City, Fort Scott and Gulf pref., 85; Kansas City, St. Joseph and Council Bluffs, 7s, 113; Little Rock and Ft. Smith, 48; do. 7s, 99; Michigan Central 8s, 1890, Air Line, 113¼; Middlesex Horse, 6s, 1897, 107½; New Mexico and Southern Pacific, 96; do. 7s, 111¼; Nashua and Lowell 5s, 1900, 102½; New York and New England 6s, 103; Oregon Railway and Nav. 7s, 97; Portsmouth, Gt. Falls and Conway 4½s, 1937, 80; Pullman Palace Car 8s, 1887, 112¾; Rutland, 7; do. pref., 80¼; do. 6s, 1902, 95; do. 5s, 64; Republican Valley 6s, E. D., 102¾; Summit Branch, 11¼; Wisconsin Central, 5; do. 2d, 87⅛; Wisconsin Valley pref., 82; do. 7s, 108; Brooklyn 6s, 1881, 102; St. Louis City 6s, 1880, 100⅛; Boston 5s, 1884, 104½; Allouez Mining Co., 4¼; Atlantic, 18; Brunswick Antimony, 24½; Blue Hill, 3¾; Catalpa, 1⅛; Copper Falls, 13; Contentment, 1⅞; Dana, 55c.; Franklin, 15¾; Harshaw, 35; Huron, 6; Mesnard, 2; National, 2¾; Osceola, 40; Pewabic, 20¾; Ridge, 6; Silver Islet, 28; Star, 1⅝.

Northern Central Railway.

The following is a comparative statement of the earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of June and for the six months ending June 30, 1879 and 1880:

Month of June—	1880.	1879.
Gross earnings	$419,193	$315,307
Operating expenses	275,966	267,240
Net earnings	$143,227	$48,067
Six months ended June 30—	1880.	1879.
Gross earnings	$2,215,791	$1,834,520
Operating expenses	1 527,076	1,343,524
Net earnings	$688,715	$490,996

☞ The report of the directors of the Chesapeake and Ohio Canal shows that the revenue received for the month of June was $50,000. The coal tonnage up to the 30th June was 234,000 tons, an increase of 27,000 tons over the corresponding period of last year. Seventy-five thousand dollars of debt for material and labor on the canal for the current year has been liquidated by the board.

Pennsylvania Railroad.

The gross earnings, operating expenses and net earnings of the Pennsylvania Railroad for the month of June, 1879 and 1880, were:

	1879.	1880.
Gross earnings	$2,390,809	$3,221,475
Operating expenses	1,789,905	2,209,318
Net earnings	$900,904	$1,012,157

—showing an increase in gross earnings of $830,666, in operating expenses of $419,413, and in net earnings of $411,253.

For the six months ending June 30, 1879 and 1880, the earnings, expenses, etc., were:

	1879.	1880.
Gross earnings	$15,414 056	$19,434,060
Operating expenses	9,568,291	11,339,751
Net earnings	$5,845,465	$8,094,309

—showing an increase in gross earnings of $4,020,013, in operating expenses of $1,771,460, and in net earnings of $2,248,553.

West of Pittsburg and Erie all lines show a surplus over liabilities of $1,311,136, a gain of $1,730,473 over the same time last year.

☞ The large new locomotive constructed by the Baldwin Locomotive Works to be run on the Bound Brook branch of the Philadelphia and Reading Railroad, and which has since the suspension of that company remained in possession of its builders, was last week purchased by Mr. F. W. Eames, of Watertown, N. Y., for brake trials and tests in England. It will be immediately fitted up with the Eames Duplex Automatic Vacuum Brake and shipped to London. Mr. Eames proposes, while showing the action of the Eames brake on railway trains at the highest speed possible to attain, at the same time to settle the vexed question of the relative superiority of American and English locomotives. The locomotive will be ornamented with a fine portrait of its namesake, Lovett Eames, and also landscape views of Black River Falls, the Suspension Bridge and the lower end of Beebee's Island, showing the works of the Eames Vacuum Brake Company.

☞ The Denver and Rio Grande Railroad has now over 500 miles in operation, and it is expected that this will be increased to 900 miles before the close of the year. The trains of the Denver and Rio Grande now run from Denver to Leadville, to El Moro, and to Tres Piedras, New Mexico, 64 miles south of Alamosa, and before the end of July will run 50 miles west of San Antonio (29 miles beyond Alamosa) in the San Juan country.

☞ Articles of incorporation of the Council Bluffs and Eastern Railroad Company were filed on the 22d of July proposing to build a line of road from Council Bluffs directly east to some points on the Mississippi River. The officers are J. T. Baldwin, President; Thomas Bowman, Secretary; W. C. James, Superintendent; Jacob Williams, Treasurer, all of Council Bluffs, Iowa.

☞ Three ships loaded with material for the Pend D'Oreille Division of the Northern Pacific Railway have arrived at Portland, Oregon, and the whole division, 210 miles long, will be completed this fall. Another ship, loaded with railroad rails for this important line, is now rounding Cape Horn.

☞ The gross earnings of the Philadelphia and Erie Railroad Company for the month of June, 1880, were $331,023 50; expenses, $242,609 08; net earnings, $88,414 42; net earnings six months of 1880, $626,908 73; net earnings six months of 1879, $348,112 54; increase, $278,796 19.

☞ From Phœnix, Arizona, July 19th, we learn that the surveyors to locate the line of the Arizona Central Railroad had arrived and gone to work. They report that track laying will commence inside of two months, and the cars will be running to Phœnix inside of four months.

☞ Thomas Franklin, who has been engaged several months in the building of the Charlottesville and Rapidan railroad, Virginia, has received the contract to make a survey of the proposed route of the Annapolis and Baltimore Short Line railroad.

☞ The Pittsburg Chronicle says that the work of laying the rails on the extension of the Bell's Gap Railroad, which will run from Lloydsville for a number of miles further north, will be commenced about the 1st of August.

☞ The extension of the Central Railroad of New Jersey from Sea Girt to Point Pleasant will be open for traffic on the 1st of August. A special car will connect with all trains on the Pennsylvania Railroad at Sea Girt.

☞ The grading on the Little Rock, Mississippi River and Ouachita railroad is completed from Pine Bluff, Ark., ten miles north toward Little Rock, on which the rails will be laid by the 1st of August.

☞ The counties which have voted subscriptions to the Richmond and Southwestern Railroad are: Craig, $23,150; Cumberland, $50,000; Gloucester, $50,000; Tazewell, $18,009; Bland, $20,000; Buckingham, $60,000.

☞ The Eames Vacuum Brake has been patented in England, and will be introduced on the Great Northern Railway. Over fifty roads in this country are now using it, and it is highly recommended by them.

☞ The bonded indebtedness of Arizona is $115,000. This floating debt is $79,876, making a grand total of $194,876, bearing ten per cent interest.

☞ The Texas and New Orleans Railroad will be formally opened between Houston and New Orleans on the 15th of August.

☞ The New York Central and Hudson River Railroad is to be equipped with the Westinghouse Automatic Brake.

☞ Over thirty-five miles of the Danville, Olney and Ohio River Railroad is now laid with iron and in running order.

☞ The Georges Creek Coal and Iron Company has declared a dividend of $3 25 per share, payable 3d of August next.

☞ The sale of the Flint and Pere Marquette Railroad will take place on the 16th of August.

Baltimore and Drum Point Railroad.

At a meeting of the directors of the Baltimore and Drum Point Railroad Co., held in Baltimore on the 21st inst., an official communication was received from the commissioners of Calvert county, stating that they had accepted the propcsition of the company as to the payment of the subscription of $100,000, in county bonds, for the benefit of the railroad, as authorized by popular vote. The bonds are to be issued in accordance with the law, namely: $25,000 when one-third of the road has been graded, $25,000 when two thirds have been graded, $25,000 when the whole road has been graded, and $25,000 when the road has been completed. The bonds as issued, are to be placed in the hands of the president of the board of county commissioners, to be turned over to the company on completion of the road. The directors adopted a resolution authorizing the president to finally close the agreement with the authorities of Calvert county. The prospects of the early completion of the road are now considered to be most favorable, and the work of construction will begin as soon as a final arrangement has been made with the authorities of Anne Arundel county in regard to its subscription. Augustus Albert is President and John G. Butler Secretary of the company.

[From the Fortnightly Review.]

The Railroads of the United States.

THEIR EFFECTS ON FARMING AND PRODUCTION IN THAT COUNTRY AND IN GREAT BRITAIN.

By Edward Atkinson.

[Continued from page 815.]

As Daniel Webster once replied to the objection made to the importation of the product of pauper labor from abroad, "We cannot afford to do for ourselves what foreign paupers can do so well for us," so we may now say in the East, that we cannot afford to work with our hands on crops which Western farm machinery can produce so cheaply for us. This mechanism can only be applied with economy on a large scale, and where the soil is in a very comminuted condition, free from loose stones, boulders, ledges or stumps of trees.

Such is the character of the prairie soil,—in fact, of the arable land extending east and west from Central Ohio to Colorado, and north and south from Manitoba to Mississippi; this whole valley of the Mississippi and its tributaries now being assigned by some goelogists to the loess formation.

Such having been the changes that the railroad has worked in the East in enabling us to spare our labor from that which used to be our most arduous work, and apply it to occupations which give us more comfort, more wealth, and more prosperity; and since the railroad can be worked probably at much less than one cent or a half penny, a ton per mile, and on these bulky products of corn and meat at half a cent, or one farthing, per ton per mile,—it may now be asked, what is to be the permanent effect of the steamship in enlarging the area of cheap transportation on the English production of corn and meat? In California the rains last only four months; in that State and in Colorado, by irrigation, crops of wheat are made exceeding the English average product per acre. Elsewhere our average crop per acre may not be over one-half or three-fifths; but the area on which this production is possible is subject to no limit for many generations.

An American observer may not pronounce dogmatically upon the possible effect of the competition between those lands and the wheat fields of Great Britain. But it may be asked, can any system of high farming under restrictions compete with these conditions? Can any land, subject to any rent whatever, compete in the production of wheat and meat with these conditions of unlimited areas of land at a cost of $2 to $3, or 8s. to 12s., an acre, and rates of transportation at half a cent a ton, or one farthing per ton, per mile of rail, when the steamship continues the transportation at a less and less charge as improvements continue to be made in the construction and running of the ships?

Can any rented land, subject as it must be to special conditions in the leases as to the rotation of crops, the amount of stock to be kept, and other restrictions necessary to maintain it in condition, compete with these vast areas free from all restriction?

As time goes on, must not English farming adjust itself in the same manner that Eastern farming has adjusted itself to these new conditions? that is, to the variety of products that will not bear long carriage, and that requires more and more the individual ownership of small farms, free from onerous rents, and from the more obnoxious conditions of leases and settlements.

May not these conditions tend in the long run, and after the set lement of the temporary difficulties of land tenure now pressing upon Great Britain, as they have here, to greater general prosperity and abundance, and to far greater variety of food at less and less cost to the consumer? Such having been the results without question in the United States, especially in respect to the changes in the older sections of the East, must not the same causes inevitably work the same results across the sea? If these points are well taken, we may now be witnessing not the decadence of the agriculture of Great Britain, but the very beginning of its true progress, and the opening of an upward movement among the agricultural population to greater welfare and prosperity.

If the competition of Western grain and meat renders the present system of leasing and working land in Great Britain absolutely and permanently unprofitable, and that system cannot be applied to the greater variety of methods of cultivation and of crops that have succeeded wheat culture in the East, then the interest of both land owner and tenant will coincide in making the changes required, no matter what the sacrifice of social position may be that is involved in the change. The ownership of land without income will not give much distinction. When these changes are complete, the time may perhaps come when simple printed forms of deeds and rules of registration will enable the town clerks, justices of the peace, or other intelligent persons, to do all the work of the conveyancer as they now do in most of the country towns of New England.

In the first half century after the settlement of Plymouth Colony, the title to land passed by declaration before the governor or one of his assistants, duly recorded without the execution of any written deed whatever, and without the signature of the vender being required. Many of these deeds are in the simplest possible form of description, and are entirely free from legal technicalities. At the present time the written deed of land possesses little importance after the record is made.

It will be obvious that this adjustment to the new conditions brought into force by the railroad could not have been made without very great difficulty in the eastern parts of the United States, had there been any system of landlord and tenant as to farm lands. Had not the purchase, sale, and division of lands been free, the examination of title easy and cheap, and the registration of deeds effective in every county, and had we not been absolutely free from the incumbrances of entails and settlements, we should have been subjected to as great difficulties as are now being met in Great Britain and Ireland.

It may be broadly stated, that the adjustment of production to changing conditions, brought into action by science and invention in the United States has been made possible by the free conditions, not only in the sale, but in the use, of land throughout the country.

The modern cheese factory is an example of an invention requiring absolute freedom in the use of land. If it were made incumbent on the farmer to feed the refuse of cheese making to stock upon the land on which the stock fed, the cheese factory would not be practicable. The farmer must sell his milk, and restore his land in his own way. Absolute freedom in use is as necessary as freedom in purchase and sale.

In respect to wheat it would be very desirable to be able to treat the subject of the actual cost of production, in order to state the exact terms of the competition between this country and Great Britain. Several attempts have been made to ascertain the exact cost of production on the field, but it is as difficult as it is to ascertain the cost of raising cotton. Some of the elements may be stated with sufficient accuracy for the purpose of the present investigation. Let us consider an extreme case—the wheat produced in the territory of Dakota, from which point it is now brought in very large quantity, and where some of the furrows are said to be a day's journey in length. The soil is in the finest condition, very deep, full of phosphate, lime, and potash, and has been fertilized by myriads of buffalo roaming over it for ages. Estimates of the cost of raising wheat on these "bonanza farms," so-called, vary from 37 to 50 cents a bushel—or from 12s. 4d. to 16s. 8d. per quarter.

Within the limits of the land grant of the Northern Pacific Railroad in that section are wheat lands of the best quality far more than equal to the area of all the land under cultivation in Great Britain and Ireland. The bonds of the Northern Pacific Railroad (which road failed in 1873, but is now appearing to prosper again) are convertible into these lands, and can be purchased at such prices that the land will not cost the buyer more than $2 or $3 per acre. The great farms now under cultivation cost the owners but a trifle, as they were bought with bonds purchased immediately after the panic at a few cents on the dollar. The average product of wheat is twenty to twenty-five bushels per acre.

The intermediate sections of government land can be bought at $1 25 cents to $2 50 cents per acre, and are open to actual settlers under the homestead law without cost.

The cultivation is all done by machinery; and the grain-binder, invented and applied within two or three years, has done away with the last element of manual labor.

It does not seem probable, to say the least, that any other method of cultivation can possibly compete with this, although it is possible that even this section will be excelled in cheapness of production on the irrigated wheat-manufactories of Colorado and in California on lands that are rainless during the harvest-season.

It is perfectly safe to assume that the production of wheat in this section will increase so long as it brings half a dollar, or two shillings sterling, per bushel.

How entirely undetermined the cost of transporting wheat from the Red River of the North, in Dakota, to Liverpool, now is, will be seen by the following statement.

The distance may be divided substantially as follows in round figures:

	Miles.
From Dakota to Chicago.....	650 to 900
From Chicago to New York or Boston.....	950 to 1,000
Boston or New York to Liverpool, about	3,000

Within a year the rates of freight between Chicago and the seaboard have varied from $3 to $7 per ton of two thousand pounds.

From the seaboard to Liverpool, from 3d. to 9⅛d. per bushel, or from $2 to $5 66 cents per ton.

The rate on wheat from Dakota to New York has been from $14 to $16½ per ton. It will thus appear that the charge on the railroad beyond

Chicago for an average of about seven hundred miles has been $9 to $10 per ton: therefore, if the traffic this side of Chicago can be carried on at the price of the last year or two, there is a margin for reduction on the distance beyond Chicago to Dakota of $4 to $6 per ton whenever the railway service in that direction is consolidated and worked as effectively on that side of Chicago as it is on this side.

On the whole it may be said that the charge for moving wheat from the Red River of the North to Liverpool has varied during the past season from $17 to $22 per ton of two thousand pounds, and that there is reason to expect such improvement that the average rate will be $16 to $20 or 48 cents to 60 cents per bushel.

Whatever the wheat brings in Liverpool above this charge and the charge for commissions, insurance, and incidental expenses, constitutes the remuneration of the wheat manufacturer of Dakota.

These figures are sufficiently accurate for an approximate estimate, and the wheat-cultivation of Dakota increases rapidly under these conditions.

Land in Dakota will average three-quarters or twenty-four bushels of wheat per acre in a fair season. The product of an acre can be landed in Liverpool or London at 50 cents or 2s. per bushel now, and prospectively for less, or at £2 8s. for the cost of transportation per acre.

The average return per acre of English wheat land in Dakota for the last six years appear to have been.....	£7 4
Deduct cost of transportation from Dakota.	2 8
	£4 16
Deduct for insurance and other charges, say about 6 per cent.....	0 6
Remainder	£4 10

A trifle over 90 cents per bushel as the ample remuneration of the farmer in Dakota or elsewhere.

Although all the elements of the problem are thus undetermined, one proposition may be stated dogmatically; to wit, that there are many parts of this country where wheat will be raised in increasing quantities at and above 50 cents per bushel, and whence it can be carried to Liverpool at 50 cents per bushel, or less, and landed at £1 14s. per quarter.

In respect to maize, it may be said, that, upon the fat lands of Indiana and Illinois, a boy working a pair of horses can make one hundred tons in one hundred days in a good season. Upon corn raised at this measure of labor, Western hogs are fed, and the cattle from the plains of Texas and Colorado are fattened.

Such being the conditions, it seems very certain that we shall continue to supply Great Britain and Western Europe with ever-increasing quantities of bread and meat. There will doubtless be a temporary check to our shipments when good seasons return in Europe, which may bring on a commercial temporary revulsion of greater or less severity here, unless our vicious legal-tender paper debt currency is paid and withdrawn from circulation before the change. The change of conditions is, however, a permanent one; and it seems probable, to say the least, that this country must hereafter be the great source of the staple products of grain, meat, and cotton, for the use of the civilized world. It has been suggested, that, whenever Russia and Eastern Europe are in a normal or peaceful condition, their competition will again be felt, and that the opening of the Suez Canal will bring increasing supplies of wheat from India.

To this suggestion it may be answered, that cheap labor, measured by low wages, does not always mean—in fact, seldom means—low cost of production. In the use of complex machinery in the factory or on the farm, a few hands at high wages compass the largest product at the lowest cost.

One operative in Lowell, working machinery one year on cotton-drills for China, produces eight thousand pounds of cloth, enough to clothe sixteen hundred Chinamen for a year at five pounds each, or thirty-two hundred East Indians at two pounds and one-half each. No hand spinning or weaving can long compete under these conditions; neither can the farm-laborers of India or Eastern Europe compete with the machine-made wheat of the United States.

Our ports at present occupied may be insufficient for the work, and harbors that are now deserted or unused may be connected with our railways in order to provide sufficient room for the great commerce that is to come.

May not the cheap food and other material thus supplied to Great Britain render her mills and works again prosperous, and the export of their products not only secure recompense for her own laborers, but also pay for our own import of tea, coffee, silks, spices, and other eastern goods?

We sell England the food and the material; England works the mills and sells the product to the Far East. We buy the tea, coffee, and sugar; in the London clearing-house the balance is settled. The exchange has worked benefit to all, and has harmed none.

Already the increasing demand of our own country is absorbing the product of our own mills, mines, and iron works, and even more than their product. Already our export of manufactured cotton goods is being affected by the activity of the home demand, and hundreds of looms are being turned from the export fabrics to those used at home.

The independence of nations, and, most of all, of the English-speaking people, asserts itself in spite of all the obstacles that man and nature can interpose; and the Anglo Saxon race will assert itself and its consanguinity on the two sides of the ocean in the way that must ultimately yield the greatest good to the greatest number.

(To be continued.)

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 17, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	114,353	3,994,701	4,682,567
Schuylkill Canal....	9,740	210,479	474,429
Lehigh Valley.....	88,508	2,566,793	2,539,432
Del.,Lack. & Western.	59,108	1,734,964	1,901,271
Shamokin Valley....	16,738	411 572	455,041
Central New Jersey..	64,605	1,742,234	2,024,951
United R. R. of New Jersey	24,261	534,104	490,197
Pennsylvania Coal ..	22,257	513,020	750,252
Delaware and Hudson	44,820	1,529,125	1,697,449
Huntingdon & Broad Top Mt.....	5 366	247,480	174,248
Penn. and New York.	18,359	669,376	732,072
Clearfield, Pa.....	41,653	771,953	805,539

The total tonnage of anthracite coal from all the regions for the week ending July 17, as reported by the several carrying companies, amounted to 401,069 tons, against 584,413 tons in the corresponding week last year, a decrease of 183,344 tons. The total amount of anthracite mined for the year is 11,206,880 tons, against 13,450,400 tons for the same period last year, a decrease of 2,243,520 tons. The quantity of bituminous coal sent to market for the week amounted to 94,197 tons, against 85,059 tons in corresponding week last year, an increase of 9,138 tons. The total amount of bituminous mined for the year is 2,177,688 tons against 1,877 071 tons for the corresponding period last year, an increase of 300,617 tons The total tonnage all kinds of coal for the week is 495,266 tons, against 669,472 tons in corresponding week last year, a decrease of 174,206 tons, and the total tonnage for the coal year is 13,384,568 tons against 15,327,471 tons to same date last year, a decrease of 1,942,903 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of July was 134,265 tons, of which 100,323 tons were coal and 33,942 tons coke. The total tonnage for the year thus far has been 3,635,674 tons of which 2,729 520 tons were coal and 906,154 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 17 were 42,670 tons, and for the year to that date 1,105,097 tons —279 640 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 25,805 tons, and for the year 717,343 tons, an increase of 227,528 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 14,181 tons, and for the year 267,953 tons, an increase of 20,537 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 2,684 tons, and for the year 120,161 tons, an increase of 31,574 tons as compared with 1879. —Phil. Ledger, July 26.

☞ The road now in course of construction between Haddonfield and Medford, leaving the Camden and Atlantic Railroad at the former place, will be, when completed, 11½ miles in length. It will cross numerous creeks and streams. The contractor for building the road is James J. Ryan, of Philadelphia, who is pushing the work vigorously, and expects to have the road completed by January 1st, 1881. In about three weeks four miles of the road bed at Anderson's will be completed, and the laying of the track will be begun within a month.

☞ The Galveston Brazos and Colorado Railroad is to be sold August 24 under foreclosure proceedings. The sale is under a mortgage loan of $100,000 eight per cent 25 year bonds, issued in 1877. Interest is due since January, 1878, and the fifteen miles of narrow gauge road completed north of Galveston are to be sold, with the appurtenances. The Guarantee Trust Company of Philadelphia is trustee under the mortgage.

☞ The Pennsylvania Railroad Company are about to erect at Philadelphia, Pittsburg, Altoona, Harrisburg, Columbia, Jersey City and other points along the line of their road, a number of buildings for the accommodation of their train hands. Each building will contain a waiting room, dormitories, wash and bath rooms and a large reading room, supplied with daily and weekly newspapers and periodicals.

☞ The contract for bridging the Ouachita river at Monroe, La., has been let to the Baltimore Bridge Company by the Vicksburg, Shreveport and Pacific railroad. The bridge will be an iron one, 870 feet long, with two spans each 240 feet and one 90 feet. The bridge is to be completed by the first of January, and will be the finest structure of its kind in the State. The cost will be about $140,000.

☞ The engineer corps of the Cincinnati and Northern railroad (Miami Valley Narrow gauge) is making a thorough survey of the entire line preparatory to awarding contracts for the completion of the road.

☞ The complete census of Rhode Island gives her a population of 276,710, and an increase of 59,307 since 1879. Rhode Island is the first State to report its full population to the Census Bureau.

☞ That portion of the new mill of the Phœnix Iron Company, Phœnixville, Penn., which has been put in operation recently, is working admirably. Those who have been called upon to work the iron are surprised to find so little foreign matter in it. As there is no coal in the furnace, the iron being entirely heated by gas, it could not well be otherwise. In consequence of this the iron is of a superior quality to any ever made at the works.

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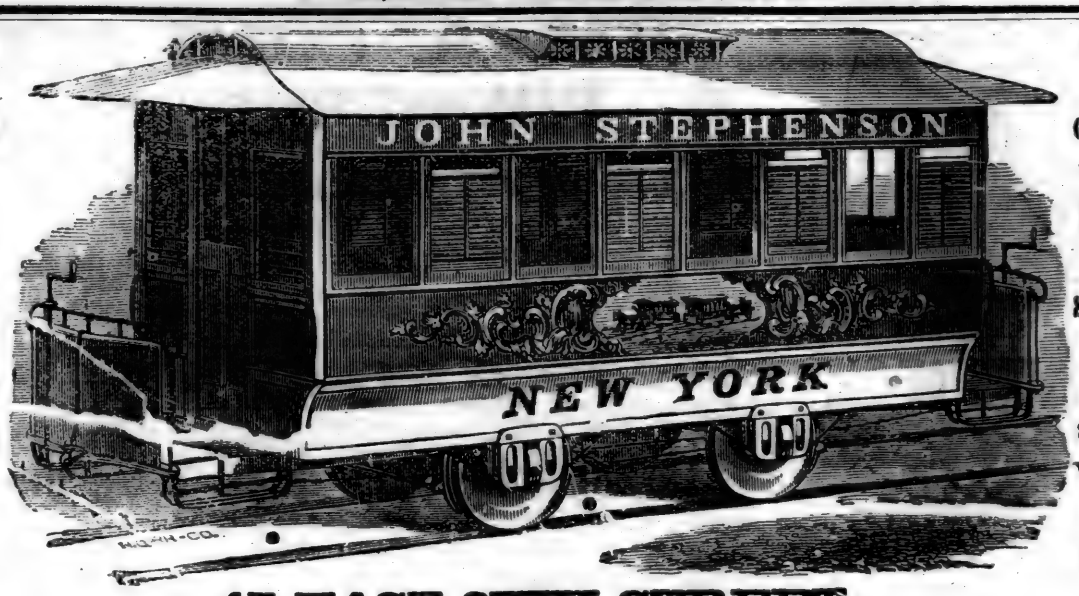
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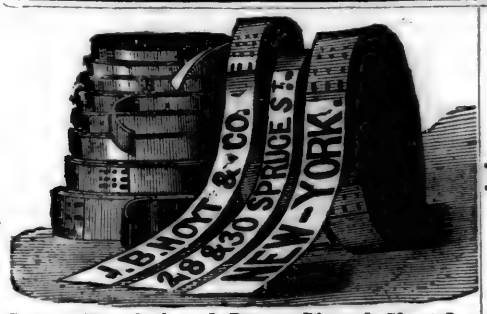
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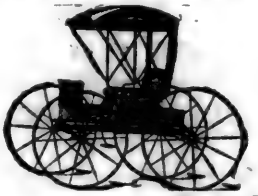
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American Railroad Journal.

New York, Friday, August 6, 1880.

The Railroads and the Farmers, East and West.

We continue, in this issue, Mr. Edward Atkinson's instructive article from the English *Fortnightly Review*, illustrating, with a wealth of statistics and a fertility of reasoning, the function of the railway on this Continent, and its effect on various branches of industry, especially farming, in the Western States, in the Eastern, and in Europe. Our readers will turn to the article itself both for pleasure and instruction, for a more comprehensive and masterly survey has nowhere appeared. The gradual, but no less real, elimination of the element of distance from the problems of supply of breadstuffs and commodities, is one of the important factors in modern business, and even in the subsistence of communities.

The anomalous state of things that cargoes of flour were carried at about 22 cents per bbl. from Minnesota to New York, 1,500 miles, by rail, and at half that rate, by sea, to Liverpool could not but precipitate a revolution in the breadstuffs and farming pursuits. That particular shipment may have been carried at a loss, but taking the averages of a year's business on several lines it appears that breadstuffs and provisions are carried, on long hauls, at about $3 20 per ton from Chicago, or at less than 1½ cents per pound. The low cost of growing and moving beef cattle from the Far West is even more appreciable. The effect of this cannot help but be temporarily to raise the prices of Western lands, and correspondingly to depress them in Eastern States. That this is but temporary needs no proof; but it necessitates a change of industries, for the time being, of the Eastern and European farmers.

How this is viewed by the British Government is seen in the report of Messrs. Clare Sewall Read and Albert Pell, who were sent by the Royal Agricultural Commission to the United States and Canada to inquire into the state of agriculture. They state that "while many of the prevailing conditions are favorable in America in the contest for agricultural supremacy, still drawbacks exist which tell in favor of England. The severe winters suspend agricultural employment. Droughts, injurious insects, and in the prairie country a short supply of water, endanger the crops. Western America possesses singular advantages for stock raisers, while the Western States afford them excellent pasturage and the Eastern States good markets. The allotment of land, and the termination of free ranges in the West will increase the cost of cattle raising, but the increased consumption by the growing population will enhance the prices. The success and extension of the growth of blue grass opens fresh prospects for the grazier, and will in time bring the improved turf under the hoof of thoroughbred stock, or at least of highly graded cattle."

There is another aspect of the case which Mr. Atkinson has not touched. Can these grain regions of California and the Northwest maintain their fertility, and keep raising wheat at the present low cost? A Canadian writer touches the core of this subject as follows:

There are some considerations of a very grave character involved in connection with this tremendous, but unrequited, draft upon the productiveness of the soil which sooner or later will force themselves upon the attention of the country. Alluding to the growing tendency in the West to the cultivation of immense tracts of land, the Toronto *Globe* makes the following remarks, which are pregnant with good sense:

Massing of large areas under one crop has always ended in disaster, and it always will. The condition of successful cultivation on a large scale is the employment of a great quantity of expensive machinery. To render this machinery profitable work must be found for it every year; in other words, the same crops must be grown over and over again on the same land. Every farmer knows that this involves an increase in geometrical ratio of insect and funguid pests to an extent that in a very few years renders such farming unprofitable. But it is by actual experience that this "bonanza" farming must be allowed to work its own cure. Dalrymple, the Dakota man, has already made one failure. Glen, the great California farmer, is bankrupt. Another farmer of thousands of acres in Illinois died lately completely destitute. As one point in favor of these large farms, it is urged that the owners of them find work for the neighboring small farmers, whom they pay in cash. This is no doubt a very welcome thing, but it is earned by neglecting important work at home. It may be very much questioned, too, if this small benefit offsets the periodical letting loose upon the adjacent country of the swarms of tramps who make up a large part of the working force at harvest time on the large farms. As to the scientific aspect of farming on such a large scale, it is quite plain that it must end in the ruin of the land. No return whatever is made for the fertility abstracted from the soil, and under the system practiced such return is absolutely impossible. The effect will be that thousands of acres of exhausted lands will be thrown on the country just about the time when, if the lands had been settled on reasonable principles, the owners would have been on the high road to affluence. Dakota and Minnesota will rue the day when "bonanza" farms were introduced.

Making allowance for all this it must be said that Eastern farmers will be obliged to resort to crops that cannot stand such long carriage or such as require special soil and culture, such as hay, butter, milk, fruits, flax, hemp, tobacco, sugar beet, and leave the cereals to the Far West, for a generation. This is not an unmixed misfortune; and Mr. Atkinson has done good service in showing to the public the debt it owes to the much abused railroad compa-

nies, which is prone to look only at the injured side. The article will be concluded in our next issue.

New Railway Enterprises.

The mileage of new railways now under construction or projected in the United States is remarkable. Recently, we published a table showing the length of track reported laid during the first six months of the year, and also gave a list of railways upon which construction is now in progress. A knowledge of the work now going on and also of that likely to be undertaken is not only of interest to the reader who likes to keep informed of the progress of the country in material development, but it is of practical value to manufacturers of railway rails, rolling stock and supplies, contractors and others. While an exact enumeration of all the new enterprises in the field at any one time is impossible, a very good idea of the magnitude of railway growth and the localities in which it is most marked can be obtained by careful compilation of the work reported for a given period. We now supplement our list of railways under construction already printed with a list of projected roads reported during the first six months of the year only, and not including many more noted previous to January 1. This list does not include any lines which are found in our list of roads under construction, although upon quite a number of these work has now also been commenced. The following is a list of railway projects reported in the first half of 1880:

	Miles.
Alabama—	
Montgomery Southern: Montgomery to Troy.	50
Mobile and Alabama Grand Trunk: Extension to Birmingham	150
Arkansas—	
Memphis and Great Southwestern: Hopefield to Pine Bluff, Jefferson, Texas; Shreveport and Texarkana, some	400
Arkansas and Louisiana: Monticello to Monroe, La	90
Arizona—	
Southern Arizona: Tombstone to Southern Pacific	90
California—	
Grangeville and Antioch. On the one rail plan	35
Colorado—	
Denver and Rio Grande (N. G.) Extensions	560
Denver, Middle Park and Pacific: Denver to Boulder	40
Leadville, Roaring Fork and Gunnison: Golden South Platte, (N. G.,) Golden to Plum Creek	20
Red Hill, Fair Play and Leadville, (N G.)	25
Leadville and Eastern: Leadville to Pueblo	160
Connecticut—	
Hartford and Connecticut River: Hartford to Springfield	26
Dakota—	
Minnesota and Dakota Northern: From Fargo north, perhaps	100
Dakota Railroad: Bismarck to Deadwood	250
Fargo, Columbia and Missouri River: Fargo to Columbia	125
Belle Fouche, Deadwood and Rockford, (N.G.)	50
Deadwood and Redwater, (N. G.)	35
Florida:	
Jacksonville and Fernandina	25
Illinois—	
Morris and Eastern: Morris east	25
Danville, Tuscola and Western, (N. G.:) Tuscola to Indiana line	42
Chicago, Hannibal and St. Joseph: Quincy to Chicago	254
Peoria and Northwestern: Peoria to Savannah	100
Polo, Rockford and Northern: Fulton to Wisconsin line	75
Indiana—	
Vincennes and Petersburg	22
Indiana and Chicago: Attica to Chicago	130
Lake Erie and Western: Frankfort to Indianapolis	40
Fort Wayne, Warsaw and Brazil	165
Logansport, Kewana and South Bend: Ekhart to South Bend	75
Indianapolis and Warsaw	65
Evansville, Seymour and Bellefontaine, about	250
Indian Territory—	
Cherokee and Arkansas: Fort Smith, Ark., through Indian Territory to Arkansas City, Kan	200
Iowa—	
Fort Madison and Northwestern, (N. G.:) Proposed extension from West Point	100
Guthrie and Northwestern: Guthrie to Guthrie Centre	15
Dubuque and Muscatine	80
Des Moines and Kansas City	200
Toledo and Northwestern: Proposed extension	100
Burlington, Cedar Rapids and Northern: Pacific division from Holland, about	50
Grinnell and Montezuma: Montezuma to What Cheer	30
Kansas—	
Kansas City, Oskaloosa and Western, (N. G.:) Kansas City to Clay Centre	140
Manhattan, Alma and Burlingame: Burlingame to Manhattan	50
Kentucky—	
Henderson and Southwestern, (N. G.:) Henderson to Eureka	85
Louisiana—	
New Orleans and Northeastern: New Orleans to Meridian, Miss	185
Maine—	
Bridgeton and Portland	30
Limerick and Waterloo, (2 feet)	10
Bethel and Lake Umbagog	35
Maryland—	
Piedmont and Potomac: Bloomington to West Virginia line	30
Michigan—	
Ontonagon and Montreal River	50
Marquette and Montreal River	50
Marquette and Mackinac	150
Cincinnati, Wabash and Michigan: Goshen, Ind., to Benton Harbor	53
Minnesota—	
Lake Superior and Red River Valley: from Wisconsin line to Crookston, about	250
Detroit and Pelican Valley: Detroit to Fergus Falls	40
Dubuque, Minneapolis and St. Paul: St. Paul to Iowa line	100
Minnesota and Dakota Northern: Barnesville to Fargo	20
Austin and Mankato	65
Mankato and St. Cloud	100
Stillwater and Hastings	25
Missouri—	
St. Louis, Iron Mountain and Southern: Two branches	50
Nebraska—	
Chicago, Nebraska and Kansas: From Lincoln south into Kansas	315
New Hampshire—	
Western New Hampshire: Hinsdale to Brattleboro	10
Lake Shore: Meredith Village to Bartlett	35
New York—	
Herkimer and Poland (N. G.)	16
North River: Haverstraw to Middletown	40
Albany and Jersey City: Cornwall to Albany	90
Seaside Elevated: on Coney Island	5
New York, Boston and Albany: New York to Connecticut line and beyond	52
New York, Albany and Buffalo; Jersey City via Albany to Buffalo, some	350
Nevada—	
Nevada Western: Wadsworth to Walker Lake	55
Nevada Northern: Battle Mountain to Oregon line	120
Nevada Southern: Austin south	80
Pioche and Salt Lake: Pioche to Frisco, Utah	90
Carson and Colorado: Carson to Candelaria	150
North Carolina—	
State University: Chapel Hill to University Station	12
Ohio—	
Columbus and Northwestern: Columbus to Grand Haven	280
Steubenville and Cleveland: (N. G.:) Steubenville to Carrollton	35
Bryan and Baltimore: Bryan to Delaware Bend	24
Lake Erie and Chenango Valley: Conneaut to Vernon Centre	57
Twin Valley and Greenville, (N. G.:) Greenville to Cincinnati	75
Cincinnati and Ohio River: New Albany to Aurora	95
Connotton Northern (N. G.:) Canton to Fairport Harbor	70
Baltimore and Chicago: From the Pittsburg and Lake Erie Road to Chicago Junction	150
Ohio Falls and Northwestern: Ohio Falls to Chicago, some	350
Columbus and Maysville: Columbus to Aberdeen	109
Atlantic and Chicago: Marion to Chicago	270
Oregon—	
Albany and Lebanon	25
Oregon Railway, extension	100
Portland and Vancouver	15
Pennsylvania—	
Bradford, Bordell, and Kinzua, (N. G.)	15
Altoona and Cherry Tree	30
Bradford, De Golyer and Smithport, (N. G.)	15
New York, Ridgeway and Pittsburg: Tionesta to Ridgeway	60
York Springs	10
Lehigh Valley: Branch to Bethlehem	50
Tennessee—	
Nashville, Fayetteville and Huntsville: Nashville south	85
Lookout Mountain, (N. G.:) from Chattanooga	10
Knoxville and Paint Rock: Knoxville to Cincinnati Southern	50
Chattanooga Western, (N. G.:) Chattanooga to Alabama line	35
Texas—	
Dallas, Cleburne and Rio Grande: Dallas to Cleburne	49
International and Great Northern: San Antonio to Laredo	150
Vermont—	
Portland and Ogdensburg: Swanton to Rouse's Point	17
Virginia—	
Richmond and Southwestern, (N. G.:) York River to Paducah, Ky. Branches to Maysville, Cincinnati and Louisville, say	800
Valley, Stanton and Salem	90
West Virginia—	
Cumberland, Moorfield and Petersburg: Green Springs Run to Moorfield	30
Buchannon and Western, (N. G.:)	18
Clarksville, Western and Glenville, (N. G.:) Proposed extension to Glenville	28
Proposed extension to Sutton	30
Wisconsin—	
St. Paul and Chicago Short Line: St. Paul via Prescott to Mineral Point	220
Chicago, Milwaukee and St. Paul: Hastings to Chippewa Falls	40
Duluth and Montreal River	90
Chicago and Northwestern: Milwaukee to Madison	85

An examination of this list will show that, with

few exceptions, these enterprises are entirely legitimate and probable of completion. Indeed, it is a characteristic feature of railway projects at present that they are, as a rule, intended to develop new regions in urgent need of transportation facilities, and moreover that a large number of the new lines are being built by strong companies as feeders to their existing systems.

The period of "wild-cat" schemes, when adventurers without either capital or experience undertook to cover the country with paper railways, seems happily to have been ended for a time by the financial panic, and railway building is now in the main carried on upon sober business principles. Whether or not speculation will presently begin to run wild, with the usual disastrous results, is a question that should not be altogether forgotten.

Repeating that the figures given are condensed from the record as we have it, of six months only, and that it does not claim to be complete, we summarize the following figures:

RECORD FOR FIRST SIX MONTHS.

	Number of Roads.	Miles.
Track laid	67	1,790
Roads on which construction is in progress	110	8,000
Projects reported additional to the above	110	10,850
Total	287	20,640

Thus it appears that railway enterprises to the number of 287, and covering a contemplated mileage of over 20,000 miles, have been reported to our notice during six months, as either in process of construction or projected. Certainly these figures are very encouraging to all whose business is in any way connected with railway building or operation as they show that a vast work is yet to be done.—[Railway Age.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 24, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	115,461	4,110,162	4,846,712
Schuylkill Canal	9,670	220,150	495,696
Lehigh Valley	78,897	2,645,690	2,625,898
Del.,Lack. & Western.	61,242	1,776,954	1,983,190
Shamokin Valley	19,105	430,678	479,050
Central New Jersey	65,356	1,807,591	2,108,601
United R. R. of New Jersey	24,814	558,919	504,806
Pennsylvania Coal	21,922	534,943	783,819
Delaware and Hudson	58,176	1,582,302	1,781,946
Huntingdon & Broad Top Mt	7,930	255,410	181,482
Penn. and New York.	17,541	686,918	752,441
Clearfield, Pa.	44,248	816,201	840,284

The total tonnage of anthracite coal from all the regions for the week ending July 24, as reported by the several carrying companies, amounted to 405,210 tons, against 557,946 tons in the corresponding week last year, a decrease of 152,736 tons. The total amount of anthracite mined for the year is 11,627,401 tons, against 13,808,346 tons for the same period last year, a decrease of 2,180,945 tons. The quantity of bituminous coal sent to market for the week amounted to 98,115 tons, against 81,828 tons in corresponding week last year, an increase of 11,287 tons. The total amount of bituminous mined for the year is 2,293,198 tons against 1,874,848 tons for the corresponding period last year, an increase of 418,350 tons The total tonnage all kinds of coal for the week is 498,325 tons, against 689,774 tons in corresponding week last year, a decrease of 141,449 tons, and the total tonnage for the coal year is 13,920,599 tons against 15,683,194 tons to same date last year, a decrease of 1,762,595 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of July was 137,896 tons, of which 112,162 tons were coal and 35,734 tons coke. The total tonnage for the year thus far has been 3,763,570 tons of which 2,831,682 tons were coal and 941,888 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 24 were 39,768 tons, and for the year to that date 1,144,865 tons —271,303 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 21,929 tons, and for the year 739,273 tons, an increase of 225,260 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 12,513 tons, and for the year 280,106 tons, an increase of 13,179 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 5,325 tons, and for the year 125,486 tons, an increase of 32,868 tons as compared with 1879. —Phil. Ledger, Aug. 2.

"Made of Paper."

We have so long cherished a well-founded prejudice against paper as a flimsy and unsubstantial substance, that we are surprised at its recent utilization in many ways where strength and durability are the important requisites. Many articles, if we learned that they were made entirely or in part from paper, immediately lost favor in our eyes, and we looked at them askance. When the soles of our shoes soon wore out the fact was often attributed to the use, by the unscrupulous maker, of shoddy strips of paper in the place of inside layers of double leather, and this is only a single illustration among many that might be given to show to what miserable, if not despicable, uses paper has been put. The daily tearing of newspapers and light wrapping paper for the purpose of doing up parcels has also done much to impress us with the fragility of the frequently handled material. It was natural that we had come to regard paper as a cheap and unreliable substance.

As a consequence, we cannot readily conceive of the successful application of paper where great strength, tenacity to withstand powerful strains and durability are required of it. But the one process of compression, enormous in its power, gives all these highly desirable constituents to a solid, compact substance, which, although harder than wood and taking, to some extent, the place of iron, is formed of the same material that makes the fragile newspaper sheet.

Paper car wheels are successfully manufactured and used, paper bricks are becoming desirable as a building material. Prof. Green, of the Troy Polytechnic Institution, has erected a great revolving dome whose light framework it covered with hard enduring papier mache only one-sixth of an inch thick. Paper has been successfully employed as an anti-fouling sheathing for iron vessels and in other things almost as unexpected.

It must be observed in connection with paper, however employed, that it possesses two very manifest advantages—lightness and cheapness—and when compressed into a solid substance it is also as hard and durable as several other strong and more costly materials. No one will hesitate to employ paper instead of iron in any construction, provided that the former can be shown to be sufficiently strong, for its lightness and cheapness are most important considerations in its favor. The range and mutability of paper are remarkable. The same material that forms the delicate valentine enters into the stalwart car wheels that sustains the weight of tons and endures a constant friction as it glides along the iron rails. According as paper may be prepared, it ranks among the most fragile or the stoutest substances.

Harder than wood and impervious to water. Just think of it! How people fifty years ago would have been surprised at such accomplishments. But being established facts, they are fraught with great significance. They have enlarged the possibilities of paper wonderfully. They have opened a wide field for experiment and invention. Paper is destined to take the place of many substances that will be found inferior to it, while its application in numerous undeveloped ways wherein nothing else can be used, may be confidently expected.—[Paper World.

Mexican Central Railway.

Advices from Mexico received July 29th, show that the Mexican Central Railway Company is making great progress with its line from the capital toward Leon, having 1300 men at work upon the grading. This company has purchased a large area of land adjoining the grounds of the Vera Cruz Railway for its freight and passenger stations at the City of Mexico, and will begin track laying in a few days. The roadbed is ready for the rails for a distance of 16 kilometres, and a large quantity of rails is on the ground and a steamer with a cargo of 1100 tons was to sail from Newport on the 25th of July, and should arrive at Vera Cruz before August 15.

The charter extends to Leon, a distance of 262 miles, but the company has petitioned for valuable extensions, under a general law giving authority to the President or terms that are nearly identical with the provisions of the Central charter.

Several individuals, claiming to represent Companies which are yet to be formed, have also petitioned for grants under the same general law. They are very jealous of the secure position of the Mexican Central Company in its present grant, and of the assurance which the influence of its solid and reliable character and proved capacity give of its success in obtaining the extensions desired. They know very well that the Central Company is growing in favor in Mexico.

The Guanajuato Railroad and the charter given to the State of Guanajuato, covering the way, 100 miles in length, from Celaya, through the large cities of Salamanaca, Irapuato, Silao, Guanajuato and Leon, the latter a city of 160,000 inhabitants, have been purchased by the Mexican Central Railway Company with the consent of the President and the State of Guanajuato. Full possession has been given, and the company is now operating the constructed part, which is about 37½ miles in length. This gives the company a great advantage over its rivals, since the general law under which the Sullivan-Palmer and other combinations are trying to obtain grants for parallel lines prohibits the President from prejudicing "the rights acquired by the States in virtue of former concessions." (See Article IX of Decree of June 1.)

The grant to Leon gives the company a subsidy of $15,200 a mile, and under the laws of Mexico this prevents any rival company from obtaining any subsidy for the first 262 miles northerly from the City of Mexico.

The Mexican Central is putting its money into materials and work on its authorized line, while its interests with the Government are ably represented by Sebastian Camacho, the principal Government Director of the Mexican mint, and Ramon G. Guzman, one of the leading bankers of Mexico, and the controlling owner of all the horse railways of the federal districts.—[Boston Journal.

☞ The joint track of the Denver and South Park and Denver and Rio Grande Railroads was completed into Leadville on the 31st ult. Their track is also completed and opened for business to Hortense, 12 miles from Buena Vista, on the Gunnison extension.

☞ The Buffalo Valley Railroad (from Garrett to Berlin) and its rolling stock has been sold to the Baltimore and Ohio Railroad Company for $25,000.

☞ The Atlantic and George's Creek Consolidated Coal Company has declared a dividend of 7 cents per share, payable August 5th.

☞ The last rail on the Rapidan and Charlottesville (Va.) railroad was laid on the 28th ult,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot..... 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,922,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May 80 4
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,050,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar....100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.* pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	331,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,550,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey..100	18,563,200	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	350,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'80 3½
" pref...100	2,425,400	M. & S.	Sept.'80 3½
Chicago, Burl. & Quincy.100	21,004,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 1½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	June'80 3
" " pref.100	22,025,603	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	June'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	May 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,178,700	F. & A	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	July 80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk . 5	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '80 3
East Pennsylvania*..... 50	1,200,200	J. & J.	July 80 3
East Mahanoy*..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,800	J. & D.	June'80 2½
Eel River.....	3,000,000	— & —	Mar. '80 4
Elmira, Jef. & Canand*.... 50	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg..... 100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia..... 100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. prof..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J	July '80 2½
Housatonic, prof. 100	1,180,000	quarterly	July '80 2
Illinois Central 100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co.100	7,620,000	quarterly	Aug. 80 1½
Ja. & Mo. Northern. 25	1,500,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..10(	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central 1 0	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..10(	19,466,500	F. & A	Aug.'80 4
" " (guar.).10(	533,500	F. & A.	Aug.'80 3
Lawrence*..... 50	450,000	quarterly	July '80 2
Lehigh Valley 50	27,332,550	quarterly	July '80 1
" pref. 50	106,300	quarterly	July '80 2½
Little Miami*..... 50	5,871,450	quarterly	June 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,488	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec.'70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Eleva'ed...100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	July '80 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	606,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	July '80 2
New York and Harlem..100	3,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Niag. Bridge & Canand*100	1,600,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	May '80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	3,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,300	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,000	quarterly	ug.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	242,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	656,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '80 3½
Rutland, preferred.....100	4,168,700	F. & A.	Feb.'76 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell..... 100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	996,900	J. & J.	July '80 4
Sioux C. & Pacific prf..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	428,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	Jan. '79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,009	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	July '80 1½
United Cos. of N. J*....100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. 2
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Contes St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200,000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	103 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,558	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '79 3
Phg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,800	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,063,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	ar '80 $7½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,026,000	F. & A.	Feb. '78 2
" (preferred).....100	1 176,000	F. & A.	Feb '78 5
Pennsylvania.....	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (prf.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000,000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,668,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common ...100	5,768.70	.....	.....
preferred ...100	4,291,800	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $5
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co..100	256,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,105
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,733	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,866,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	428,543	602,624	537,326	602,132	609,255	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,753	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,314	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,259,529	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17.
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,965	666,853	663,640	784,507	798 665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	239,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,307	335,975	297,056	287,458	3,434,356
1878	333,299	315,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	302,787	281,650	303,906	334,742	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,380	157,566	216,327	200,059	189,125	177,861	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,556	459,133	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,037,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,352	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	357,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,289,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,305,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,344	16,509,421
1880	1,296,181	1,252,218	1,644,958	1,643,151	1,592,544	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	416,325	386,130	329,788	419,193	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,238	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,926	334,800	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,541	145,028	127,978	101,075	98,065	1,120,423
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	116,167	90,086	90,687	1,106,668
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,969
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,316
1880	93,306	105,101	128,453	92,242	119,720	121,814	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,357 000	6	Jan. & July.	1880	102½
.. ..coupon	2,900,000	6	" "	1880	102½
Oregon War Bonds of March 2, 1861...coupon	741 850	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	115,603,850	6	Jan. & July	1881	104½
.. ..coupon	41,310,750	6	" "	1881	104½
Loan of March 3, 1863.....registered	49,026,100	6	Jan. & July.	1881	104½
.. ..coupon	12,991,500	6	" "	1881	104½
Loan of March 3, 1864....(10-40s).....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	295,207,600	5	F. M. A. & N.	1881	102½
.. ..coupon	188,922,050	5	" "	1881	102½
.. ..registered	171,999,000	4½	M. J. S. & D.	1891	110½
.. ..coupon	78,001,000	4½	" "	1891	111½
.. ..registered	520,386,100	4	J. A. J. & O.	1907	109½
.. ..coupon	207,794,350	4	" "	1907	109½
Refunding certificates of Feb. 28, 1879.....	1,167,350	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.)	6,841,115	...	.....	.....	....
Debt bearing no interest.....	390,056,531	...	.....	.....	....
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	126
State Securities, latest dates.					
Alabama—($12,408,000):					
.. Substitution (A) bonds; July 1, 1878...	7,000,000	2	Jan. & July.	1906	59½
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	73
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,778	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5½
California—($3,396,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), con. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,712,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93½
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	109½
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	600,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1857) bonds.....	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,200,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	239,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	45
.. * Loan to N. O. & P. R. R. ('78)	$2,000,000	...	.....	.....	...
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	6	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Mex. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($6,848,999):					
.. War and Bounty Loan bonds, 1868.....	835,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bond 1864.....	2,350,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '68	2,926,900	6	April & Oct.	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, etc.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1883	100½
.. State Loans (1870 to 1874).....	916,291	6	"	'87-'90	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,368,430):					
.. Defenses and Bounty (1863) loans, gold.	1,068,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	106½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '63.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	239,000	5	May & Nov.	1890	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,617,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109½
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	111
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'88-'90	108½
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'90	105½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,095,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	25½
.. * Railroad & Improvement (new) bonds	3,350,000	6	" "	'79-'98	18½
.. * Funding (new) bonds.....	2,888,600	6	" "	'98-'00	....
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'99-'99	3
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Resistered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'79	....
.. *Funding bills receivable (1868) gold....	73,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.....	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	431,944	5	J. A. J & O.	1888	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1888	....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock (1873)...	241,257	6	" "	1893	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.....	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,603	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	27½
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	25
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,858,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072,047):					
.. Old bonds (3rds fundable), registered....	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,881,250	5	" "	1886	....
.. Consol. (coup. receivable for taxes) 1871.	18,292,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,815	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	18,339,370	...	Contingent.	.....	6
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	108½
3d Mortgage	253,000	7	May & Nov.	" "	1881	....
Albany Loan	933,800	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	114
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	121
Special Mortgage to Penn.	3,000,000	6	January.	Harrisburg.	....	....
1st M., R. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,300	7	" "	Pittsburg.	1894	31½
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,126,000	7	March & Sept.	Boston.	1908	114½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1880	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,629,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,186,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,800	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	109
Loan of 1858-'90 (Balt.) stg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,273,966	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1900	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	463,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	8	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	340,000	8*	Jan. & July.	.....	1908	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1895	105
	357,200	6	" "	"	1895	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	40
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1900	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1873 for $1,000,000	992,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'96	121
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1899	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov.	Philadelphia.	1900	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1888	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1896	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1908	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	135
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	92½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1896	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,005,400	6	" "	Boston.	1914	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	108½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1909	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1889	868,000	6	June & Dec.	Princeton.	1889	106
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1890	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1883	....
2d Mortgage	497,000	6	April & Oct.	"	1890	103
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1907	103
Canada Southern:						
1st Mort. (sks fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	92½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	966,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Phil'adelphia	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114½
Chattel Mortgage	209,850	6	May and Nov.		88-'90	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Canenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	107½
1st Mort. (W to Minn. Line)	84,000	7	Jan & July.	"	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	111½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	105½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	119
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	81½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	105½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	112½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	106½
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88–'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	43
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	107
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	103
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "		1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80–'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaron:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	121½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	105
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	106
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,851,000	7	Feb. & Aug.	" "	1900	114
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1975, Sinking Fund....	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	122½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	April and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	5	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000 ...	2,200,000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	115½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	110
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	113
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	119
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	115½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	119½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	107½
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	103½
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	112½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1888	105½
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	124½
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	118½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7			1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	119½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,000,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	110
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1901	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	'80-'84	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension	950,000	7	" "	" "	1902	....
Income bonds.....	668,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York	1913	...
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1903	86
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43¼
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	551,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	...
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	...
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	...
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1861	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1 500,000	7	Feb. & Aug.	Philadelphia.	1905	112
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	102¾
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	...
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	120
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y L.&Ama.	1900	104¼
Des Moines and Ft. Dodge:						
1st Mortgage(currency).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,06 ,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170.000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit& Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1 702,317	6a7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	12½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	686,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	109
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. &Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.&Ga.,old)	635,000	6	"	" "	'80-'85	...
Company Bonds (" new)	135,400	6	" "	" "	1876	..
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1892	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3.149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	100
3d Mortgage.....	4,852,000	7	" "	" "	1883	102½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	103
5th Mortgage convertible.....	709.500	7	June and Dec.	" "	1888	109½
Buffalo Branch, 1s mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	113
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	NY&London.	1920	123
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	90½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	...
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	103½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold	325,000	7*	Jan. & July.	"	1903	...
Fall River, Warren & Prov.(B&P)						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p v.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & R.dag.)guar.	190,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	80
Construction Loan.....	280,406	8	Jan. & July.		1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	..
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnste'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	76
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremon: Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	...	...
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	5	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	105
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	...
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	...
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	112
1st Mort. (Q. & Palm. R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	...
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	...
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	...
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1882	300 000	6	April & Oct.	Brot. & Bost	1889	....
Equipment Bonds	150 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, guar.	6,227,000	7*	Jan. & July.	New York	1891	107½
1st Mortgage (Western Div.)	2,205 000	7*	" "	" "	189	106
1st Mort. (Waco & N W. Div.)	940,500	7	" "	" "	1903	105
Income and Indemnity bonds	1,389,500	7	May & Nov	"	...	94
Consolidated Mortgage	2,864,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	...
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,395,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	74½
1st Mortgage Extension gold	5,500,000	7*	Jan. & Ju.	" "	1912	...
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	...
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(" ")	1,473,000	8	Feb. & Aug.	" "	1892	...
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	...
Convert.B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	...
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	...
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (I.,L.& L.M.):						
1st Mortgage guar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage guar	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jameat'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	...
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	...
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage "	70,000	8	" "	" "	1889	...
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort (St.Jo.&CB,78 m)conv.	1,500,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1895	....
Consolidated Mort. (260m.)conv.	887,000	7	March & Sept.	" "	1890	112½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720.000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118
1st M.(3dD 244.66m.& 3,030,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	10[illegible]
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	...
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117[illegible]
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1856	101
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	118
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	..
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	..
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100[illegible]
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500.000	7*	Feb. & Aug.	New York.	1901	----
Lake Erie and Louisville:						
1st Mortgage...	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	...
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	..
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	123[illegible]
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	117[illegible]
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	117
Reg. Mort. (Clev., Pain. & Ash.)	.. ....	7	Jan. & July.	" "	1880	.
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118[illegible]
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	.
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	.....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20[illegible]
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42[illegible]
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118[illegible]
1st Mortgage (")reg... }		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	130
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112
General Mort., registered .... }		6*	" "	"	1922	113[illegible]
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97[illegible]
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	...
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100[illegible]
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1883	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100.000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500.000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $6,000,000(392 m.).	7,07 .000	7	April & Oct.	" "	1898	117
Louisville Loan.....	850,000	6	" "	" "	'86-'87	...
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99[illegible]
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100.000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	870,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108[illegible]
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93[illegible]
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	110
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	76[illegible]
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	41[illegible]
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	800,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113[illegible]
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	...
Masillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1889	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	.....	.....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,503,000	6*	Jan. & July.	New York.	1908	100[illegible]
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105[illegible]
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	107[illegible]
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121[illegible]
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113[illegible]
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110[illegible]
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	109[illegible]
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100.000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	66½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds.....	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 8 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	132
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	575,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage.....	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,209,000	7	June & Dec.	" "	1915	110½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	109½
2d Mortgage gold	200,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	93
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton.						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (NY. & OM.):						
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1881	....
New Jersey Wes. Line						
1st Mort. gold for $3,000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. VL):						
1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	101½
2d Mortgage.....	592,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & G. N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7		" "	1885	110½
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	132
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,783,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	130
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	110½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000....	1,000,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	282,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1888	106
2d Mortgage.....	1,500,000	7	May & Nov.		1896	113
General Mortgage.....	2 035,000	7	Jan. & July.		1903	114
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	112
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	111½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	108
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3 000,000	5	"	Baltimore.	1926	85½
Second General Mort. coupon..	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd....	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101
Ohio and Mississippi:						
Consolidated Mort. Bonds..	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	117
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	113
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	92
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	109
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	106

AMERICAN RAILROAD BOND LIST.

A Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	100
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7.3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	383,000	7	Mar & Sept	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108¼
2d Mortgage sinking fund	2,566,000	7	Jan & July.	" "	1891	108½
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Petris, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Rights (U C of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	19 0	117
General Mortgage, registered.		6	" "	"	1910	120
Consolidated Mortgage	28,301,540	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	19,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,800,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	123½
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv, and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,800	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,126,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md 46 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia	1897	115
1st Mort. ($3,000,000 are sterling	6,000 000	6*	" "	Phil. or Lond.	1881	103
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	110
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1866, debentare	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-46 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	116½
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1856, stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	114
	Dollar registered	3,339,000	7	" "	"	1911	114½
	Gold or stg coup	6,999,000	6*	" "	"	1911	103½
	Gold or stg reg.	663,000	6*	" "	"	1911	104
	Dollar coupon	306,000	6*	" "	Philade phia	1911	102½
New deben. loan, conv		10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)		19,686,000	6*	Jan. & July	" "	1908	62½
Income Mortgage of 1876		2,218,000	7	June & Dec.	Philadelphia.	1896	30
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000		13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed		1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,155,000	7	Feb. & Aug.	Philadelphia.	1896	75
Funding Income		515,933	7	" "	"	1896	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgag	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1894	....
Consol. Mortgage for $10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	110
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	120
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	116½
1st Mort. (Turtle Cr. Div. 10½ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) stg fd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	..
Portsmouth, Gt Falls & Conway:						
Bonds guar. by Eastern R. R.	456,000	6½	June & Dec	Boston.	1907	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $500,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1830	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1908	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Bal'h.	1888	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	123
Rhinebeck and Connecticut:						
1st Mortgage	300,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, stg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. U.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,707,000	6	May and Nov.	New York.	'78-'90	103
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,227	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	..
Dollar Loan, coupon	450,000	6	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	60,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1920	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Stg Fd.	426,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	...
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	...
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.)						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1898	...
General Mortgage	1,500,000	6	May & Nov.	"	190	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	107
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	95
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	104
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1896	118
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	110
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans. D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,000,000	7	May & Nov.	" "	1898	105
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	95
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	80
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (L.S.& M.S):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1 240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,632,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	90
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	97
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,870	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1861	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	134
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	90
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	67
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1864	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	108
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1860	105
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	103
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	108
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	106
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	106
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	105
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	42
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	106
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Bay and Lud.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	114
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	13,861,000	8	March & Sept.	New York.	1894	119
Omaha Bridge Bonds Sterling	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.&T.):						
1st Mortgage gold, skg fund	3,220,000	6c	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	106
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free	200,000	7	" "	"	1879	111
Convertible bonds	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	350,000	7	" "	"	1890	....
General Mortgage 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101
5th Mortgage	969,000	8	March & Sept.	" "	1900	....
Registered Certificates	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	6	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & B.):						
1st Mortgage, assumed	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9c	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	78
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	106
3d Mort " ")	600,000	8	May and Nov.	"	1873	70
4th Mort " ")	700,000	8	March & Sept.	"	1880	33
Funded Coupons (do.)	722,684	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	571,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan	310,912		Jan. and July.	"	'92-'98	....
Washington and Ohio:						
1st Mort. (Alex., Lou	41,000		May and Nov.	New York.	1895	....
1st Mortgage for $2,31,,,,)	456,000	7c	Apr. and Oct	" "	1901	35
Westchester and P.,,,,,,,,,:						
General Mortgage, tax free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage	855,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7c	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	116
Sterling Bonds, Sinking Fund..	981,234	6c	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	108
2d Mortgage preferred	600,000	6	" "	"	1895	109
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	115
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,736,000	6c	Jan. and July.	New York.	1899	106
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.)						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	98
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	115
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,000,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	95
Wilmington and Reading:						
1st Mortgage	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	68
2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7c	Jan. and July.	New York.	1906	112
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds	4,813,000	7c	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	4,618,000	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1861	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds	400,000	7	Feb. and Aug.	"	1895	90
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,908,750	6	Jan. and July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.O. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869 reg. 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	....
Coupon bonds of 1874	5,000,000	7	" "	" "	1891	109
Registered bonds of 1874	3,000,000	7	Apr. and Oct.	" "	1894	114
	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	106
1st Mortgage, registered	5,331,983	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold	4,658,500	6c	June & Dec.	"	1897	106
Consolidated Mortgage	1,116,000	7	" "	"	1911	108
Greenwood Mortgage Loan	717,000	7	Feb. and Aug.	"	1892	90
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	87
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph. & Rdg:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'72-'9	94
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'0	60
Improvement bonds	260,000	6	May and Nov.	"	1890	90
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,000	7	" "	"	1916	80
Coupon Bonds	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1887	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. Bds (" ")	324,810	6	" "	" "	1896	75
Union:						
1st Mortgage	3,000,000	6	May and Nov.	Philadelphia	1893	....
West Branch & Susqua. (Penn.):						
1st Mortgage	450,000	6	Jan. and July.	Philadelphia	1874	
2d Mortgage	298,000	6	" "	"	1911	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

"Items" occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31, 1878	96.0	—	4.2	—	13	8	2	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	531,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,695,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	107½
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,784	2,413,868	551,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(8 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,525	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	42.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,571,736	*	95,206	44,478	3,344,550	1,128,400	37,063	3,307	148.7	337,321	44,042	160,718	449,379	125,548	—	100	80½
June 30, 1879	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	25,864,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	780,128	868.5	1,781,972	217,106	611,086	3,950,868	2,035,676	—	100	118½
Dec. 31 1878	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	95,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	39,238,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	.....	512.0	4,256,182	919,064	2,052,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,565,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	403.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†.. Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,565,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	288,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	53.0	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,126,258	57,305,232	3,031,492	18,277,309	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	160
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,488	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	5,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	9,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,784	696,010	37,938	64,639	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (8 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.). Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,290	184,988	473,648	506,459	98,852	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,670	22,145	—	50	....
Dec 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,271	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	178.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	968,204	20,000,000	7,000,000	1,378,570	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	146
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass	4,872,687	974,440	343,645	1,667,572	3,047,700	3,162,749	1,141,576	—	161.6	766,719	688,438	560,164	970,548	286,519	—	100	75
Mar. 31, 1879	93.5	72.8	19.0	17.0	30	27	16	672	Boston, Concord and Montreal .....N. H.	4,319,000	—	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.6	.....	.....	.....	890,550	201,612	6	100	12½
Sept. 30, 1878	28.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,837	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,973	2	500	92½
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,044	203,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,511,581	4,564,171	582,851	2,100,741	741,373	7	100	131
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,161	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	87½
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	137½
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,269	135,615	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	102
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,506,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2, 86,000	580,000	.....	.....		.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—		.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498.035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	599,285	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,553,472	—	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	1,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	66
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,941,852	*	60,449	2,000 377	9,390,800	10,958,300	1,776,111	502,467	415.2	469,122	158,983	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.8	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,889	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,352	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	40.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	389,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,374,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,398	60,231	283,865	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000,000	11,511,843	1,012,265	294,965	226.6	1,681,914	219,544	958,041	1,490,270	233,045	—	100	62½
Mar. 31, 1879	242.0	—	12.2	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	—	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	44,818	75.6	.....	.....	.....	232,000	226,000	7pf	50	18
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 687,000	.....	.....		.....	.....	.....	.....	113,370	—	100	15
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.& N.W.).Ia.	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	.....		.....	.....	.....	.....	654,999	7pf	100	122
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,541,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2†	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,624	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	176,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,836	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	76½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,983	420 587	349,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	982.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,659,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,689	7,200,258	12,389,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	77
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	215	Charlotte, Col. & Augusta..N. C. & S. C.	5,182,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.5	6.8	77.6	—	76	34	16	2,160	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	103,692	488,035	15,950,402	28,258,820	2,127,589	—	425.0	3,233 377	172,175	588,066	1,936,380	841,621	—	100	19½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,295,239	322,266	177,285	145,719	2,153,300	625,500	26,342	24.427	53.6	557,059	124,321	419,309	527,588	123,835	1pf	100	50
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,261	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,405	781,991	1,967,306	4,691,519	2,156,385	7	100	115
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	66,146,212	*	1,524,685	3,327,845	27,956,916	27,058,725	13,588,354	1,482,847	1,624.	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	129½
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,636,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	235,832	538,595	260,947	—	100	90
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,078,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,485	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	182.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW). Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	645,537	10	100	134
Dec. 31, 1878	931.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I. & M.	58,755,184	*	2,848,298	1,430,429	27,683,744	32,088,500	791,898	2,520,074	1,885.2	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	89½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	79,373,029	*	3,977,992	2,335,059	36,514.220	34,588,000	3,241,068	4,342,772	1,616.5	11,125,639	3,328,427	4,265,937	18,420,606	6,816,812	7pf	100	99½
Mar. 31, 1879	500.2	222.0	161.7	39.0	269	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,060	11,097	4,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,333	4,829,961	10	100	115
Dec 31, 1878	549.0	27.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25,911,501	—	.....	.....	8,663,650	17,247,851	120,693	.....	571.6	1,818,819	227,184	[436,158	2,819,019	818,723	—	100	34½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Items appearing in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Track.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc	$	$
Dec. 31, 1878	1004	484.2	671.6	—	496	178	85	10232	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,057	60,000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,968,501	—	100	109½
Dec. 31, 1878	250.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	.....	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	166.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,275	1,614,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov 30, 1878	107.0	192.2	346.6	—	236	72	36	....	Lehigh Valley..... Pa.	14,647,081	8,282,217	22,784,411	2,350,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	104½
Dec. 31, 1878	170.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,376	*	490,632	27,421	4,636,200	2,101,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,223,691	284,621	8	50	....
Dec. 31, 1878	105.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	165.2	169,845	47,805	47,284	228,648	116,857	—	100	53
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,280,600	1,881,750	1,157,861	.....	322.9	1,809,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	11
Jun. 30, 1878	174.7	280.6	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,174	3,375,300	664,289	111,447	213.5	613,520	327,384	314,282	978.053	294,160	3	100	....
Jun. 30, 1878	185.0	—	98.8	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,505,120	803,939	9,007,819	17,400,722	2,502,673	3,304,765	978.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	117½
Dec. 31, 1878	288.8	—	26.0	—	23	12	6	469	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	187.3	87.9	163 6	—	65	38	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Jun. 30, 1878	68.2	25.4	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,530,000	*	200,000	3,844	.....	3,530,000	.....	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	18
Dec. 31, 1878	63.1	20.0	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	31
Jan. 30, 1878	272.0	—	29.0	—	37	29	13	626	Memphis & Charleston..... T., M. & Ala.	7,396,106	1,245,848	428,795	1,271,052	5,312,725	4,220,000	1,309,535	.....	292.0	645,928	.....	158,458	662,412	307,445	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jan. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	6.0	87.9	—	219	84	35	5,049	Michigan Central..... Mich.	28,437,938	*	6,159,161	345,173	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	96½
Sept. 30, 1878	156.4	15.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	.....	750,000	166,439	.....	162.4	351,906	76,913	132,068	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	—	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,256	263,356	359,350	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	—	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	625,400	1,982,900	324,445	.....	100.0	187,467	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	86.0	—	5.9	210.0	5	2	2	144	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,140	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	86.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	.....	21,466,210	18,632,000	6,804,721	.....	786.8	2,950,176	265,473	490,060	2,981,682	348,483	—	100	34½
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	761,907	.....	3,984,443	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	—	Mobile and Girard..... Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	69	Mobile and Montgomery ..... Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 764	609,526	178.8	480,138	62,403	.....	680,183	258,391	5	100	....
Jan. 30, 1878	472.0	56.6	46.8	—	80	24	14	394	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,487,577	859,751	6,320,000	15,484,249	719,729	.....	528.6	1,166,773	238,067	186,638	2,098,500	879,351	—	100	24½
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	1,010	Montgomery and Eufania ..... Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex..... New Jersey.	17,710,791	12,144,240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	107½
Sept. 30, 1878	14.8	—	22.8	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	.....	257,168	300,000	200,000	216,183	90,764	53.7	424,020	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)..... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	43,275	5	100	....
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	—	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,989	455.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	68½
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	1,030	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	889,989	39,308	122.3	356,841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	36	Naugatuck ..... Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	498,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	164	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	115	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	73,998	987,400	800,000	149,102	.....	44.0	233,732	.....	.....	138,296	60,749	—	100	....
Jun. 30, 1878	162.9	28.0	5.0	—	10	5	5	45	New Brunswick (3½)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.9	46.0	14.5	—	11	12	3	—	New Brunswick and Canada..... N. Br.	2,580,500	*	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	468	Newcastle & Beaver Val. (Penn. Co.)... Pa.	834,083	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	982,560	268,143	126,789	24	100	....
Sept. 30, 1878	83.0	15.1	23.7	—	20	18	8	266	New Haven and Northamp. Conn. & Mass.	4,005,261	796,516	82,628	61,270	2,460,000	2,161,000	236,993	67,702	169.3	364,778	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	—	New London Northern (C. V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,880	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	57.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	—	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	218	—	New York Central & Hudson River. N. Y.	82,163,689	17,730,486	29,967,488	.....	89,428,300	39,801,283	532,050	.....	1,018.3	5,996,941	8,927,565	7,696,413	26,406,017	10,169,040	8	100	132½
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1,775,000	*	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	128.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17,006,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	.....	Included in 5.5		Lessees returns.				8	100	180
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,949,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,331	4,896,327	6,150,468	15,644,978	5,009,114	3	100	43½
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	568,111	169,107	704,118	.....	500,000	329,000	45,000	82,929	22.1	181,874	1,056,871	16,740	298,147	138,147	—	100	....
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	319	N. York & N. England.. M., R. I. & Conn.	20,622,584	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	41½
Sept. 30, 1878	55.7	53.2	39.1	100.0	36	65	13	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,778	1,537,029	15,500,000	.....	475,468	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	165
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	252	N. Y., Providence & Boston.. Conn. & R. I.	2,645,021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	—	Niagara Br. & Canan. (N. Y. C. & H. R.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,983,778	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	60,000	6,000	6	100	....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	Northeastern ¶ ..... S. C.	2,148,131	*	466,223	89,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	96,763	494,022	169,659	6	100	....
Sept 30, 1878	102.0	—	8.1	—	13	13	5	142	Northern ..... New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	12.4	16.5	—	25	14	10	532	Northern Central ..... Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,908,371	4,723,456	1,118,960	—	50	75
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	5,296	Northern Pacific... Minn. Dak., Wash. &c.	19,588,660	1,115,373	130,694,587	120,347	100,000,000	.....	50,343,761	1,176,193	646.0	.....	.....	.....	1,198,382	583,700	—	100	32½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,196	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,667	251,639	4,284,450	6,000,000	2,041,256	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	98
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,148	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	228,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	133
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	578	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	27½
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	960	Ohio and Mississippi..... O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	34½
Dec. 31, 1878	340.8	274.5	103.0	—	124	58	31	2,510	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,600	5,564,500	619,449	709,055	74.2	1,195,087	3,959,023	631,190	2,077,616	703,278	6	100	114½
Sept. 30, 1878	240.4	52.4	76.3	—	72	158	27	1,311	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	.....	.....	.....	.....	88,769	41,216	—	100	....
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	58	Oswego and Syracuse..... N. Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Sept. 30, 1878	35.6	—	15.6	—	14	13	6	265	Paducah and Elizabethtown..... Ky.	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,481	53,277	223,882	319,542	98,266	—	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	180
Dec. 31, 1878	47.6	—	12.2	—	16	24	4	415	Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....
Dec. 31, 1878	67.4	—	7	—	—	—	—	126																		

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,496,287	4,057,315	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	116
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,538	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	2105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl 30	44.6	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,687	15,274	.....	102,580	36,755	12	100	...
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,922	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	..
Dec. 31, 1878	51.7	—	5.2	—	8	40	3	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,320	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,116	131,808	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	30	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	30
Nov. 30, 1878	17.0	3.0	27.3	—	24	46	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,496	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	205
Nov. 30, 1878	98.4	228.6	763.4	—	416	334	59	—	Philadelphia & Reading	Penn.	30,513,089	9,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,196,193	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	21
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,761	798,365	2,680,446	1,196,048	8	50	180
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,018	747,455	2,142,155	3,176,370	1,186,783	—	50	....
Sept. 30, 1878	149.6	1.9	37.8	—	16	18	—	266	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,013,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,466	1,542,764	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	218,316	12,000	25,383,586	13,510,000	.....	75,126	468.4	7,348,579	2,253,781	3,026,250	7,830,110	3,689,197	7	100	121
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,863	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	23.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	626,701	184,563	—	50	25
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pitts., Wheeling & Kentucky	W. Va.	599,398	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,476	47,991	45,653	49,315	10,304	—	100	...
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,533	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,699	118,583	92,092	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	111
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	350,000	535,000	41,035	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,497	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,178,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	3,000,000	1,347,507	.....	332.6	712,320	1,126,484	902,540	1,823,359	754,346	8	100	116
Sept. 30, 1878	140.5	11.0	13.3	—	56	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128.000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,361	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	96,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	51	53	23	1,182	Rome, Watertown and Ogdensburg	N.Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	402.9	1,053,606	576,974	370,905	1,213,785	350,747	—	100	23
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,056,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,758	—	100	71
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....
Dec. 31, 1878	247.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,659	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	289.0	—	19.0	—	15	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	275.2	395,390	184,988	473,648	555,302 606,459	534,932 289,621	—	100	22
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	58
Dec. 31, 1878	489.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,980	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,484,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	539,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	264,880	1,201,652	603,517	—	100	36
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,208	183,359	.....	954,383	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....
May 31, 1878	156.0	—	19.5	—	11	10	4	318	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	360,670	46,568	224,767	483,349	121,008	—	100	35
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,678	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	289,505	—	100	36
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,800,000	327,077	40,800	116.3	841,442	191,069	731,146	657,632	234,227	—	50	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,800,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....
Sept. 30, 1878	90.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	90.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,845	38,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	28,000	216,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,281	—	50	....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,988	299,154	43,405	317,978	101,539	8	100	....
Dec. 31, 1878	107.4	—	12.6	—	18	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	168.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,068,632	*	.....	.....	3,461,767	6,181,000	575,575	.....	190.0	552,986	79,038	713,962	844,689	293,649	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,382,815	643,928	5,819,275	4,932,479	1,413,086	.....	243.0	691,202	104,065	252,366	1,011,262	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N.Y.	2,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	418,552	149,484	440,071	462,906	142,860	—	100	....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,842	643,086	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	48	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,165,704	—	100	....
Aug. 31, 1878	144.0	166.6	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	359,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,376,126	53,399	49,800	26,278	816,450	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	94.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	51.0	378.111	150,916	810,886	610,532	224,624	3	100	....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,878	*	1,385,974	693,159	1,988,150	1,000,000	291,968	1,220,393	113.8	958,319	221,341	1,092,085	876,866	356,378	8	50	100
Dec. 31, 1878	108.0	—	6.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0,000	1,142,000	548,864	125,095	108.0	.....	.....	.....	86,398	220,137	74,284	—	100	....
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	827,908	442.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	25
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	18
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,473,000	57,582	.....	74.0	104,753	62,965	85,467	168,158	31,668	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	266	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,958,531	*	5,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	4,583,229	10	100	166
Dec. 31, 1878	1,038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	86,732,300	77,424,512	.....	.....	103.8	8,846,580	188,315	844,019	11,121,272	7,744,686	—	100	95
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,120	62,089	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,864,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	118.0	211,252	108,365	88,120	147,542	def. 3,911	—	100	....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,860,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	168,197	150,197	5½	100	122
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	32,163	1,397,633	3,166,973	38,474	.....	52.7	468,810	.....	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	142.0	187,892	43,666	45,597	329,175	70,316	—	100	....
Dec. 31, 1878	462.1	148.1	148.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,311,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,372	1,654,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	476	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,893	*	.....	.....	4,266,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	287,300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,545	615,330	119,632	541,678	202,985	—	50	70
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	514,107	176,652	—	100	....
Sept. 30, 1878	90.0	—	10.5	—	18	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	315,114	808,864	16,294	4,000,000	3,500,000	587,429	256,633	212.7	870,604	239,094	462,241	1,067,654	304,401	—	100	....
Sept. 30, 1878	189.0	—	13.0	—	38	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,285	300,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	509,698	98,658	—	100	55
Sept. 30, 1878	168.5	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,366	*	29,423	63,078	1,456,200	1,619,100	52,132	316,434	190.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	434,980	76,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	318,962	473,240	168,351	—	100	56

☞ A corps of engineers under John B. Smith, Superintendent of the Pennsylvania Coal Company, have been surveying the route for a new railroad across the mountains, connecting Carbondale and Lackawanna and Wyoming Valleys with Hawley, Pa. The new road will be built for the accommodation of the New York, Lake Erie and Western railroad. The present coal route from Carbondale, Pa., to New York is 257 miles, while by the new road it would be but 171 miles, a saving of 86 miles. None of the grades on the new road will be over 40 feet to the mile, while on the road now used they are 80 per cent heavier.

Statement of the Public Debt of the United States, August 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,577,000 00	$77,785 00
6 per cent. bonds, 1881 (Oregon,) 1861.....	741,850 00	3,709 25
6 per cent. 1881 bonds, 1861..	189,914,000 00	784,573 00
6 per cent. 1881 bonds, 1863..	62,007,000 00	310,035 00
5 per cent. funded loan of 1881	484,120,550 00	6,051,619 37
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,180,650 00	2,460,601 60
Refunding Certificates.....	1,167,350 00	3,891 17
3 per cent. navy pension fund, 1868.....	14,000,000 00	25,000 00
Aggregate of debt bearing interest	$1,722,693,400 00	$11,602,217 29
Interest due and unpaid		3,489,470 57

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	386,650 00	3,930 13
6 per cent. 5-20 bonds, called June, 1864	65,200 00	774 41
6 per cent. 5-20 bonds, called 1865	114,250 00	50,343 90
5 per cent. 10-40 bonds, called, 1864.....	2,215,150 00	250,388 80
6 per cent. Consol. bonds, called, 1865.....	577,200 00	3,020 21
6 per cent. Consol. bonds, called, 1867.....	2,130,350 00	264,348 72
6 per cent. Consol. bonds, called, 1868	655,400 00	85,535 68
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1847	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,315 00	2,317 85
5 per cent. 2 year notes, 1863.	35,900 00	1,952 99
6 per cent. compound interest notes, 1863-64.....	241,770 00	49,171 10
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,377 02
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,841,115 26	$791,135 61

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,915 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	15,535,000 00	
Coin certificates, 1865.....	7,884,600 00	
Silver certificates, 1878.....	12,639,290 00	
Unclaimed interest.....		7,777 03
Fractional currency, 1862, 1863 and 1869. $15,581,644 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,205,710 37	
Aggregate of debt bearing no interest.....	$390,056,531 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,221,050 00	
Bonds at 5 per cent.....	484,129,550 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,180,650 00	
Refunding certificates.....	1,167,350 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,721,698,400 00	$15,091,687 86
Debt on which interest has ceased since maturity.....	6,841,115 26	791,135 61
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,931 00	
Certificates of deposit.....	15,535,000 00	
Coin and Silver Certificates.	20,573,890 00	
Fractional currency.....	7,205,710 37	
	$390,056,531 37	
Unclaimed interest.....		7,777 03
	$2,119,596,046 63	$15,890,600 50
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,135,486,647 13	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,489,470 57
Debt on which interest has ceased.....	6,841,115 26
Interest thereon.....	791,135 61
Gold and silver certificates.....	20,573,890 00
U S Notes held for redemption of certificates of deposit.....	15,535,000 00
Cash balance available Aug. 1, 1880.....	151,669,793 76
	$198,890,405 20
Debt, less amount in Treasury, Aug. 1, 1880.	$1,936,596,241 93
Debt, less amount in Treasury, on the 1st ult.	1,942,172,295 24
Decrease of debt during the month.....	$5,576,053 41
Decrease of debt since June 30, 1880.....	$5,576,053 41

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	8,141 60
Totals.....	$64,623,512 00	$323,117 56

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,642,584 54; interest repaid by cash payments: 5 per cent net earnings, $585,196 87; balance of interest paid by United States, $33,291,777 89.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The Continental Railroad Company, efforts for the resuscitation of which are now being made, was organized some years ago to build a railroad from New York through New Jersey, Pennsylvania, Ohio, and as far west as Iowa. The line was surveyed and some grading at different points done, when the financial revulsion of 1873 brought the operations of the company to a halt.

☞ The Boston and Albany Railroad company has completed its purchase of the Athol Railroad. It will probably be necessary for the new management to lay out from $50,000 to $100,000 to put the road in good shape. They have decided to rebuild all the bridges. It is understood that E. M. Bartlett, who has been the manager of the Athol line for some time, will be retained to look after it.

☞ Bradley Barlow, President of the Southeastern Railway has secured a charter from the Quebec Legislature to construct a railway from Montreal to Potsdam Junction, N. Y. It is stated that the necessary funds are ready, and that work will commence immediately.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 3.

	W.28	Th.29	F.30	Sa.31	M.2	Tu.3
Allegheny Val. 7 3-10s.....	....	....	....	....	120	121
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	26	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	39	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	11	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	32	32¼	31¾	31¾	32¼	31¾
6s, 1884.....	....	....	....	....	....	107¾
Gold Loan.....	....	....	....	....	....	....
Railroad Loan.....	....	....	....	....	110	....
Conv. Gold Loan.....	....	....	....	....	....	....
Consol. Mort. 7s.....	103	103	....	103	....	....
Lehigh Valley	52	52¼	52¾	52	52¾	52¾
1st mort. 6s, coupon.....	....	....	118¼	....	....	....
1st mort. 6s, reg.....	....	118	....	....	....	....
2d mort. 7s.....	....	....	....	....	130	....
Consol. mort. 6s.....	113	113	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	113¼
Little Schuylkill.....	....	....	....	....	....	....
Minehill & Sch. Haven....	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	114	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central. ..	35¼	35¾	35¾	36	36	37¼
6s.....	80¼	82¼	82¼	....	85	85¾
Northern Pacific	31¾	31¾	31¾	31¾	32¾	32¾
Preferred	55¾	55	55¾	55¾	56¾	57
Pennsylvania R. R. ...	55¾	56¼	56¼	57¾	57¾	57¾
1st mortgage.....	....	....	101¼	....	101¼	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series 107	106¾	....	....	....	....	....
do. 5s, new.... 114¼	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 9¼	9¼	9¼	....	9¼	9¼	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	116¼	....	
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	114	....	....	....	....	....
Consol. mortgage reg	114¼	....	....	....	....	....
Gen'l mortgage 6s 60	60	60	....	63	63	
Philadelphia and Erie. 15¼	15	15	....	15¾	15¼	
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s....	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s 190	....	....	....	....	....	....
Pittsb., Titusv. & Buff.. 12¼	11¾	12¼	12	12¾	13	
7s..... 76¼	....	....	75	....	....	
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred..... 6	5¾	....	....	....	....	
6s, 1872..... ... 94	....	....	....	....	....	
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey	....	....	166	....	....	
Hestonville, (Horse). 21	21¾	....	....	21¾	....	
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 3.

	W.28	Th 29.	F.30.	Sat.31.	M.2.	Tu.3.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885..... 108¼	108¾	....	109	....	....	
Central Ohio ($50)..... 40	....	....	....	....	....	
1st mortgage	....	....	....	....	....	112¼
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s..... 110	....	....	....	....	....	109¾
2d mortgage, 7s..... 78	75	....	74	75¼	76¼	
3d mortgage, 6s..... 41	41	40¼	....	40¼	41¼	
Northern Central ($50) 35¾	35¾	35¾	36	37¾	37¾	
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	....	....	....	....	....	108
Orange and Alex. 1st,.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 6s.....	....	....	....	....	....	....
4th mortgage, 6s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s	80	....	....	....	....	....
Pittsb. & Connellsv. 7s	116¼	....	....	....	....	....
Virginia 6s, Consol .. 58	....	57¾	....	57	57	
Consol. Coupons 89¼	88¾	89	....	89	89¼	
10-40 bonds..... 42¼	42¼	41¾	....	42	41¾	
Deferred Certificates.....	....	....	....	....	....	....
Western Maryland ... 9	9¼	9¼	9¼	....	....	
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	100	....	....	....	100
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 4.

	Th. 29.	F. 30	Sat. 31.	M. 2.	Tu. 3.	W. 4.
Adams Express	119	....	117	....	....	....
Albany and Susq.	....	....	....	....	107½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	....	58	58½	59	57½	
Atlantic & Pacific Tel.	45½	45½	46¼	46¾	....	45½
Burl., C.R. & Nor.	68½	68½	....	69½	69½	68
1st mortgage 5s	91½	91½	92	92½	....	92½
Canada Southern	62	62½	63½	64	63½	62½
1st mortgage guar.	92½	92½	92½	93	93	93
Central of N. Jersey	76½	76½	76½	76½	74½	75½
1st mortgage 1890	119	....	....	....	....	....
7s, consolidated, ass.	104½	104½	....	104½	105	105
7s, convertible, ass.	104½	....	....	....	105	105½
7s, Income	....	81½	82½	83½	82½	....
Adjustment	107	....	....	....	....	....
Central Pacific	73½	74	74½	77½	77½	76½
6s, gold	112½	112½	....	112½	112	.. ..
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	105	105
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	19½	....	....	19½	19½	19½
Chicago and Alton	115	114½	....	115	115½	115
Preferred	130	....	....	....	....	....
1st mortgage	....	121½	121½	....	....	....
Sinking Fund	....	....	100	....	....	....
Chic., Burl. & Quincy	124½	125	125½	129½	128½	129½
7s Consol, 1903	....	....	....	....	122½	122½
Chic., Mil. and St. Paul	87½	86½	89	87½	88½	88½
Preferred	106½	107½	110	109½	109	109
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	116	....	....	....
1st M. (I. and M. div.	113	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	110	....	....
1st M. (H. & D. div.	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	119	119½	....	....
Consolidated S. F.	111½	....	111½	112	112½	....
Chic. & Northwestern	97½	97½	99½	98½	97½	98½
Preferred	115	115	115½	116½	115½	115½
1st mortgage	....	....	....	....	....	103½
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	124	....	....	124
Consol. Gold bonds	....	118	121	118½	119	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	111	112½	115	115	114½	114½
6s, 1917	....	....	121	....	....	....
Clev., Col., C. and Ind.	71½	71½	....	72½	72½	72
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	120	....	....	....	120	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind Cent	17½	17½	17½	17½	17½	17½
1st mortgage	....	80	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	81½	82½	82	82	81½	81½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	85½	87	86½	86½	85½	86½
Del., Lack. & Western	....	....	....	....	....	....
2d mortgage 7s	....	120	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	109½
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	122½	122½	123	....	123	....
Great Western 1st mort	....	....	111½	....	....	108½x
2d mortgage	103½	104	....	104	104½	104½
Hannibal & St. Joseph	35½	35½	35½	35	35	34½
Preferred	75	72	72½	72½	71½	72½
8s, Convertible	....	....	....	....	....	112
Houston & Tex. Cent	....	....	....	64½	....	66
1st Mortgage	108	....	....	....	....	107½
Illinois Central	107½	109½	110½	110½	110½	111½
Lake Shore & Mich So.	108½	109	109½	109½	108½	108½
Consol. 7s	....	123½	....	....	....	....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	119	....	118	....	117½	....
7s, Consolidated	....	116½	....	....	117	....
Manhattan	27½	27½	27	26½	26½	27½
Metropolitan Elevated	91	91	90	....	....	90½
1st Mortgage	....	100	100½	100½	100½	....
Michigan Central	94½	96	97½	96½	96	96½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	105½	106½	106½	107	107	107
1st mortgage	....	....	....	....	....	132
2d mortgage	....	115	....	....	....	.. ..
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	109½	110	....	110	....	110½
N. Y. Cent. & Hud. Riv	131½	132	132½	134½	133½	133
6s, Sinking fund, 1883	....	....	105½	....	....	105
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	131	....	130	131
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	....	111	111½	111	111½	....
1st mortgage	110	110	....	109½	110	110
N. York and Harlem	....	....	180	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	130
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
N. Y., Lake Erie & W.	43½	44½	44½	44½	43½	43½
Preferred	71	72	71½	72½	72½	71½
2d Consolidated	90½	90½	91½	91½	90½	90½
New 2d 5s fund	86	85½	86½	86½	....	85½
N. Y., N. Haven & Hart	164	....	....	....	....	165
North Missouri 1st M	....	....	116½	....	....	....
Northern Pacific	31½	31½	32	32½	32½	32½
Preferred	55½	56	55½	56½	56½	56½
Ohio and Mississippi	33½	34½	34½	35	34	34½
Preferred	....	73	....	73½	77	74½	74
2d mortgage	113	....	....	....	112	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43½	42½	43	41½	42½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	111	108½x	....	....
2d mortgage	....	....	....	....	....	....
Panama	180	....	....	....	....	....
Philadelphia & Reading	18	19½	18½	19½	19	21½
Pitts., Ft. W. & Chi. gtd	122	....	....	123	121	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	114½	....	....
Quicksilver Mining Co.	16	15	....	....	....	....
Preferred	50	48½	49	....	....	49
St. Louis & San Fran.	....	....	....	....	36½	36½
Preferred	49½	49	....	50	50	49
1st Preferred	75	76	....	....	74½	74
St. L., Alton and T. H.	....	27½	28	22½	....	....
Preferred	62½	65	65	67	68	67
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	95	95	95	95	....
St. L., Iron Mt. & S. As	58½	58½	58½	55½	56½	57½
1st mortgage	....	102½	103½	104	103½	104
2d mortgage	103	....	....	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92	93½	95	95½	95½	95½
1st mortgage	112½	112½	....	112½	112½	112½
Land Grant 7s	....	....	....	....	....	114½
Sinking Fund 8s	....	....	....	....	....	119½
United States Express	....	48½	48½	48½	48	48½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	104½	....	105
7s, Consolidated	103	103½	104	103x	103	....
St. Louis Division	....	....	....	....	105	105
Wabash, St. L. & Pac.	41½	41½	41½	42½	41½	42½
Preferred	70½	71	71½	72½	71½	72½
New Mort. 7s	....	....	....	....	....	99
Wells-Fargo Express	106½	106	106½	106½	106½	106
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	107½	107½	108	108½	107½	108½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Aug. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
Atch., Top. and San. Fe.	118½	....	....	119½	119½	118½
1st mortgage	....	....	....	119½	119½	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	146	....	....	....	....	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	92½	....
Boston and Maine	131½	131	131	....	....	121
Boston and Providence	....	137½	....	....	....	....
Boston, Hart. & Erie 7s	43½	44½	44	43½	42½	43½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	109½	....	....	....
4s	....	86	....	....	....	....
Chi., Burl. and Quincy	124½	124½	125	127	128	129½
7s	120½	....	....	....	....	121
Cin., Sand. and Clev.	12½	13½	....	12½	13½	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	36½	36½	36½	37	36½	36½
New 4½ Bonds	94½	94½	95	94½	95	94½
Fitchburg	125	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	95	....	97½	....
N. Y. & New England	41½	....	....	41½	....	....
7s	....	....	110½	111	....	....
Northern, N. H.	....	....	100	100½	100½	100½
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	....	26½	....	27½	27½
Preferred	75	75	75	75	75	76
Old Colony	114½	114½	....	114½	114½	114½
Phi., Wil. & Balt. ($50)	69½	....	....	69½	69½	69½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	112½	....	....	....	112½	....
Pullman Palace Car	....	....	....	....	....	113½
Union Pacific	93	93½	96	....	....	95
8s	....	....	....	....	112½	....
Land Grant 7s	....	....	....	112½	....	....
Sinking Fund 8s	116½	....	116½	116½	116½	....
Vermont and Canada	....	....	....	....	....	141
Vermont and Mass	....	....	....	....	....	122½
Worcester and Nashua 6s	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	224	225	225	228	
Quincy	32	31	31½	31½	31½	30½x

New York Stock Exchange.

Closing Prices for the week ending Aug. 4.

Federal Stocks:—	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
U. S. 4s, 1907, reg	....	109½	109½	....	109½	
U. S. 4s, 1907, coup	109½	109½	....	....	....	
U. S. 4½s, 1891, reg	....	....	....	....	....	
U. S. 4½s, 1891, coup	....	....	111½	....	....	
U. S. 5s, 1881, reg	102½	....	....	....	....	
U. S. 5s, 1881, coup	....	103½	....	....	102½	
U. S. 6s, 1881, reg	....	....	..	....	....	
U. S. 6s, 1881, coup	104½	....	....	....	....	
U. S. 6s, 1880, reg	....	....	....	....	....	
U. S. 6s, 1880, coup	....	....	....	....	....	
Dt. of Col. 3-65s, reg	98½	....	....	98½	....	
Dt. of Col. 3-65s, coup	....	103½	....	....	....	

London Stock Exchange.

	Closing Prices.— July 16.	July 23
Atlantic & Gt. W. 1st mort., Certs.	68 — 70	67 — 69
Do. 2d mort., Certs.	28 — 30	28 — 30
Do. 3d mort., Certs.	13½ — 14½	13½ — 14½
Baltimore and Ohio (sterling)	115 — 117	116 — 118
Central of New Jersey $100 shares	70 — 75	75 — 80
Do. Cons. Mort. Oct. '79 coupon	106 — 108	107 — 109
Do. Adjustment bonds	108 — 111	109 — 112
Do. Income bonds	80 — 85	83 — 87
Det., Gd. Haven & Mil. Equip. bds.	111 — 111	112 — 114
Do. Con. M. 5 p.c. till '84 after 6 p.c.	104 — 106	105 — 107
Erie shares $100 Recon. Ass. $6 pd.	43½ — 43½	44½ — 45
Do Pref. Shares, R. T. Ass. $3 pd	72 — 75	75 — 75
Do. 1st Con. M. ex-Certs. 6 Cou.	125 — 127	126 — 128
Illinois Central $100 shares	109 — 111	109 — 111
Lehigh Valley Consol. mortgage	111 — 113	112 — 115
N. Y. Cent. & Hud. Riv. Mt. bonds	129 — 132	129 — 132
Do. $100 shares	133 — 135	135 — 137
Do. Mort. bonds (sm.)	116 — 120	119 — 121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	123 — 125	124 — 126
Do. do. 2d do.	87 — 89	87 — 89
Do. 2d Consol. Mort. bonds	92 — 94	93 — 95
Do. Gold Income Bonds	75 — 80	77 — 82
Pennsylvania, $50 shares	56 — 57	57 — 58
Do. Con. Sink. Fund Mort.	113 — 115	114 — 116
Philadelphia & Reading $50 shares	8 — 9	9 — 10
General Consol. Mortgage	104 — 106	105 — 107
Do. Improvement Mortgage	83 — 85	85 — 87
Do. Gen. Mort. '74, ex-deferd. cou.	54 — 56	57 — 59
Do. Scrip for the 6 def. ½ coupons.	55 — 65	65 — 66
Pittsbg, Ft. W. & Chic. Equip bds.	112 — 114	112 — 114
St. Louis Bridge 1st mort. gold bonds	107 — 109	108 — 110
Do 1st pref. stock	68 — 72	68 — 72
Union Pacific Land Grant 1st mort.	115 — 117	116 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, August 5, 1880.

Money on call is 2@2½ per cent; on time 2 to 4 per cent, and on prime mercantile paper 3½@4½ per cent.

The market for foreign exchange continues dull. The posted rates of the leading drawers of sterling are 4.83 and 4.85. The actual rates are 4.81¾@4.82¼ and 4.83¾@4.84¼. Cables are quoted 4.84¼@¾. Prime commercial bills are 4.80@¾.

Tables have been prepared at the Treasury Department showing that the aggregate purchases of Government bonds by the Government between the years 1844 and 1860 amounted to $50,583,300, at an average premium of 11⅛ per cent. The highest premium paid was upon 6 per cent bonds purchased in the year 1854—21 per cent; the amount so purchased being $7,000,000. These bonds had twenty-three years to run. These purchases were made from the balances in the Treasury laid by to meet current expenses. The balance was reduced by this means from $22,000,000 in 1853, to $7,000,000 in 1858. No transactions of large amounts were made later than 1859, but in that year several purchases were made at the rate of 16 per cent premium. It is stated that within fifty days from the date of the last purchase, at 16 per cent premium, of bonds having ten years to mature, the Government was compelled to provide for current expenses by a new issue of interest bearing Treasury notes.

The public debt of the United States, principal

and interest, July 31, 1880, amounted to $2,135,486,647 13; the amount of cash in the Treasury at that date was $198,890,495 20—leaving net $1,936,596,241 93, a decrease during the month of $5,576,053 41. Of the bonded debt ($2,119,596,046 63) $235,221,050 bears 6 per cent interest, $484,129,550 bears 5 per cent, $250,000,000 bears 4½ per cent, $739,347,800 bears 4 per cent, and $14,000,000 bears 3 per cent. Interest has ceased on $6,841,115, and $390,056,531 bears no interest, being in the shape of legal tenders, certificates of deposit, etc. The current liabilities of the Government amount to $47,230,611 44, and the available cash in the Treasury to $151,659,793 76. The payments made from the United States Treasury in July, other than on account of interest or principal of the public debt, were as follows: On account of civil and miscellaneous $7,466,090 39; war, $5,373,691 32; navy, $1,868,215; Indians, $1,282,720 37, and pensions, $1,462,732—total, $20,453,449 08.

Of the $40,000,000 of $10 refunding certificates which were issued under special act of Congress, but $1,367,350 remain. These certificates are convertible into 4 per cent bonds when presented in sums of $50 and upwards; but the department has decided that they are convertible for their face value only, and that the accrued interest is to be paid by check.

On Wednesday offers were made to sell bonds to the Government on account of the sinking fund, to the amount of $6,898,900. The Secretary of the Treasury directed that $2,500,000 be accepted, which were allotted as follows: $2,404,000 6s 1881 at 104.45@104.60, and $96,000 6s 1880 at 102.36.

The following securities have been placed on call at the New York Stock Exchange:

$16,000,000 of the stock and $8,475,000 of the first consolidated mortgage bonds of the Denver and Rio Grande Railway Company. The length of completed road in operation at this date is 337 miles. There are in course of construction (of which 100 miles are completed and in operation commencing May 15, 1880) 565 miles. First consolidated mortgage bonds authorized, $30,000,000; capital stock, in shares of $100 each, amount authorized, $30,000,000; stock issued on account of completed road, $8,500,000; stock issued on road under construction, $7,500,000. Total capital stock issued, $16,000,000. First Mortgage Seven per cent bonds, covering (by a first lien) 291 miles from Denver to Elmoro and Alamosa, $6,382,500; First Mortgage Seven per cent bonds "Arkansas Valley Division," conveying (by a first lien) the Arkansas Valley Division of 43 miles between Pueblo and Canon City, $1,040,000—$7,422,500. First Consolidated Mortgage bonds to be issued to lift the outstanding bonds as above, $7,422,500; and in aid of the construction of the future extensions of the road (of not less than 1,450 miles) $22,577,500—$30,000,000. The amount to be issued upon all new road is limited by mortgage to $15,000 per mile. Application is now made to list these bonds to the amount of $8,475,000: in $1,000 each, numbered 1 to 8,075; $500 each, number 1 to 800. Of this amount there has been issued and are now outstanding $3,500,000. The remaining bonds are to be issued at a rate not exceeding $850,000 per month from and after June 1st, $4,975,000—$8,475,000.

The stock common and preferred of the Brooklyn and Montauk Railroad Company amounting to $2,000,000. The stock was issued to the holders of the Sinking Fund bonds of the Southside Railroad Company (to the amount of $1,500 000) on the proportion of 60 per cent of preferred stock and 40 per cent of common stock, and to the holders of the third mortgage bonds issued by the Southern Railroad of Long Island (to the amount of $500,000) in the proportion of 40 per cent of preferred stock and 60 per cent of common stock. The Brooklyn and Montauk Road extends from Brooklyn to Patchougue, Long Island, with branches to Rockaway and Rockaway Beach; also to Fresh Pond and to the junction of the New York and Flushing Road near Hunters Point, and have the same rights as to franchises and to construct branches that the Southern Railroad Company of Long Island had. The road and branches now built are about seventy miles. The only encumbrance on the road is a mortgage for $750,900 covering the main line, and a mortgage for $60,000 covering a portion of the Rockaway Branch. The Gallatin National Bank acts as a transfer agent, and the stock will be registered with it.

State bonds at the Board were dull and steady; Government bonds were strong throughout; Railroad bonds continue active; and Railroad shares, compared with the quotations of the previous week have, in most instances, advanced in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 45¾@46; Canada Southern, 62@63; Central of New Jersey, 76@76¼; Central Pacific, 76¼@77; Chicago and Northwestern, 99⅛@99¼; do. pref., 116⅞@117; Chicago, Burlington and Quincy, 129¾@129⅞; Chicago and Alton, 115@116; do. pref., 125@130; Chicago, Milwaukee and St. Paul, 89⅛@89¼; do. pref., 109@109½; Chicago, Rock Island and Pacific, 114⅝@114⅞; Chicago, St. Louis and New Orleans, 32@35; Cleveland and Pittsburg, 119⅞@120⅛; Columbus, Chicago and Indiana Central, 17⅛@17⅜; Delaware and Hudson Canal, 81⅝@81⅞; Delaware, Lackawanna and Western, 86@86½; Hannibal and St. Joseph, 36⅛@36¼; do., pref., 73⅛@73¼; Houston and Texas Central, 66⅜@66⅝; Illinois Central, 112⅛@112¾; Lake Erie and Western, 32½@32⅝; Lake Shore and Michigan Southern, 109¼@109⅜; Louisville and Nashville, 118@120; Manhattan Railway, 26¾@27¾; Morris and Essex, 107¼@108; Metropolitan Elevated, 90⅛@90⅜; Michigan Central, —@96; New York Elevated, 110½@112; New York Central and Hudson River 132@132½; New York, Lake Erie and Western, 43⅛@43⅝; do.pref., 72½@72¾; New York, Ontario and Western, 26⅛@26½; Northern Pacific, 32¼@32⅝; do. pref., 56¾@57; Ohio and Miss., 34@34¼; do. pref., 74½@74¾; Panama, 180@185; Pacific Mail, 42⅛@42⅜; Philadelphia and Reading, 21@21¼; St. Louis and San Francisco, 36⅛@37; do. pref., 49⅛@50; do. 1st pref., 73@75; St. Louis, Iron Mountain and Southern, 57¾@57⅞; Union Pacific, 95@95⅜; Western Union Telegraph, 108⅜@108⅝; Wabash, St. Louis and Pacific, 42⅝@43¾; do. pref., 72⅞@73.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. 7s, ass., 110; Albany and Susq. 1st consol., 114; Albemarle and Chesapeake Canal 1st, 100; Buffalo, New York and Erie 1st, 1916, 125; Boston and New York Air Line, 47½; Boston, Hartford and Erie 1st, 43½; Chicago and Milwaukee 1st, 119½; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 86⅜; Chicago, St. Paul, Minn. and Omaha, 47⅛; do. pref., 81¾; do. 1st, 106; Clev., Col., Cin. and Ind. consol., 111⅛; Chesapeake and Ohio 1st pref., 26; do. 2d pref., 20¼; do. 1st, Series B, 67¾; Chicago, St. Louis and New Orleans, 84¼; Cedar Falls and Minnesota, 15; Chicago and Eastern Illinois 1st, 101; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 101½; do. I. and D. div., 113⅛; Central Iowa 1st, 102½; Cairo and Fulton 1st, 108¼; Denver and Rio Grande, 73½; do. 1st, 104⅜; do. 1st consol., 95; Delaware and Hudson 1st, Penn. div., 118½; East Tenn., Va. and Ga. 1st, 109; Houston and Gt. Northern 2d, pur. com. rec., 33; Houston and Texas Central 2d M. L., 115¼; do. 1st Western div., 106; Ind., Bloom. and Western, 82⅝; do. 1st, 74⅞; do. 2d, 62; Indianapolis, Decatur and Springfield 1st, 100½; International and Gt. Northern 1st, 102; do. 2d inc., 72⅛; Kansas Pacific 1st consol., 97; Kansas Pacific 6s, Denver Div., ass., with coupon certif., 109½; do. 7s, Leavenworth Branch, do. 118; Kansas Pacific 1st J. & D., with coupon certif., 118; do. Inc. No. 16, 86; Keokuk and Des Moines 1st, 98; Lake Erie and Western, 32; do. inc., 65; do. 1st, 104⅝; Lehigh and Wilkesbarre consol. ass., 95; do. inc., 72; Laf., Bloom. and Muncie 1st, 103; Mobile and Ohio, 23¼; do. 1st deben., 83¼; do. 2d deben., 50; do. 3d deben., 36; do. 4th deben., 35¾; do. 1st, 103⅜; Missouri, Kansas and Texas, 38⅞; do. 1st consol. ass., 105; do. 2d, 66⅛; Marietta and Cincinnati 1st pref., 8½; do. 2d pref., 6½; Michigan Central 8s, S. F., 107⅝; Nashville, Chattanooga and St. Louis, 68; do. 1st, 110; New York, Ontario and Western, 27; New York, Lake Erie and Western income, 75; Ohio Central, 23; do. 1st, 90; do. inc., 47; Oregon Railway and Nav., 116¼; do. 1st, 97⅞; Ohio and Mississippi 1st, Springfield div., 92; Peoria, Decatur and Evansville, 25½; do. 1st, 100; Rome, Watertown and Ogdensburg, 23½; do. 1st consol., 65½; Rensselaer and Saratoga 1st, 128; South Pacific 1st, 104; St. Paul and Duluth, 34⅝; do. pref., 63; St. Louis and Iron Mt. 1st pref. inc., 86¾; do. 2d pref. inc., 80; do. Arkansas Branch 1st, 105½; St. Paul and Sioux City 1st, 105; St. Louis, Jacksonville and Chicago 1st, 115; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 108½; do. R. E. 7s, 1895, 110; do. Omaha div. 1st, 111; St. Louis and San Francisco 2d, class B, 80½; do. Equip., 100⅞; Syracuse, Binghamton and New York 1st, 116; Texas and Pacific Inc. L. G., 67¾; do. construction, 80; do. consol., 90; District of Columbia Funding 5s, 106½; Louisiana 7s, consol., 46; Tennessee 6s, old, 38; Am. Dist. Tel., 73; Sutro Tunnel, 1½; Colorado Coal and Iron, 27; do. 1st, 81; Lehigh and Wilkesbarre, 118¼; Maryland Coal, 18; Pennsylvania Coal, 206; Central Mining, 9⅛; Caribou, 2¼; Climax, 2¼; Deadwood, 15; Excelsior, 16⅝; Little Pittsburg, 4½; Standard, 27¾; Silver Cliff, 4¼.

Philadelphia.—Am. S. S. Co., 29½; Central Transp., 49; Hestonville R. R. 6s, 104; Huntingdon and Broad Top Mt. consol., 7s, 60; Nesquehoning Valley, 53; Philadelphia and Reading R. R. consol. gold 6s, reg., 104; Pennsylvania Co. 6s, 106⅛; Pennsylvania dividend scrip, 115; Pennsylvania Canal 6s, 82; Pittsburg Av. 7s, 109; do. 4s, 90; Pennsylvania and New York Canal 7s, 1906, 122¼; Railway Car Trust 5s, 100½; Steubenville and Indiana 6s, F. & A., 104; do. A. & O., 105½; St. Paul and Duluth, 35; Texas Pacific consol. mort. 6s, 90; Warren and Franklin 7s, 103¾; West Jersey 1st, 115¼;

Western Pennsylvania 6s, A. & O., 106. The latest quotations are: City 6s, 109@110; do. free of tax 126@127½; do. 4s, new, 105@109; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 107@107¼; do. 5s, new loan, 114@—, do. 4s, new, 107@110; Philadelphia and Reading, 10⅜@10½; do. consol. mort. 7s, coup., 113½@115; do. reg., 114@114½; do. mort., 6s, 110@—; do 7s, 1893, 115¾@117; do. 7s, new conv., 25@35; United New Jersey R. R. and Canal, 166@167; Pittsburg, Titusville and Buffalo R. R., 12⅝@12⅞; do. 7s, 70@75; Camden and Amboy mort. 6s, 1889, 111@113½; Pennsylvania R. R., 57⅞@58; do. 1st mort., 101¼@101½; do. gen'l mort., coupon, 119½@121; do. reg., 120@120½; do consol. mort. 6s, reg., 114¼@—; Little Schuylkil R. R., 43½@44; Morris Canal, 52@—; do. pref., 150@—; Susq. Canal 6s, 50@—; Schuylkill Nav., pref., 5@5¾; do. 6s, 1882, 63@65; do. 1872, 94@98; Elmira and Williamsport pref., 51@54; do. 6s, 109@111; do. 5s, 86@90; Lehigh Coal and Navigation, 31½@31⅝; do. 6s, 1884, 107½@109; do. R. R. loan, 110@—; do. Gold Loan, 105@105¼; do. consol. 7s, 102⅞@103½; Northern Pacific, 32¼@32¾; do. pref., 56⅜@57; North Pennsylvania, 48¼@48¾; do. 6s, 105@106; do. 7s, 116@120; do. Gen'l mort. 7s, reg., 113@—; Philadelphia and Erie, 15@—; do. 6s, 103@—; do. 7s, 110@—; Minehill, 52½@—; Catawissa, 5@10; do. pref., 38@39½; do. new pref., —@39; do. 7s, 1900, 115@—; Lehigh Valley 52¼@52½; do. 6s, coupon, 119@—; do. reg., —@120; do. 2d mort. 7s, 129@129½; do. consol. mort., 118@118½; Fifth and Sixth streets (horse), 116@120; Second and Third, 107@109; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 55@57; Green and Coates, 105@108; Chestnut and Walnut, 77@80; Hestonville, 20½@21½; Germantown, 65@—; Union, 110@112; Lombard and South, 12@18; West Philadelphia, 74@75½; People's, 12@15; Ridge Av., 80@90; Continental, 98@100.

Boston.—Agricultural Branch 6s, 1884, 102; Boston, Revere Beach and Lynn, 102; Boston Water Power, 8⅜; Boston Land, 6⅝; Boston, Clinton, Fitchburg and New Bedford, 75; Boston, Concord and Montreal pref., 94; Chicago and West Michigan, 67½; Cincinnati, Sandusky and Cleveland 7s, 1890, 92½; do. 6s, 1900, 101¼; Chicago, Clinton, Dubuque and Minnesota, 80; Cheshire R. R., 50; Connotton Valley 7s, 93; Detroit, Lansing and Northern, 89; Flint and Pere Marquette, 24; Fitchburg and Worcester 7s, 1889, 102; Framingham and Lowell 5s, 94½; Iowa Falls and Sioux City 7s, 1916, 108¾; Kansas City, Fort Scott and Gulf, 53½; do. pref., 99¾; Kansas City, St. Joseph and Council Bluffs, 7s, 112¾; Kansas City, Lawrence and Southern, 85; do. 4s, 92; Little Rock and Ft. Smith, 53; do. 7s, 100¼; Louisiana and Missouri River, 11; Middlesex Horse, 6s, 1897, 108; Marquette, Houghton and Ontonagon, 18; do. pref., 39; do. 6s, 87½; New Mexico and Southern Pacific, 7s, 111¼; Nashua and Lowell 5s, 102¼; New London Northern 6s 1885, 101¾; Norwich and Worcester 6s, 1897, 118; Ogdensburg and Lake Champlain 6s, 103; Portsmouth, Gt. Falls and Conway 4½s, 1937, guar., 80; Philadelphia, Wilmington and Baltimore 5s, 1910, 104¾; Rutland, 7½; do. pref., 29; do. 6s, 1902, 96; Republican Valley 6s, E. D., 102; do. W. D., 102; Summit Branch, 11; Stanstead, Shefford and Chambly 7s, 1887, 28; Sioux City and Pacific 6s, 94½; Vermont Central 8s, 1902, inc. and ext., 43; do. 7s, consol., 1886, 12¾; do 8s, 1891, guar., 43; Wisconsin Central, 8; do. pref., 20; do. 1st Series 1909, 59; Wisconsin Valley 7s, 108½; Atlantic Mining Co., 18½; Aztec, 1⅜; Atlas, 75c.; Allouez, 4¼; Blue Hill, 4; Brunswick Antimony, 24; Copper Falls, 13⅜; Catalpa, 1⅛; Concord, 87½c.; Contentment, 1⅝; Duncan, 2½; Douglass, 4; Franklin, 16¼; Great Basin, 3; Harshaw, 39; Huron, 7; Mesnard, 2; National, 2⅞; Osceola, 40; Pewabic, 22; Phœnix, 3½; Ridge, 6; Silver Islet, 29; Star, 1⅜; Sullivan, 9; South Hite, 1⅛; Winthrop, ¾.

Baltimore.—Baltimore and Ohio 2d pref., 109½; Baltimore City 5s, 1894, 113½; do. 6s, 1890, 116¼; Central Ohio pref., 50; Maryland 6s, exempt, 112; do. Defense 6s, 106½; Northern Central 5s, 85½; Norfolk Water 8s, 120⅝; Virginia 10-40 coupons, 93¼; Virginia Peelers, 22½; Virginia and Tennessee 2d, 101½; Wilmington, Columbia and Augusta 6s, 95. The latest quotations are: Western Maryland 2d pref., —@100; Baltimore and Ohio, 164@167; do. 6s, 1885, 108¾@109¼; Northern Central, 87⅛@87¾; do. 6s, 1900, —@113½; do. 6s, 1904, gold, 108@110; do. 5s, 86@—; Marietta and Cincinnati 1st mort., 1892, 110@112; do 2d mort. 7s, 76@78; do 3d mort. 8s, 41⅛@41¼; Pittsburg and Connellsville 7s, 116@116⅞; Orange, Alex. and Manassas 7s, 80@82; Virginia consol. 6s, 56⅞@57; Virginia Consols coupons, 89@89¼; Virginia 10-40 bonds, 41⅝@41¾; Virginia 10-40 coupons, 93@—; City 6s, 1890, 116@—; do. 6s, 1900, 120@—; do. 6s, 1900, new, —@120; do. 5s, 1894, 113⅜@—; do. 1900, 114⅛@—; do. 1916, 115¾@—; Wilmington, Columbia and Augusta 6s, 93@96; Cincinnati and Baltimore 7s, 103@—; Wilmington and Weldon 7s, —@113; Northwestern Virginia 3d guar., 108¾@109.

Steam Pilot Boat.

The Baltimore Sun says a new steamer is now being built by the Harlan & Hollingsworth Co., of Wilmington, Del., for the Baltimore Pilots' Association, which will be the only real seagoing pilot vessel in service, and then adds:

She is intended to carry sea pilots, with fuel, stores and accommodations for a month's cruise. The hull will be of iron, with close iron bulwarks at each end, and with iron siding, forming a quarter deck for about 68 feet of the middle run of the boat. The quarter deck will stand 3¼ feet above the main deck, which will extend about 30 feet from the stem and 20 feet from the stern. Both the main and quarter decks will have iron deck beams, and will consist of heavy pine deck stuff. The pilot-house and captain's room will be on the quarter deck, where the boarding yawls will be carried. The length will be 113 feet between main posts and 122½ over all; extreme moulded beam 23 feet; depth 12¾ feet; from base line to top of quarter deck 18 feet. There will be one iron athwartship collision bulkhead 8-16 inch iron, braced, and one forward of the boiler. Coal bunkers on either side the boiler hold forty tons each. Below the quarter deck will be the main cabin, with 20 sleeping berths, wash-room, mess-room, kitchen, pantry, chief engineer's room and store-rooms. The forecastle will contain ten bunks, store-rooms, etc. The vessel will be heated throughout by steam. She will have two masts, schooner-rigged, two 17-feet yawls, two 1,000-gallons water tanks, three anchors of 800, 500 and 175 pounds weight, 120 fathoms chain cable, and a pump brake windlass. The machinery will consist of an inverted direct acting compound engine, with 22 and 36 inches cylinders, 26 inches stroke, fitted with tubular surface condenser and air, feed, bilge and circulating pumps, one cylindrical return tubular boiler, to carry a working pressure of 70 pounds of steam to the square inch, an independent feed pump to supply boilers, wash decks, fire service, etc.

☞ The chief engineer of the Oregon Railway and Navigation Company's steamers authorizes the statement that Edison's electric lights used throughout the new steamer Columbia, "worked to the complete satisfaction of the officers of the vessel throughout the entire trip from New York to Portland, in all kinds of weather. The simple opening of a steam valve was sufficient to light the ship, and the ordinary skill of the engine room was sufficient to keep the lights in order."

☞ The Long Island Railroad Company's engineers are making a survey between Locust Valley and Oyster Bay Village, with a view to the extension of the road to the latter point. It is thought that this branch can thus be made an important feeder of the Long Beach business, through the establishment of a ferry connection across the Sound to Norwalk, Conn.

☞ The total shipments of coal and coke over the main line of the Pennsylvania Railroad from the Pittsburg coal and coke regions, in both directions, for the first five months of 1880, foot up in exact figures, 1,129,904 tons. The grand total of all coal and coke carried over the Pennsylvania Railroad and its branches for the first six months is 3,653,942 tons.

☞ Preliminary surveys have been begun in Annapolis, Md., for the proposed short line railroad between Baltimore and Annapolis, 21 miles long, the time to be 35 minutes between the two cities when the road is completed.

☞ An additional rail has been laid on the Long Branch division of the Central Railroad of New Jersey from Long Branch to Shark River. The distance is 11 miles. In future all trains will run through to Point Pleasant.

☞ The Denver and Rio Grande Railway have commenced grading on the Kokomo extension under the original charter to Ten-mile Pass, and expect to have the road finished to Kokomo within sixty days.

☞ The Ontario Silver Mining Company has declared its fifty-eighth dividend of fifty cents per share (for July), payable at Wells, Fargo & Co.'s, on the 16th. Transfers close on the 10th.

☞ The Illinois Central Railroad Company has declared its thirty-sixth semi-annual cash dividend of 3 per cent on the entire capital stock of the Company, payable Sept. 1.

☞ The Kansas City, Fort Scott and Gulf Railroad has declared a dividend of 3½ per cent on the shares represented by contracts to issue preferred stock, payable Aug. 16.

☞ Of the $1,500,000 Rutland second mortgage Fives, interest matures on only $500,000 August 2, the first coupon on the balance of $1,000,000 being by agreement due February 1, 1881.

[From the Fortnightly Review.]

The Railroads of the United States.

THEIR EFFECTS ON FARMING AND PRODUCTION IN THAT COUNTRY AND IN GREAT BRITAIN.

By Edward Atkinson.

[Continued from page 865.]

Upon one-fourteenth part of our whole soil, or upon one-seventh part of that which is fit for agriculture, we produce the hay and roots that we require, and all the grains and cotton that we need ourselves, so that even if we did not produce an ounce of gold or silver within our borders, we could command the treasures of the world. Yet, if we consider the average product per acre in respect to every one of these crops, we find that it does not exceed one-half the quantity that even a reasonably good system of agriculture would bring forth. If we consider the conditions under which each and all of these great crops of grain, hay, and cotton are produced, we find that they represent, in the lesser degree only, the art of agriculture.

We number now nearly or quite fifty million people. A hundred millions could be sustained, without increasing the area of a single farm or adding one to their number, by merely bringing our people up to the average standard of reasonably good agriculture; and then there might remain for export twice the quantity we now need abroad, to feed the hungry in foreign lands. No longer divided by the curse of slavery, this nation is now united by bonds of mutual interest and of common speech, tied by the iron band of eighty-five thousand miles of railway, and is yet only beginning to feel the vital power and grandeur of a truly national existence.

What may be the future of this land few can yet conceive.

Texas alone comprises as much territory as the German Empire, England, and Wales combined. Texas has now about two million people within her boundaries; the Empire of Germany, England and Wales, about sixty-seven millions. The good land in Texas is equal in area to the good land in Germany and Great Britain.

Kansas, Nebraska, and Iowa combined, more than equal France in area, and possess more fertile land. Only twenty five years ago John Brown and his companions redeemed Kansas from slavery; Nebraska was then indicated on our own maps as a part of "the Great American Desert;" and Iowa had scarcely become a State. Their population may now be two million five hundred thousand. France has thirty-seven millions.

The great middle section of Eastern Tennessee, Northern Georgia, Western Carolina, and Southern Virginia, has been hemmed in by the curse of slavery, and is yet almost a terra incognita; but it is replete with wealth in minerals, in timber and fertile valleys of almost unequaled climate for health and vigor. This section is equal to the Austrian Empire in its area, and more than equal in resources. It has a sparse population of only one or two millions. The Austrian Empire has over thirty-seven millions.

The healthy upland country of Georgia, Alabama and the Carolinas, contains vast areas of fertile woodland, which can be bought by the hundred thousand acres at a half a dollar, or 2s. an acre, on which sheep and cotton thrive equally well. These sections are being slowly occupied by white farmers, and wait for immigrants who can bring them to use. In a few short years, sheep, fed mainly upon the kernel of the cotton seed and upon the grasses that follow the cotton, will send to market from the same fields, alternately occupied, as much wool as cotton.

This warm section is more than equal to Italy in area; it has perhaps two million of people. Italy contains twenty-seven millions.

The fertile lands of the Shenandoah Valley in Virginia, and along the Potomac in Maryland, more than equal Belgium. They may contain half a million of people. Belgium has more than five millions.

In the consideration of this problem of production capacity, there are other factors of the greatest importance. What are the burdens to be borne by our people compared to others? What is the mortgage on this land that we possess?

It is but fourteen years since our national debt was over $3,000,000,000. Its full amount never appeared by the books of the treasury, because, before the accounts that were due and unpaid at the end of the war could be audited and entered, $250,000,000 had been paid. Since then it has been reduced, $750,000,000 more, and we now owe but $2,000,000,000.

Our army is but a border police of twenty-five thousand men. Before the end of the century our debt may be all paid; and, if justice is done to the Indian tribes, we shall have less need of an army than now.

Let us, however, return to the main purpose of this paper. It has been proved that cheap transportation has been accomplished to a degree that the wildest advocate of a State or national railway system never dreamed of. In 1869 the average charge on a ton of merchandise, all kinds included, from Chicago to the seaboard, was $24. In 1870 it was a little less than $8, and has been at times much lower. This is the average on all merchandise. Grain and meat are carried at much lower rates; at times as low as $3 and 60 cents per ton to New York, and, I believe, $2 and 50 cents per ton to Baltimore.

Within twenty years a revolution has been effected in construction of ocean steamers by the substitution of the screw for the paddle, and the adoption of the compound engine.

Yet we have but entered upon the age of steel; no one yet knows the exact economy of the steel rail. The present locomotive engine is barbarous in its waste of fuel; not over three or four per cent of the power of the fuel is utilized by being converted into the actual motion of the train, while the dead weight of the clumsy wooden car averages three to one of the load carried. Not over one pound in a hundred of the fuel consumed is actually and absolutely applied to the movement of the load; the rest is absorbed by waste and friction.

The absolute cost of grain and meat in the West and Southwest cannot, as before stated, now be defined with positive accuracy. Suffice it, that the present cost and the present rates of transportation have caused a social revolution in the East, and are causing a social revolution in Great Britain. But the future effect of the unknown factor cannot yet be conceived. The ultimate cost of moving grain and meat must be less, and never can be more. There will be greater competition and greater economy. We are constructing thousands of miles of new railway, and hundreds of inventive brains are at work upon the problem of diminishing the cost of construction and operation.

If one per cent of the absolute power stored up in our coal beds has sufficed to make the changes we are now witnessing what will be the effect when we learn how to utilize two per cent and decrease the other elements of cost in the same proportion? What are the terms of the equation by which we shall convert distance into dollars or pounds sterling a few years hence? In that unknown quantity, is not the margin for the rent of land in England to be sought, if any rent is to be paid? and upon the solution of this problem in social mathematics, does not the duration of the present social order in Great Britain mainly depend?

In conclusion, the extent of our present railway service may be considered; and for this purpose I avail myself of the carefully prepared tables of Mr. Henry V. Poor, editor of The Railway Manual of the United States.

In the year 1879, 3,750 miles were added to our total mileage, making 85,591 miles in operation January 1, 1880. It is estimated that 6,000 miles will be constructed in 1880, if the rails can be obtained, making the prospective mileage of January 1, 1881, 91,591.

The construction of railways from 1869 to 1873, at the high cost imposed upon the country by the combination of an inflated paper currency and an excessive tariff, doubtless had more to do with the panic of 1873 than any other single factor; but it already appears that the panic, so far as it was caused by railway construction, arose from the bad and speculative methods in these undertakings more than from want of justification in the plans of many of them.

It will be observed, however, that while the railway system as a whole may not have exceeded 2 per cent in the dividends paid, the New York Central Railroad and its connections, comprising a system of about one thousand miles, remained very profitable during the whole period of depression, as did many other lines.

It will also be observed that, while thus profitable to its owners, the New York Central Railroad system, or consolidated line, does the largest amount of work at the least cost, probably carrying ten million tons in 1879; and that it is the controlling factor in the movement of meat and grain from West to East.

It follows that the great cheapness that has been attained is not temporary, but permanent; and that increase of traffic, within certain limits not yet found, is marked by decrease of cost.

From the statistics of 1879, just compiled, it appears that the average charge on all merchandise over the New York Central Railroad and its connections, was only 0.81 cents per ton per mile.

There is much contention in this country in regard to the railroad corporation as a factor in our own politics, and much complaint is made in respect to alleged monopolies; but it will be observed that the great lines against which this charge is made—to wit, the systems consolidated and designated as the New York Central, the Erie, the Pennsylvania, and the Baltimore and Ohio—may also be named and designated as comprising the specific miles of railroad on which the largest service is done for the community at the least relative cost.

It would matter not if all these lines were consolidated, even under one man's guidance. The same rule would control him that now controls them all, and compels a constant abatement in the charge, constant improvement in method, and constant reduction in cost of operation. The rule is that it is not the competition of rail with rail that controls or limits the charge that may be made for their use, but the competition of product with product in the great markets of the country and of the world. No man, and no combination of men, can permanently prevent this competition working its just and beneficent results in the wider distribution of the elements of subsistence, in the abundant consumption of which material prosperity consists.

Prior to the discovery of gold in California and Australia, in 1849 and 1850, there was no mine of either gold or silver of any importance under the control of an English speaking State, or within reach of a railroad.

In the first few years after these discoveries came the enormous supply of gold from placer-mining or washing under a rude system, and controlled by "Lynch law."

In 1866 the opening of the Pacific Railroads altered all the conditions of the cost of production. The gold and silver bearing states and territories of the United States are now permeated by more than five thousand miles of railways, reaching the very mouths of the mines. Their branches are being constantly extended; and now Arizona and New Mexico, the region from which the Spaniards derived the greatest supply of these metals, are being penetrated by the railroad in several directions. Hydraulic mining has been perfected, and is conducted in the most complete and scientific manner.

Within one or two years after each mining-camp is established, if the work is profitable a town or city grows up, law is enforced, and science is applied under safe conditions.

On the flanks of the ridges in which the mines are opened lie the great plains stocked with cattle, and on which, by irrigation, the largest crops

of wheat are now produced. Laborers are to be had at moderate wages, and all the conditions of low cost of production have been brought in force, such as never existed before in the history of the world in respect to the precious metals. What the effect of these vast changes may yet be is a question of geology.

First came the surface washings, next the immense yield of the Comstock lode, and now the wonders of Leadville; while the rumors from Arizona whispers of chances that may eclipse all these. Yet behind all these, attracting far less attention, hydraulic mining is working steadily and surely over areas not yet measured.

In this again the railroad has been the most potent factor. What is to be the result of this new force, applied to unknown quantities of gold and silver, is a problem that the future only can solve.

What is called the "silver question," now agitating many nations, is but one phase of the effect of this new force applied to silver mining. The effect of the enormous production, especially of gold, since 1850, is yet a question at issue among economists.

It must be remarked here that since 1852 there has been a singular uniformity in the production of gold and silver combined, and this has been used as an argument for bi-metalism. In Cernuschi's last pamphlet a table is given of "Money issued by Mines, Mountains, and Rivers," from 1849 to 1878 inclusive. The great annual production was reached in 1852, £26,550,000 of gold, £8,120,000 of silver; total, £34,670,000. The variation since then has been, £4,500,000 over in 1853, £3,000,000 less in 1862; the average of twenty-seven years having been £33,677,000. The total product of gold and silver for twenty-seven years, according to this statement, has been as follows:

Gold	£617,905,000	$2,990,660,200
Silver	291,390,000	1,410,327,600
	£909,295,000	$4,400,987 800

This is rather a large sum; but it may be remarked that the value of the American cotton crop of the last ten years has been $2,500,000,000 to $3,000,000,000 in gold. We need more cotton than we do gold or silver. But who can tell when the second Comstock lode may be discovered?

It may well be asked, "Has this railroad scaled down the national debts of the world?" If it is to become dangerous to lend money to nations for purposes of war, and pay as you fight becomes the rule, the monument about to be erected to the great men by whose efforts the Union Pacific Railroad was constructed, may perhaps bear a tribute to them as among the peacemakers of the world. But this carries us into the region of visionary politics. The Pacific Railroad is but one line completed since the war.

Since April, 1865, we have added fifty thousand miles to our railway service, and the addition in 1880 will be six thousand more. In the same period an industrial revolution has occurred in the States that were made free by the war, such as has never before occurred. On the surface there has appeared to be misgovernment, fraud, political disturbance, and want of stability—sometimes violence.

But, underlying this surface apparently so deeply agitated, great industrial forces have been quietly and surely working to the end indicated by the great crops of cotton; the ten last crops marketed exceeded the ten ante-war crops of slavery by nearly six and a half million bales, while the crops now being marketed will be far the largest ever grown.

(To be continued.)

☞ The track of the Southern Pacific Railroad is laid 17 miles east of Benson. The grading is completed beyond Dragoon Summit. An average of eighty-five carloads of railroad material goes to the front daily. It is estimated that tracklaying will go on at the rate of two miles per day after reaching Dragoon Summit

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool	$1,488,500	$2 118,542
" cotton	1,558,172	1,710,612
" silk	1,972,885	2,570 055
" flax	1,070,186	824 286
Miscellaneous dry goods	250,053	489,881
Total	$6,439,796	$7,713,376

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool	$383,856	$756,622
" cotton	248,825	432,239
" silk	227.988	379,707
" flax	163,614	312,989
Miscellaneous dry goods	26,251	57,121
Total	$1,045 034	$1,938,678
Add entered for consump.	6,439,796	7,713,376
Thrown upon market	$7,484,830	$9,652,054

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool	$641,230	$1,491,640
" cotton	297,832	668,787
" silk	209,643	668,576
" flax	336.821	517,488
Miscellaneous dry goods.	60,026	110,394
Total	$1.545,552	$3,356.785
Add entered for consump.	6,439,796	7,713,376
Total entered at the port.	$7,985,348	$11,070,161

The imports of dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool	$7,438,826	$11,645,781
" cotton	9,623,799	14 556,332
" silk	13,410,860	17 538.783
" flax	6,380,283	9,004,508
Miscellaneous dry goods	3,361,298	5,098,071
Total	$40,215,066	$57,843,475

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool	$3.069,765	$3,512,310
" cotton	1,708,638	2,215,049
" silk	2,266,204	2,892,340
" flax	1,876,291	2,414,460
Miscellaneous dry goods.	1,066,133	1,083,954
Total withdrawn from warehouse	$9,987,031	$12,118,113
Add entered for consump.	40,215,066	57,843,475
Total thrown on the market	$50,202,097	$69,961,588

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool	$3,303,778	$5,931,616
" cotton	1,815.703	2,894,533
" silk	2,513,335	3,547,208
" flax	1,755,678	3,927,839
Miscellaneous dry goods	943,862	1,275,871
Total entered warehouse.	$10,332,356	$17.577,067
Add entered for consump.	40,215,066	57,843,475
Total entered at port	$50,547,422	$75,420,542

☞ To meet the State loan of $307,000 maturing August 15, 1880, the Legislature of Maine has authorized a new 4 per cent loan, of which the State has taken $182,000. The balance of $125,000 is offered at not less than par by proposals to August 10. The bonds will be dated August 15, 1880, and $25,000 are to be redeemed each year running to 1886.

☞ The proposed lease of the Buffalo and Southwestern Railway for a term of ninety-nine years to the New York, Lake Erie and Western Company has been consummated. The latter company is to pay the Buffalo and Southwestern, semi-annually, 35 per cent of the gross earnings of the line, and in all cases to pay the interest on the bonds of that company, which amount to $1,500,000, said interest to be deposited in the First National Bank of New York on the 25th of December and June of each year, said deposits to continue for the full term of ninety-nine years; the difference between the amount paid for interest and the 35 per cent of gross earnings to be paid to the Buffalo and Southwestern Company for division among the stockholders.

☞ The Harlan & Hollingsworth Company, of Wilmington, Del., has closed a contract for the construction of an iron steamer for the New York and Norwich line. The boat is intended to be the handsomest and swift-est sound steamer now afloat. The dimensions are to be: length, on 7 feet water line, 325 feet; beam, molded at widest place, 46 feet; extreme width, 79.6 feet; depth, from base line to top of beam, 16.3 feet.

☞ The Texas and Pacific Railway has been completed 22 miles beyond Weatherford. This puts the road 85 miles west of Dallas and across the Palo Plinto county line. The road is being pushed forward to El Paso.

OFFICE OF THE AMERICAN RAILWAY IMPROVEMENT CO., 80 BROADWAY, NEW YORK.

PROPOSALS WILL BE RECEIVED AT THIS office until August 20 for the clearing, grading, bridging structures, water stations, shops, track laying and ties for the first division of the New Orleans Pacific Railway, extending from Shreveport to Lecompte, La., about 140 miles; also for the bridging of the Atchafalaya River on the second division. For terms of payment, plans, specifications and all information apply at this office. G. M. DODGE, President.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Aug. 3, 1880.

THIS COMPANY WILL PAY SEPT. 1, 1880, the THIRTY-SIXTH SEMI-ANNUAL CASH DIVIDEND on its entire share capital, being a dividend of THREE (3) PER CENT., to all shareholders registered as such at 2 P. M. on the 13th inst., after which and until the 4th September the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

OFFICE OF THE ONTARIO SILVER MINING CO., No. 18 WALL ST., NEW YORK, Aug. 5, 1880.

DIVIDEND NO. 88.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for July, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 16th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK, June 26, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a DIVIDEND of 4 PER CENT upon its capital stock, payable on the SECOND DAY of AUGUST next at this office. The Transfer Books will be closed at 3 o'clock p. m. on SATURDAY, the 3d day of July next, and will be reopened on the morning of FRIDAY, the 6th day of August next

E. D. WORCESTER, Treasurer

Business on the Canal.

The following statement shows the canal business at Buffalo for the month of July, with comparison for the same month last year:

Amount of tolls for July, 1880	$105,541 26
Amount of tolls for July, 1879	74,526 29
Increase 1880	$31,014 97
Number of boats cleared during July, 1880	1,546
Number of boats cleared during July, 1879	1,105
Increase 1880	441
Amount of tolls from opening to July 31, 1880	$348,963 83
Amount of tolls from opening to July 31, 1879	179,133 54
Increase 1880	$169,830 29
Number of boats cleared since opening to July 31, 1880	4,957
Number of boats cleared since opening to July 31, 1879	2,809
Increase for 1880	2,148

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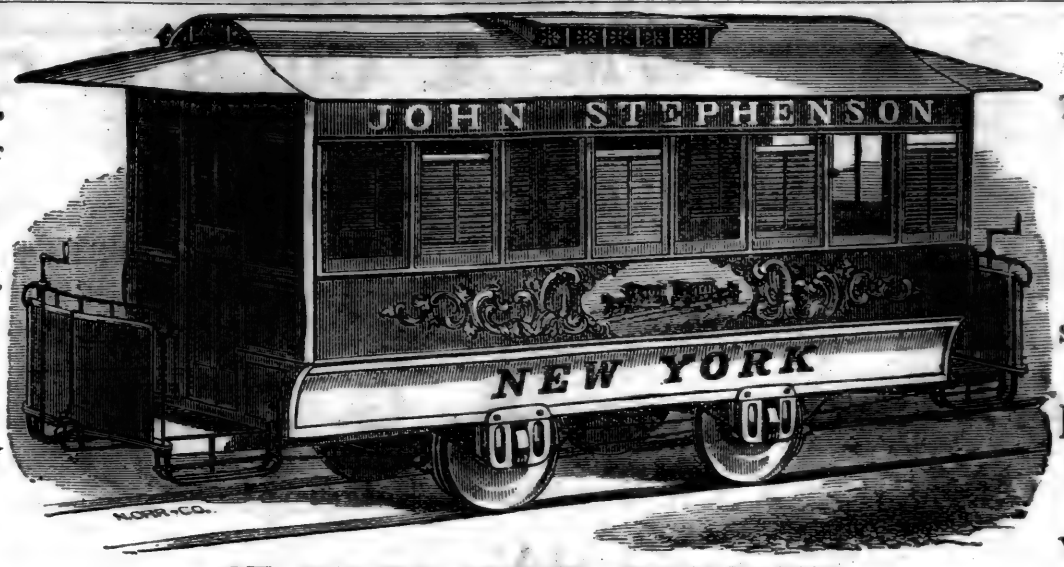
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AMERICAN Railroad Journal.

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SECOND QUARTO SERIES VOL. XXXVI., No. 33.] AUGUST 13, 1880. [WHOLE No. 2,812, VOL. LIII.

☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Friday, August 13, 1880.

The Railroad Complications in the Southwest.

At an early stage in the history of the steam-road it became apparent in France that there would be a struggle between the several growing railroad corporations for the privilege of constructing and operating railroads in that country; so under the Napoleonic regime the territory of France was divided into six portions, and allotted to as many of the companies. This put a stop to much of the ruinous duplication of railroad lines and branches within a territory accessible to either, and may have saved to that nation some useless expenditures in that direction. Some of the lines were aided by Government endorsement, on military grounds, and we believe the Government fixes a maximum rate of charges also, but the result has not been favorable to either cheap transportation, or efficiency of railroad management. Americans would not exchange our system for that of France, however the shareholders in the latter may have the advantage of regular dividends. Such an exhibition of paternal Government would not be possible among us, nor is it at all certain that it is desirable. Real and grave as are the evils of unrestrained competition of capital they are not half as mischievous as would be the interference of the political power. The freedom of rivalry must be allowed to go on even to the complete exemplification in railroads of Darwin's great law of the "struggle for existence," wherein the weaker perish and the fittest survive.

A number of such collisions are now going on in our country, the big fish swallowing the little ones, until the struggle is perpetuated among the biggest. Not many years ago it was regarded as something quite superhuman for one man to take the charge of over 3,000 miles of railroad lines with a vast and complicated traffic, but we have already lived to see it done by half a dozen. Free competition was the rule also in England, in a similar process of consolidation and amalgamation, but it is in America we may look for its grandest developments. The inhabited territory has already been parceled out among the railroad companies, and east of the Missouri, at least, there is very little room for new lines unless it be in the face of resistance from one or more now in operation. West and south of the Missouri, even, the territory, although sparsely settled, is being cut up by duplicating roads apparently far in advance of the needs of internal commerce. Across, or rather lengthwise of, Kansas and Nebraska there are already four roads connecting the Colorado settlements with the East, and still another is projected. The light cost of grading seems to act as a temptation to capitalists, as it will continue to do, until every company reaching the Mississippi or Missouri rivers will not be content without its own line to the Rocky Mountains.

A struggle of colossal proportions looms up in the Territory south and west of Kansas. The Atchison, Topeka and Santa Fe Co., encouraged by the easy construction, has pushed a line over into the Upper Rio Grande Valley in New Mexico, thereby distancing its narrow gauge rival, the Denver and Rio Grande Co., which is affiliated with the Union Pacific. The immediate destination of this Kansas road is southward along the bank of the Rio Grande to the Mexican boundary at El Paso, whatever plans it may have beyond that. As the name implies, this locality commands a favorable crossing of the back-bone ridge of the Continent—the most favorable for 1,500 miles on either hand. But it is not to be allowed to seize this advantage without a tussle. With equal celerity and apparently more capital and experience in railroad construction, the Southern Pacific of California has been aiming for the same strategic point, and at last accounts was within 250 miles of the intersecting point, or just about the same distance to the West as the other road to the North. Let these two corporations race and strain themselves as they will, the public will rejoice, for their coming together will inaugurate another, the second, overland railroad.

This is discerned by the companies crossing Texas—the Texas Pacific and Texas Central and the San Antonio roads—who see with dismay a prospect of the through traffic being snatched away from them and carried northward through Kansas. It happens as if to further complicate matters, that the capitalists of the Texas Pacific are, in part, the same who control the Missouri Pacific, its feeder, the Missouri, Kansas and Texas, and the road between Shreveport and New Orleans, now half-built, so that the completion of the line across Texas would give a St. Louis and a New Orleans terminus to this overland line. Inasmuch as the Wabash and Pacific held by the same interest has opened its own line to Chicago, this lower line would have a manifest advantage over the Atchison Co., whose natural terminus is Chicago alone.

Each of these contending forces naturally relies on the equal use of the Southern Pacific westward from the Rio Grande to the Pacific, which company is understood to be independent and neutral to all comers. This is the happy privilege, and its manifest right, of the California corporation; it should give and take with all who connect with it at its eastern terminus. The fact that the Texas and Pacific has 500 miles of road to build to reach El Paso, as against the 250 of the Atchison road matters but little, as the ground westward of El Paso will be covered by the other inde-

pendent company. Across the sterile New Mexico, Arizona and Southern California there is but one route, as there is traffic for but one line.

Seeing this opposition the Atchison people, whose seat of financial power is Boston, are threatening on the one hand to build a road across Arizona to some point not named on the Pacific—probably San Diego—with a diverging fork to Guaymas on the West Coast of Mexico, 1,500 miles in all; and are also, on the other hand, proposing to construct another 1,500 miles of roads through Old Mexico to its capital with a branch to New Laredo in Texas. All this may be done, in time, but not in season to decide the present contest for position. No doubt the Mexican authorities would be glad to have American, or any foreign, capital come in and buiid railroads for her, since they have all to gain and nothing to lose by it. Whether foreign capital will be equally ready to create property in such a distracted country is a different matter. At any rate, whether the Mexican lines are built or not, it is evident that the next two years will see our Southwest territory divided up amongst a few strong corporations, and we are enabled to designate in advance which they are, though we cannot so easily foresee which one or two shall survive the rest. That is a matter of management and foresight.

Texas and Pacific Railway.

At the annual meeting of the Texas and Pacific Railway Company, held in Philadelphia on the 10th inst., the following board of directors was elected: Thomas A. Scott, John C. Brown, Jay Gould, Russell Sage, Frederick L. Ames, R. D. Barclay, H. H. Houston, William Thaw, James P. Scott, William M. Harrison, W. C. Hall, Frank S. Bond, William T: Walters, E. H. Perkins, Jr., and B. K. Jamison. The officers are: Thomas A. Scott President, G. D. Krumbbarr Treasurer, and C. E. Satterlee Secretary.

From the report which was presented we learn that the number of miles of road operated during the fiscal year ending May 31, 1880, was the same as at the preceding year, viz: from Shreveport to Fort Worth, 219.69; from Texarkana to Sherman, 155.12; from Marshall to Texarkana Junction, 69.05—making the total length of main track, 443.86 miles. During the year side tracks equal to 1.98 mile were constructed, making a total length of 42.68 miles of sidings.

The transportation receipts during the year ending May 31, 1880, were $2,589,221 61, and the transportation expenses $1,543,517 75, making the net receipts for the year $1,045,703 86; against which there is charged for interest on mortgage and consolidated bonds and sinking fund $732,740, leaving a surplus of $312,963 86; to which add balance of income account and taxes on land, etc., $30,213 01, making a total surplus for the year of $343,176 87. The betterment expenditures, amounting to $136,329 22, were charged to operating expenses.

Compared with the previous year the receipts show an increase of $153,077 96, or 21.21 per cent, with a decrease in expenses of $47,709 67, or 3.08 per cent, making the increase in net earnings $500.787 63, or 91.90 per cent.

The receipts per mile of road operated show a gain of $1,020 45, the expenses a decrease of $107 46, and the net earnings an increase of $1,-127 91.

The percentage of operating expenses was 59.61 per cent, a decrease of 14.78 per cent.

The tota number of passengers carried one mile during the year was 11,438,607, a decrease of 212 437. The revenue from passenger traffic was $556,054 82, a decrease of $521 49.

The number of tons of freight hauled one mile was 66,446,382, a gain of 15,722,564. The revenue from freight traffic was $2,053,018 85, a gain of $470,092 45. The total tonnage moved was 525,093 tons, of which 415,875 was from local and 109 218 from through or competitive business. There was an increase in the number of tons moved of 145,968.

The company's assets outside of its railway property and lands are $890,916 05; total liabilities, $170,408 21; showing an excess of assets over liabilities of $120,507 84.

Mobile and Ohio Railroad.

The directors of the Mobile and Ohio Railroad Co., at a regular meeting held in this city on the 4th inst., directed the payment of interest at the rate of 7 per cent on its First Preferred Income and Sinking Fund Debentures, payable 3½ per cent on the first day of September, 1880, the transfer books to close on the 21st day of August inst., and 3½ per cent on the first day of February, 1881, the transfer books to close on the 21st day of January, 1881; also the payment of interest at the rate of 1 per cent on its Second Preferred Income and Sinking Fund Debentures, payable on the first day of December, 1880, the transfer books to close on the first day of November prox.

The foregoing interest is ordered to be paid in conformity with the provisions of the Deed of Trust dated May 1, 1879, which in effect requires that after the termination of each fiscal year (June 30th), the "company shall and will ascertain as closely as practicable the net earnings of such company, remaining after paying the expenses of the administration of its affairs, the cost of maintenance, operation and proper repairs to the property, all taxes and assessments and interest on the new First Mortgage bonds of the said railroad company," * * * * "and such additions and improvements as may be deemed by the said railroad company necessary for the maintenance of its business; and in case there shall remain in cash any of such net earnings for the year ending on the first day of July, then next preceding" * * * * * "then such net earnings shall be applied to the payment of interest on said first series of debentures, not exceeding seven per cent, in lawful money of the United States, and such application and payment shall be made on or before the first day of February in the next succeeding year, and after payment of interest at the rate of seven per cent per annum, on such debentures of the first series, what remains of said net earnings shall be applied to the payment of interest," in like manner on the second, third and fourth series in the order of their priority; and it also provides, that in case the net earnings do not thus provide for full payment of interest upon any or all of said series of debentures, then and in that event, "the deficiency shall not be a claim upon any earnings of any succeeding year, but shall be absolutely waived and relinquished, and the net earnings shall only be applicable to the payment of interest on either series of debentures, in case such earnings shall amount to one per cent or a multiple of one per cent on the total amount of debentures belonging to such series, so that fractions of earnings exceeding such one per cent or multiple of one per cent need not be included in the payment of interest for that year, but shall be carried to the credit of the earnings for the succeeding year."

The following is the statement which was presented, showing the receipts and expenses for the year ending June 30th, 1880, and the appropriation of the net earnings:

Gross receipts for the year ending June 30th, 1880		$2,284,615 69
Gross expenses for the year ending June 30th, 1880, (64 per cent)		1,459,649 88
Net earnings		$824,966 81
Interest on ($7,000,000) 1st Mortgage 6 per cent bonds, due and paid Dec. 1, 1879, and June 1, 1880		420,000 00
Balance		$404,966 81
Appropriated as follows:		
3½ per cent on ($5,300,000) 1st Preferred Income and Sinking Fund Debentures, payable Sept. 1, 1880	$185,500	
3½ per cent on ($5,300,000) 1st Preferred Income and Sinking Fund Debentures, payable Feb. 1, 1881	185,500	
1 per cent on ($1,850,000) 2d Preferred Income and Sinking Fund Debentures, payable Dec. 1, 1880	18,500	
		389,500 00
Surplus to credit of the earnings for 1880–81		$15,466 81

In addition to thorough maintenance and repairs, there have been made during the year 1879–80 important additions to the permanent property and structures of the road, including fire-proof additions to the company's shops at Whistler, Ala., and Jackson, Tenn., a new and commodious wharf at Mobile and a new hotel at Rives Station, the substitution of 4,000 tons steel rails for iron (=45 miles); the equipment has been improved and added to by the purchase of 2 new engines and the construction of 75 freight cars; the cost of all of which is included in "gross expenses."

☞ The masters, have filed in the office of the Circuit Court of the United States for the eastern district of Pennsylvania their report on the second audit of the accounts of the receivers of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company. At the first audit the railroad company's balance on hand was $151,803 47, and between that date (June 23) and July 31, inclusive, the receipts have been $2,298,888 73, making a total of $2,450,692 10, and the expenditures $2,-349,453 52, leaving a cash balance on hand of $101,238 68. The coal and iron company's account begins with a balance of $10,848 65 on the

28d of June, and shows receipts of $724,486 68, making a total of $735,335 33, and the expenditure of $711,720 90. The cash balance on hand August 1 was $22,614 43.

Philadelphia and Reading Companies.

The report of the masters in the suit of Taylor vs. The Philadelphia and Reading Railroad and Coal and Iron Companies upon the proposition of the receivers of those two companies to issue certificates in payment for wages and supplies furnished previously to the failure, was filed in the United States Circuit Court, Philadelphia, on the 7th inst. This document has special reference to the issuance of certificates for the payment of claims for materials and supplies, the amounts due and maturing by the railroad company, under this head, amounting to about $1,265,000 to May 24, 1880, and those of the coal and iron company to the same date to about $550,000. Under the decree of the United States Court of May 24 the masters were directed to give special attention to the payment of accruing rents, the wages of employes and for materials and supplies as they matured. Commenting on this order the masters say:

Such being the decree of your honorable Court, it does not appear to be necessary that we should inquire whether the authority which it has conferred should have been granted; but in view of the large amount involved, and of the fact that mortgage creditors who might be supposed to be prejudiced by allowing a preference to these claims are not actually before the Court, the receivers and their counsel have requested us to make such a report upon the whole matter as we might deem to be due to its importance. We have accordingly made a careful examination of the authorities, and have found that the decree is, in the particular now under consideration, fully supported by previous similar orders and adjudications in other cases.

After citing several cases bearing on and sustaining this point, the report continues:

The doctrine of which we have been speaking is not in conflict with the priority secured by the mortgage of the bondholders, nor will it defeat their lien. When foreclosure takes place no one can compete with the mortgage creditors in the distribution of the proceeds of the mortgaged property; but the fund which is the subject of administration is that merely which arises from carrying on the business of the corporations defendant under the orders and direction of the Court, and it therefore may justly be applied as the Chancellor shall find to be equitable.

This fund, being produced by the administration of the Court itself, is, it should also be stated, to be distributed according to the well-regulated discretion of the Court, and it follows that material men, as well as others who participate in that distribution, must submit to such terms as the Court may impose, and no order will be made requiring payment at such times and in such manner as will embarrass the receivers in the conduct of their business. In the present case we fully concur with the counsel for the receivers that it will not be possible to fix a definite time for payment of the claims now under consideration.

The receivers are virtually in the position of trustees charged with the duty of protecting the properties in their hands for the benefit of all parties in interest, so far as it may be possible for them to do so. Many of the properties are subjected to liens or rentals, but are of much greater value than the amount of incumbrances or charges upon them. Where the income from a particular property will more than pay the charges upon it, it is plain that the revenues should be first applied to such payments; and even in cases where no income is received, it is still the obvious duty of the receivers to preserve those assets which have undoubted margin of value. It may be necessary, therefore, for the benefit of the estate as a whole, to apply earnings of either company to protect valuable investments, and, for this reason, to postpone somewhat the creditors holding these claims for materials and supplies.

The document concludes with a decree empowering the receivers to issue to the treasurers of the two companies for materials and supplies certificates substantially in the same form as those authorized under the million dollar loan.

Judge McKennan, sitting at Pittsburg, approved the report, and directed that an order be made in the form recommended by the masters.

Ohio and Mississippi Railroad.

The following is the full text of the order recently entered in the U. S. Circuit Court at Indianapolis, Ind., in the suit of Wm. King et al., v. The Ohio and Mississippi Railroad Company:

An application having been made for the appointment of a separate Receiver for the Springfield Division of the Ohio and Mississippi Railroad Company, the Court overrules the application and declines to appoint a separate Receiver, being of the opinion that it is to the interest of all parties concerned that the main line and the Springfield Division should be operated by one Receiver. But in view of the report which has been made to the Court by the Hon. James H. Howe, the Special Commissioner appointed to examine the line of the road of the Springfield Division, the Court orders and directs that the Receiver, out of any funds in his hands which may remain after paying the necessary expenses for operating and the repairs of that road of which he has charge, shall use enough of the same to place the Springfield Division absolutely and as speedily as possible in a safe condition for the transit and safety of passengers, and make such repairs as may be necessary to accomplish that object of the Receiver. And the Receiver, by his council, having applied for an order to pay the July interest due on the first mortgage of the main line, he is hereby directed, subject to this order in relation to the Springfield Division, as soon as the same can be done, to pay the coupons which fall due on the first mortgage of the main line; and the Receiver is hereby directed to pay on the first of November of the present year the interest which may hereafter fall due during this year upon the coupons of the bonds of the second mortgage of the main line and on the bonds of the mortgage of the Springfield Division; and thereafter, as fast as funds shall accumulate in his hands to enable him so to do, he is directed to pay first the coupons and bonds of the Springfield Division which heretofore have fallen due, and then the coupons which have heretofore first fallen due, and are unpaid, of the bonds of the second mortgage on the main line, and so on from time to time as funds may accumulate in his hands, and which may enable him to make payments on past due coupons after paying all current coupons when due, and which may hereafter mature, on any of the bonds of the main line and the Springfield Division, and which payment he is hereby directed to make on the said coupons as they mature.

☞ Work is progressing rapidly on the Lexington and Big Sandy railroad, and by the 1st of May—earlier than anticipated—it is expected that trains can be running from Richmond, Va., to Lexington, Ky., where the road will strike both Louisville and Cincinnati connections. The Lexington and Big Sandy has leased the John Means road running out from Ashland, known as the Lexington and Big Sandy Eastern Division. This road is completed to a point called Rush, twenty miles from Ashland, and, to comply with its charter, it is being extended eight miles to a point called Steuart's.

New York Central and Hudson River R. R.

The earnings of the New York Central and Hudson River Railroad for the month of July, 1879 and 1880, were as follows:

	1879.	1880.
Passengers	$523,267 97	$600,900 12
Freight	1,357,640 19	1,895,984 17
Miscellaneous	313,514 55	366,432 12
Total	$2,194,422 71	$2,863,316 41
Increase		668,893 70

The earnings of this company, monthly from October 1, 1879, to July 31, 1880, compared with those for the corresponding period of the previous year, were as follows:

	1878-9.	1879-80.
October	$2,771,203 61	$2,898,586 19
November	2,567,318 47	2,801,845 04
December	2,237,265 30	2,846,216 37
January	2,024,811 99	2,593,612 75
February	2,210,304 17	2,317,280 80
March	2,474,392 22	2,854,831 73
April	2,214,626 15	2,782,824 58
May	2,211,010 69	2,510,997 52
June	2,022,823 28	2,653,477 42
July	2,194,422 81	2,863,316 41
Totals	$22,928,178 59	$27,152,531 81

Showing an increase for the ten months of $4,224,253 22. The net earnings for the year ended September 30, 1879, according to the report made to the State Engineer and Surveyor, were $12,273,510, based on operating expenses of a trifle over 56¾ per cent. Assuming that the operating expenses are 56¾ per cent this year, the net earnings for the ten months ended July 31, 1880, would be $11,743,427, or within $530,083 of the total net earnings for the whole year ended with September 30, 1879.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of June, 1879 and 1880, were:

	1879.	1880.
Gross earnings	$1,230,419	$1,661,812
Working expenses	939,895	945,704
Net earnings	$290,524	$716,108

—showing an increase for the month in gross earnings of $431,393, in working expenses of $5,809, and net earnings of $425,584.

From October 1 to June 30, inclusive, the earnings, expenses, etc., were:

	1878-'79.	1879-'80.
Gross earnings	$11,725,771	$13,718,841
Working expenses	8,427,634	8,643,282
Net earnings	$3,298,137	$5,075,559

—showing an increase for the nine months in gross earnings of $1,993,070, in working expenses of $215,648, and in net earnings of $1,777,422.

☞ The earnings of the Central Pacific Railroad for July were $1,760,000, against $1,458,833 last year, a gain of $301,167. The earnings during the past seven months were $10,244,256, compared with $9,314,242 in 1879—an increase of $930,014.

☞ The Pennsylvania Railroad Company is constructing a branch from Keating, on the Philadelphia and Erie Railroad, to Phillipsburg, on the Tyrone and Clearfield Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	July '80 3½
Ashuelot 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,218,800	M. & N	May '80 4
" " pref.100	4,569,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost. Revere B &Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,800	October	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'80 3½
" " pref...100	2,425,400	M. & S.	Sept.'80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	June 80 2
Chi., Clin., Dub.&Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,401,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O	Apl. '80 3½
Chicago & N. Western..100	14,988,807	J. & D	June'80 3
" pref.100	22,025,603	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	May '80 3
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val.100	2,500,000	F. & A	Aug.'80 4
Concord 50	1,800,000	M. & N.	May 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump. Riv..1 0	2,175,700	F. & A.	Aug.'80 2
Connecticut River.....50	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,293,950	J.A.J.O.	July '80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk.. 5	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Aug.'80 1.
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Ju.y '76 2½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania* 50	1,309,200	J. & J.	July 80 3
East Mahanoy *..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & D.	June'80 2½
Eel River.....100	3,000,000	— & —	June'80 4
Elmira, Jef. & Canand*..00	800,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg 100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia 100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. prof..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 2½
Housatonic, pref. 100	1,180,000	quarterly	July '80 2
Illinois Central 100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls& Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co.100	7,620,000	quarterly	Aug. 80 1½
Io. Ce. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv.,Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May '80 1½
Kentucky Central 100	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So...100	19,466,600	F. & A	Aug.'80 4
" (guar.).100	833,500	F. & A.	Aug.'80 5
Lawrence*..... 50	450,000	quarterly	July '80 2
Lehigh Valley 50	27,332,550	quarterly	July '80 1
" pref. 50	106,300	quarterly	July '80 2½
Little Miami*..... 50	5,871,450	quarterly	June 80 2
Little Schuylkill*..... 50	2,666,100	J. & J.	July 80 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '80 3
Louisville & Nashville..100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738.204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N.Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '80 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4.455,000	quarterly	Aug.'80 2
Oswego and Syracuse*..100	432,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	July '80 1½
" Special Imp..100	6,504,300	quarterly	July '80 1½
Pittsfield & N. Adams...100	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome,Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City..100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*... 50	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	July '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,453,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)...100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)...100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. '78 3
Continental (Phila.)..... 50	180,000	J. & J.	July '80 5
D. Dock,E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. 2
Girard College (Ph.)..... 50	600,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J, & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	M	Mar '80 $7½
Delaware and Hudson.....100	20,000,000	F. & A	Aug.'78 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat. 50	10,848,850	J.S.D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (prof.) 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan.'7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,800	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Moingona Coal Co.....100	306,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July '80 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common ...100	5,708.70	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,582
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,491	124,676	1,527,667
1879	117,363	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,433,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,458,833	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	1,760,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,344	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	496,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	488,543	602,624	537,326	602,132	609,255	670,317	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,904,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,538,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,113	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,17.
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,404
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	367,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,289,880	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,921
1880	1,296,281	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,320,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,541	145,023	137,978	101,075	98,065	1,120,488
1877	78,571	80,579	81,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94,878	103,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,316
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	.....	.....	.....	.....	.....	.....
1880	780,147	762,558	982,480	890,137	946,186	952,049	1,065,080	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	.....
Loan of February 8, 1861 .....registered	$12,357 000	6	Jan. & July.	1880	102¼
.. ..coupon	2,900,000	6	" "	1880	102¼
Oregon War Bonds of March 2, 1861...coupon	741 850	6	Jan. & July.	1881	.....
Loan of July 17, and Aug. 5, 1861....registered	115,603,850	6	Jan. & July	1881	104¼
.. ..coupon	41,310,750	6	" "	1881	104¼
Loan of March 3, 1863.....registered	49,026,100	6	Jan. & July.	1881	104¼
.. ..coupon	12,981,500	6	" "	1881	104¼
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	.....
(10-40s).....coupon	.....	5	" "	1904	.....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	.....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	.....
.. ..registered	.....	6	Jan. & July.	1888	.....
.. ..coupon	.....	6	" "	1888	.....
Funded Loan July 14, 1870.....registered	295,207,600	5	F. M. A. & N.	1881	102¾
.. ..coupon	188,922,050	5	" "	1881	102¾
.. ..registered	171,999,000	4½	M. J. S. & D.	1891	110¾
.. ..coupon	78,001,000	4½	" " "	1891	111¼
.. ..registered	520,386,100	4	J. A. J. & O.	1907	110
.. ..coupon	207,794,350	4	" "	1907	110
Refunding certificates of Feb. 28, 1879.....	1,167,350	4	.....	.....	.....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	.....
Debt matured and without interest.....(var.)	6,841,115	...	.....	.....	.....
Debt bearing no interest.....	390,056,531	...	.....	.....	.....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'95-'99	126
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	81¼
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93¼
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	75
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	40¼
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,773	7	" "	1900	.....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	.....
.. Sinking-fund (act of Dec. 1874) bonds..	375,000	6	" "	.....	.....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5¼
California—($3,398,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	.....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	.....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	.....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), con. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	.....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	.....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	.....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	.....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	.....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	.....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93¾
.. Washington Funding, gold, 1872	680,000	6	May & Nov.	1902	.....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	.....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	.....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	.....
.. Consolidated (gold) bonds, 1873.....	500,000	7	" "	1903	.....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	.....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	.....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	...
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	.....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	109¼
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	.....
.. Funding (1879) bonds.....	500,000	4	January.	1885	.....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	.....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	.....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	.....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	.....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	.....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	.....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	.....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	.....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	45¾
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	...	.....	.....	.....
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	.....
.. * Miss. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	.....
.. * Loan to N.O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	.....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	.....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	335,000	6	Mar. & Sept.	1883	105¼
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¼
.. Bounty Loan bond 1864.....	2,330,000	6	June & Dec.	1889	113¼
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct	1889	.....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	188,684	5	Various.	'80-'90	.....
.. Loan (1839) to Balt. & Susq. R. R.....	269,600	3	J. A. J. & O.	1890	.....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,326.750	6	Jan. & July.	1883	106¼
.. State Loans (1870 to 1874).....	916,...	6	'	'87-'93	.....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,860,430):					
.. Defenses and Bounty (1862) loans, gold.	1,088,000	5	Jan. & July.	1883	...
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108¼
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	.....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	.....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	.....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	.....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	.....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	.....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	.....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	.....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	.....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	.....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103¾
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109¾
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	111
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	108¾
.. Han. & St. Jo. R. R. Loans (& renewals.	3,000,000	6	" "	'87-'96	105¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	.....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	.....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	.....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¼
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	.....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	.....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	.....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	.....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	30
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	79-'98	18¼
.. * Funding (new) bonds.....	3,388,600	6	" "	'98-'00	11¼
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	3
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	.....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	.....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	.....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	.....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	.....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	.....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	282,172	6	Jan. & July	'77-'86	.....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	.....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'77	.....
.. *Funding bills receivable (1868) gold....	72,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	.....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	.....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	.....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	.....
.. *Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	.....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	.....
.. *Consolidated stock, 1873.....	149,254	6	" "	1893	.....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	.....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	32¼
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	.....
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	.....
Texas—($4,959,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	.....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	.....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	.....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	.....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	.....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	.....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	.....
Virginia—($52,072,047):					
.. Old bonds (6rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (6rds fundable) coupon.....		6	" "		Pleas.
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	.....
.. Consol. (coup. receivable for taxes) 1871.	18,382,900	6	" "	1905	.....
.. Consols (act, 1871) registered.....	1,641,615	3	" "	1905	.....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	.....
.. Consols (act, 1872).....	923,646	6	" "	1906	.....
.. Interest (sterling) funded (act, 1871)....	212,833	6	" "	1905	.....
.. *Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	.....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	...
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	115
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	110¼
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	114
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	121
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	31½
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	114½
Atchison, Topeka and Sa. Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	113
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	90
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	109½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,800,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1883	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage { Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123½
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	105
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	41½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	121
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	135½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	92½
1st Mort. (Minn. & St. Louis.)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	108½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1898	....
2d Mortgage	497,000	6	April & Oct.	"	1899	108½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	92½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	110½
Chattel Mortgage	209,850	6	May and Nov.		88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107½
1st Mort. (W to Man. Lk.)	1,200,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	114½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush., N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	106½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	107½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	82½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	108½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	112½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	103½
1st Mort. (S. Fr., Oakd & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	43
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	103
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	67½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80–'90	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	122
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	105
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,864,000	7	Feb. & Aug.	" "	1900	114
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June and Dec	Boston.	1903	122½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	959,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O.& Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
1st Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	89½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	Jan & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	April and Oct	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar. C.& NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar. C.& NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	116½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	112½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	119
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	115½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	119½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	110
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1903	103½
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	114½
Chicago and Northwestern:						
Preferred sinking fund (193 m).	972,200	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	678,400	7	May & Nov.	" "	1883	105½
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	158,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	124½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	119½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	119½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort., guar. by St.L., K.C.& N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,215,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	92½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	110
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
2d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	669,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	684,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	83
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'92–'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A BCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1890	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7		"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	8&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	112
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1207	120
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,001	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1878	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	...
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	...
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	...
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	...
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	...
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	"	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1900	12'½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	109
2d Mortgage.....	190,000	4	" "	" "	'82–'87	....
Endorsed Bonds (East T. &Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80–'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1867	....
Loan of 1868.....	.....	6	" "	"	'88–'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83–'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	95
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	109½
3d Mortgage.....	4,852,000	7	" "	" "	1883	109
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	109½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	114½
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	124
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	99
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	103½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	802,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1904	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & L.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	6	May & Nov.	"	1902	86
Construction Loan.....	280,495	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	428,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Ullman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	9	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	105
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	112½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300,000	6	April & Oct.	Brid. & Bost	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	107½
1st Mortgage (Western Div.)	2,805,000	7*	" "	" "	189	106
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,389,500	7	May & Nov		....	94
Consolidated Mortgage	2,564,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	78
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,600,000	8	" "	" "	1890	65
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. & C. (L. & L. M.):						
1st Mortgage (Assn'd) guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,900,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,093,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (230m.) conv.	887,000	7	March & Sept.	" "	1890	112½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G)						
1st Mortgage for $2,600,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	109½
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	113
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,411,000	7	J. A. J. & O.	" "	1900	121
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	123½
2d Consol. Mort. for $25,000,000.	19,460,000	7	June & Dec.	" "	1903	117½
Bonds of 1852 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	....
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,696,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,324,000	7	April & Oct.	" "	1893	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000.000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720.000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118½
1st Mortgage (")reg... }		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	130
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112
General Mort., registered .... }		6*	" "	"	1922	113
Lewisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wain Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Exter sion)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,954,000	7	Feb. & Aug	New York.	1900	114
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
3d Mortgage.....	900,000	7	May & Nov.	" "	1888	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	276,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $6,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	116½
Louisville Loan.....	850,000	6	" "	" "	'80-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1893	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	92½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	96
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	111½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	77
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	43½
4th Mortgage.....	4,000,000	6	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	800,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V. & D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	6	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	100½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1883	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113½
Equipment Bonds for $800,000..	566,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,256,000	7	May & Nov.	New York.	1885	109½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S. & M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L (B., C.R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage...	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage...	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold...	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A...	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B...	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m...	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,846,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	66½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage...	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage...	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds...	38,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage...	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling...	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds...	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds...	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage...	1,453,858	8	March.		1877	....
Consol. Mort. for $15,000,000...	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 3 per cent. bonds...	977,550	3	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar...	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage...	780,000	7	.....	" "	....	....
Income Mortgage...	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage...	127,000	7	May & Nov.	New York.	1888	....
2d " ...	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	132
2d Mortgage guar...	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds...	384,000	7	Jan. & July.	" "	1900	103
Construction bonds...	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage...	1,025,000	7	.....	" "	....	....
Consol. mort. for $28,000,000 guar	3,259,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage...	4,700,000	7	" "	"	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	109½
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	111½
Newark & New York (C. of N.J.).						
1st Mortgage guar...	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage...	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage...	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage...	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage...	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage...	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage...	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage...	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage...	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $3.000 000....	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage...	303,000	6	April & Oct.	New York.	1885	101½
2d Mortgage...	500,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L. & C.):	$					
1st Mortgage...	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,826,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110½
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	131
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,600,000	7	May & Nov.	" "	1900	129½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage...	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage...	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000...	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old...	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new...	4,708,000	7	Jan. & July.	"	1905	111
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment...	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage...	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds...	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage...	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage...	157,000	7	" "	" "	1877	....
2d Mortgage...	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage...	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage...	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage...	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage...	1,930,500	6	Jan. & July.	Philadelphia.	1885	106
2d Mortgage...	1,500,000	7	May & Nov.		1896	118
General Mortgage...	2,035,000	7	Jan. & July.		1903	113½
North Shore (Flush., N.B. & Cent):						
1st Mortgage...	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon...	1,126,000	6	April & Oct.	Phila. & Balt.	1900	112
Mortgage coupon...	2,599,000	6*	Jan. & July.	Baltimore.	1900	111½
Mortgage registered...	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	108
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	85½
Second General Mort. coupon..	1,000,000	6	"	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage...	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds...	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage...	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds...	392,000	8	March & Sept.	"	1890	102
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	117
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	113
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	98½
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds...	1,450,000	6	Feb. & Aug.	"	1897	112
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

A Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	5[illegible]0,000	7	April & Oct.	Philadelphia.	1896	101½
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034.000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107
2d Mortgage sinking fund	2,656,000	7	Jan. & July.	" "	1891	108½
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	117
General Mortgage, registered.		6	" "	"	1910	120
Consolidated Mortgage	28,261,540	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	219,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	122½
Peoria & Bureau Val. (C.R.I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1903	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia	1897	115
1st Mort. ($8,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	103½
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	110
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	...
Philadelphia and Reading:						
Loan of 1868, debentures	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	116½
Mortgage Loan of 1836, stg.	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg.	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871.	Do'lar coupon.. 7,310,000	7	June & Dec.	Philadelphia.	1911	114
	Dollar registered 3,339,000	7	" "	"	1911	114½
	Gold or stg coup 6,999,000	6*	" "	Phil. or Lond.	1911	104½
	Gold or stg reg.. 663,000	6*	" "	" "	1911	104½
	Dollar coupon.. 305,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60 000,000)	19,686,000	6*	Jan. & July.	" "	1908	66½
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	48
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	75
Funding Income	315,933	7	" "	"	1896	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	...
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	117
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135½
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct.	" "	1912	129
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1864	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	116½
1st Mort. (Turtle Cr. Div. 10½ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N.H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,855,000	6*	May and Nov	"	1901	...
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	...
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	486,000	4½	June & Dec	Boston.	1937	90
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1905	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	108
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Bal'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1883	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	300,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6 7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	104½
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,237	6*	Jan. & July.	London.	'85-'98	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	..
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1900	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	64
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1898	65
General Mortgage	1,500,000	6	May & Nov.	"	1901	98

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	8	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	106
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	1.7¼
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	105
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105¼
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	115¼
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	110
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	105¼
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	92
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	80
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Alleghany:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H'f'd):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	106,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99¾
3d preferred bonds	452,800	6	" "	" "	'84-'90	91¼
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	103
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	98¾
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	360,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, *end.* by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	105
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,235	7	July.	N. Y. & Phil.	1915	19¼
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50¾
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	108
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108¾
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	108
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	103
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	108
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	105¾
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	105¾
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	105
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	105
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	"	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (o) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6o	Jan. & July.	N. Y. & Bost.	'96-'99	.12½
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	114½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	119½
Omaha Bridge Bonds Sterling..	2,225,000	8o	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6o	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.&T.):						
1st Mortgage gold, skg fund.....	3,220,000	6o	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5o	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6o	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6o	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	100½
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108½
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112½
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.&Lynch.	1873	....
2d Mortgage	900,000	6	" "	" "	1884	101½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	...
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	6	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7o	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	101½
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9o	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	83
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	100½
3d Mort " " ")	600,000	8	May and Nov.	"	1873	70
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	32
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	217,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	41,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,50[illegible]	256,000	7o	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114½
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7o	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	117½
Sterling Bonds, Sinking Fund..	981 234	6o	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100½
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	116
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6o	Jan. and July.	New York.	1899	108½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	116½
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200.000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7o	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7o	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	97
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6o	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7o	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7o	Jan. and July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	112½
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	....
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	109½
Extension mortgage bonds.....	4,313,000	7o	June & Dec.	" "	1916	115
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,000	7o	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1896	....
						99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	82
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5o	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	109½
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	114
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	99
Convertible Loan, gold	771,000	6o	March & Sept.	"	1894	106½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110½
Mortgage (equip.) Loan, gold...	4,658,500	6o	June & Dec.	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	103½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	83
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	94
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	63
Improvement bonds.....	200,000	6	May and Nov.	"	1890	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	"	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqu. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1874	....
2d Mortgage.....	300,000	6	" "	"	1941	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A star (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. B.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Dec 31,1878	706.0	—	4.2	—	13	8	2	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,600,000	380,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶ (D. & H.)..New York.	7,371,745	1,698,693	845,023	.....	3,500,000	6,045,000	374,461	—	177.3	692,461	293,625	485,336	1,006,211	456,579	7	100	1 81
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley ¶ ..... Pennsylvania.	21,711,734	2,413,363	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	...
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.)..... Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	...
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	438,528	271,658	102,650	—	50	...
Dec. 31, 1878	146.6	22.1	12.1	—	10	6	3	361	Atchison and Nebraska..... Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,663	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*....Kansas.	25,864,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	863.5	1,781,972	217,105	611,096	3,950,868	2,035,676	—	100	117
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point ..... Georgia.	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	821,140	113,435	8	100	...
Dec. 31 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,935,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,682,829	3,745,207	675,849	—	100	...
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,086	*	18,829	1,013,294	4,476,677	3,566,800	1,831,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	...
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio ¶.. Virginia.	19,396,206	*	7,042,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706,964	—	100	...
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	...
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah..... Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	...
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ .....Md. & W. Va.	38,042,577	12,116,958	57,305,232	3,031,499	18,277,309	37,670,350	5,319,729	37,111,919	597.3	3,303,055	.....	.....	8,563,967	4,039,612	8	100	160
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	...
Sept. 30, 1878	104.6	—	26.0	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	3,343,715	.....	.....	.....	5,680,685	.....	2,868,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	64
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	...
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac..... Maryland.	8,403,783	696,010	37,838	64,638	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	...
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.)..... N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	...
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	...
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.)..... Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	...
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	18	950	Belvidere Delaware (Penn. Co.)..... N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	—	68.8	.....	.....	.....	639,034	152,755	—	100	...
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland..... Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9¼ mos.)	.....	168,534	68,297	—	100	...
Sept. 30, 1878	201.6	48.0	178.6	—	243	184	55	4,907	Boston and Albany..... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	150
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner..... Mass.	1,347,404	155,982	1,462	82,101	869,062	554,300	263,133	—	52.5	135,063	104,752	721,301	156,229	40,219	—	100	...
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B.. Mass.	4,872,687	971,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	161.6	766,719	688,438	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	93.5	72.8	19.0	17.0	30	27	16	572	Boston, Concord and Montreal ..... N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	...
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell..... Mass.	4,587,374	434,374	1,469,337	86,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	307,873	2	500	924
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine..... Mass., N. H. & Me.	9,513,216	1,242,230	1,040,064	208,359	6,921,274	3,600,000	88,360	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	131
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line..... Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	509,535	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	47
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence..... Mass. & R. I.	4,490,174	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	187
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.) Mass.	397,448	94,269	135,615	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	103
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶..... Ga.	3,506,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	...
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	...
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie. (N.Y., L.E. & W.). N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	...
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia.. Penn.	5,498,035	1,081,819	8,030	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	539,265	864,419	450,750	—	100	...
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern..... New York.	2,553,472	*	.....	.....	943,300	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	...
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern.. Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	66
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,280	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,678	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)..... Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	...
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern..... Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,956	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.8	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,485,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	...
Dec 31, 1878	167.0	—	9.5	—	—	—	—	—	Cairo and Vincennes ..... Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	224,171	.....	167.0	.....	.....	.....	232,852	8,522	—	100	...
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.)..... California	18,800,673	393,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic..... New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399.061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... Canada.	22,839,453	*	4,915,026	164,534	15,000 000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	60
Mar. 31, 1879	42.0	—	12.2	—	22	17	6	278	Carolina Central..... N. C.	10,202,000	.....	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	...
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.).. Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113.370	—	100	15
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C. & N.W.). Ia.	11,234,000	.....	.....	.....	7,020,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	122
Sept. 30, 1878	294 5	—	27.0	—	116	90	32	1,697	Central, of Georgia..... Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	398,718	—	713.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	...
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa..... Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	...
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18762	Central of New Jersey..... New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,889,526	2,302,770	—	100	74
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*..... Kan.	4,200,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	...
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,968	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	80
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific* ¶..... Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,389,278	1,941.0	5,528,444	6,978,188	1,787,642	17,630,858	3,744,740	—	100	76
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta.. N. C. & S. C.	6,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,383	58,570	97,948	441,357	152,228	—	100	...
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio ..... Va. & W. Va.	34,496,195	2,975,421	108,692	486,025	15,950,402	28,268,820	2,127,589	—	455.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	191
epi. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... N. H. & Mass.	2,395,239	322,266	177,285	145,719	2,153,300	826,500	26,812	24.427	53.6	557,659	124,321	419,309	527,588	123,885	1pf	100	50
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton ..... Illinois.	18,274,828	*	7,230,766	269,408	12,490,872	11,391,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	115
Dec. 31, 1878	486.5	1,117	455.8	109.6	841	131	70	9,419	Chicago, Burlington & Quincy... Ill. & Ia.	66,146,212	*	1,592,655	3,327,545	27,956,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	127
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,636,109	*	.....	.....	6,156,600	.....	250,334	.....	221.6	313,592	87,572	235,933	538,595	260,947	—	100	90
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	80,517	4	100	...
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois... Ill. & Ind.	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,068	498,127	784,556	229,516	—	100	92
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C. & NW). Ia.	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	645,587	10	100	...
Dec. 31, 1878	831.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. & M.	58,755,184	*	2,843,298	1,480,429	27,633,744	32,088,500	791,593	2,520,074	1,585.3	5,991,705	1,412,663	1,955,699	8,451,708	3,652,454	7pf	100	88
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	8,241,088	4,342,772	1,616.5	11,125,639	3,328,427	4,265,937	18,420,606	6,816,812	7p	100	98
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	31,558,530	*	2,524,005	163,016	20,980,000	9,962,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	19,409,833	4,829,961	10	100	111
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.. Ky., T., M. & La.	25,911,501	.....	.....	.....	8,663,650	17,247,851	120,698	.....	571.6	1,818,819	227,184	436,158	2,819.0??	818,723	—	100	34

Sept.30, 187	177.7	—	8.5	—	18	14	7	157	Chicago St. Paul & Minneapo[l]s	Wis.	5,000,000	*				5,000,000				177.7	276,932	72,749		739,836	787,943	—	50	45½
Dec. 31, 1878	170.0	75.6	28.2	—	26	13	6	497	Chicago & West Michigan	Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944	—	—	245.6	387,356	205,294	197,637	488,784	80,908	—	100	60
Mar. 31, 1879	59.9	—	40.2	—	34	37	15	627	Cincinnati, Hamilton and Day[t]on	Ohio.	3,827,078	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794		59.9	567,951	950,520	759,569	907,211	141,193	—	100	....
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton & Ind. (C.,H.& D.)&O.& Ind.		2,436,088	229,072	60,080	.....	—	2,500,000	1,180,356	.....		98.4	388,764	152,062	210,283	341,676	78,167	—	—	....
June 30, 1878	56.3	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic.	O. & Ind.	4,059,000	*	.....	.....	1,929,200	1,898,000	300,000	.....		75.3	328,970	.....	.....	408,188	127,599	—	100	....
Mar. 31, 1879	36.0	—	2.7	—	5	2	3	182	Cin., Richmond & Chic. (C.H.&D.)	Ohio.	826,738	184,552	700	9,000	382,600	625,000	8,190	5,195		42.0	131,114	83,175	146,371	188,448	33,458	—	50	....
June 30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland	Ohio.	6,219,252	*	800,734	84,487	4,434,787	2,178,726	562,189	—		190.0	833,667	263,831	364,976	647,202	112,284	6pf	50	29
June 30, 1878	48.0	—	12.0	—	—	—	—	—	Cincinnati and Springfield (C.,C.,C.&I.)	O.	3,751,000	—	.....	.....	1,100,000	2,651,000	1,342,882	.....		86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31, 1878	109.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan	Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....		109.5	230,022	.....	.....	195,710	52,263	—	100	....
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,418	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,825		391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	70½
Jun. 30, 1878	67.0	56.3	94.4	—	—	—	—	—	Clev. & Mahoning Val. (A. & Gt. W.)	Ohio.	4,526,777	*	482,161	976,382	2,759,791	1,967,800	18,594	1,189,385		123.4	188,619	53,002	524,032	403,400	309,459	7	100	....
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)	O.	4,628,871	*	208,148	37,678	1,768,798	2,969,000	669,275	—		156.5	410,716	228,693	259,[illegible]23	382,698	64,971	—	100	....
Dec. 31, 1878	123.8	76.0	65.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.)	Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,059,344	381,817	733,214		225.8	1,885,556	584,237	1,434,207	2,474,634	1,168,580	7	50	120
Dec. 31, 1878	118.0	74.2	13.0	—	19	19	5	188	Colorado Central	Col. & Wy.	4,430,800	*	.....	.....	3,971,300	2,459,000	.....	.....		192.2	.....	[11 m	onths.	669,448	280,558	—	100	..
Dec. 31, 1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.)	O. Ind & I.	28,851,097	*	58,000	.....	13,969,823	24,859,724	79,550	.....		580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	16½
Dec. 31, 1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley	Ohio.	3,301,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,580	455,681		105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30, 1878	44.4	—	2.2	10.9	—	—	—	—	Col., Springfield & Cin. (C.,S.& C.)	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	23,250	.....		—	.....	.....	.....	280,797	65,942	—	50	....
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo		2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496		117.7	416,530	145,283	345,606	617,871	222,259	—	50	....
Mar. 31, 1879	35.0	7.0	78.0	—	38	44	16	946	Concord	New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	.....	178,750	153,226		141.7	617,354	509,203	673,471	733,004	318,847	10	50	172
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv.	Vermont.	3,447,825	*	613,976	108,663	2,175,700	1,388,800	263,883	435,774		147.0	422,078	135,494	136,115	544,142	219,694	3pf	100	70
Sept. 30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River	Massachusetts.	2,306,638	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887		79.8	377,739	946,900	332,900	504,670	199,034	8	100	444
Dec. 31, 1878	58.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.	N.Y.&P.	2,400,000	*	.....	.....	1,900,000	500,000	.....	.....		64.0	181,905	58,582	507,185	404,665	113,354	6	50	....
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley	Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878		135.0	321,495	325,551	315,696	512,121	199,560	10	50	....
Sept. 30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk	Connecticut	973,940	164,740	15,254	26,711	600,000	500,000	.....	80,645		33.8	97,380	222,212	51,81[illegible]	157,953	41,279	—	100	....
June 30, 1878	128.4	32.2	8.5	—	8	7	3	98	Davenport and Northwestern	Iowa.	5,230,000	*	.....	.....	3,520,000	1,710,000	196,827	.....		160.6	187,487	51,582	67,043	222,627	17,738	—	100	....
Mar. 31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.)	Ohio.	6,100,655	791,209	.....	12,903	3,812,778	2,728,800	531,733	164,921		142.7	683,849	209,674	422,303	545,238	271,432	3½	50	....
July 31, 1879	69.7	—	3.4	74.3	4	3	2	238	Dayton and Southeastern (3 ft.)	Ohio.	971,308	*	.....	.....	457,817	413,500	152,701	.....		69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31, 1878	83.8	16.7	10.1	—	—	—	—	—	Delaware ¶ (P.W.& B.)	Delaware.	2,367,508	—	.....	73,198	1,450,323	760,000	160,400	69,983		94.8	268,998	.....	.....	365,580	109,674	6	25	....
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook	N. Jer.	3,186,534	*	.....	.....	1,514,000	1,500,000	279,621	.....		30.8	.....	.....	.....	270,570	119,022	—	100	96
Dec. 31, 1878	115.0	92.5	223.7	—	150	52	22	16139	Delaware, Lack. and Western	Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125		207.5	2,458,754	474,16[illegible]	3,193,531	3,699,601	2,320,481	—	50	84½
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.)	Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350		106.0	.....	.....	.....	147,022	38,068	—	100	....
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.)	Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383		329.5	704,938	47,552	182,828	773,822	342,676	—	100	71½
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge	Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....		87.2	111,664	45,646	66,945	182,812	52,477	—	100	....
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw	Mich.	.....	.....	.....	.....	.....	.....	.....	.....		191.6	.....	.....	[9½ mos.	828,657	265,893	—	100	....
Dec. 31, 1878	166.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern	Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	156,540		197.3	785,106	372,722	364,737	970,084	372,199	—	100	89
Dec. 31, 1878	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)	Iowa.	5,882,000	—	31,453	.....	5,000,000	882,000	.....	31,453		—	.....	.....	.....	925,228	323,830	5½	100	68
June 30, 1878	242.0	30.0	26.5	—	36	31	8	554	East Tenn., Va. & Ga. ¶	Tenn. & Ga.	9,185,633	*	469,381	148,250	1,987,074	4,186,100	226,269	3,423,721		272.0	911,899	76,365	239,054	1,022,252	409,608	3	100	....
Sept. 30, 1878	41.4	76.6	105.2	—	75	136	35	1,281	Eastern	Massachusetts.	7,000,000	905,000	1,691,481	249,876	4,997,600	13,589,022	1,488,349	—		—	1,557,775	4,197,991	697,987	2,422,394	841,2[illegible]8	—	100	36
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	286	Eel River (Wabash)	Indiana.	2,799,128	*	8,261	85,514	2,792,120	.....	27,221	78,562		93.8	197,596	64,795	208,595	206,555	67,842	2	100	50
Dec. 31, 1878	81.0	3.5	56.[illegible]	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.)	Pa.	3,180,937	1,896,725	261,325	18,438	1,998,400	3,322,000	57,987	—		84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶	Maine.	.....	.....	.....	.....	.....	3,223,800	.....	74,934		163.0	250,406	154,015	141,533	356,855	126,507	—	100	....
Aug. 31, 1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute	Indiana.	3,167,288	*	46,066	132,371	1,120,416	1,017,000	41,006	1,167,303		109.0	335,938	143,603	332,700	564,309	160,538	4½	50	80
Apr. 30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,649,600	*	17,068	5,815	458,661	1,100,000	113,822	—		69.3	.....	.....	.....	242,896	94,236	—	100	....
Sept. 30, 1878	50.0	43.3	45.4	—	70	27	25	1,661	Fitchburg	Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,435		189.1	1,638,610	2,166,503	1,115,771	1,794,337	439,715	7	100	125½
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*	Mich	6,876,163	1,467,595	2,564,945	144,885	3,298,300	7,157,965	1,920,826	—		280.0	1,095,422	540,556	408,053	1,056,017	438,203	—	100	28
Dec. 31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag.	Mich. & Ind.	2,702,247	373,551	3,920	30,879	1,198,450	2,000,000	1,564	—		100.0	247,733	96,932	136,029	245,051	95,071	—	100	....
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin	Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....	—		104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo	Indiana.	485,000	*	315,000	.....	600,000	200,000	.....	—		26.0	.....	.....	.....	38,397	19,196	—	100	24
Dec. 31, 1878	51.1	—	3.1	17.5	—	—	—	—	Frem., Elk H. & Mo. V. (S.C.&P.)	Neb.	1,350,000	—	.....	.....	690,000	690,000	.....	.....		51.1	55,216	19,772	45,352	138,159	46,053	—	100	4½
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	437	Galv., Harrisb. & St. Antonio ¶	Tex.	9,474,077	809,723	2,239,241	481,660	6,450,000	5,686,927	494,500	373,574		215.0	488,151	60,193	157,938	1,326,846	792,014	—	100	....
Dec. 31, 1878	50.0	—	8.5	—	17	9	6	256	Galv., Houston and Henderson ¶	Tex.	3,495,335	*	15,806	81,488	1,000,000	1,600,000	275,596	817,032		50.0	122,350	55,055	174,300	495,440	184,595	—	100	....
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre	(D. & H.) N. Y.	1,481,297	*	.....	.....	850,000	600,000	192,249	—		75.6	388,086	95,811	501,852	264,996	df.16,138	—	100	....
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking)	Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,961	511,323		423.6	1,183,105	509,326	383,310	1,200,629	242,458	—	100	....
Dec. 31, 1878	332.0	—	80.3	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa. Co.)	Mich. & Ind	11,095,085	*	65,504	246,737	2,800,000	8,000,000	2,104,707	—		—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	866.0	158.2	213.5	—	434	274	84	8,173	Grand Trunk ¶	Canada.	152,044,870	*	2,311,630	.....	118,498,280	36,812,710	45,510	—		1,890.2	8,884,271	2,025,737	2,387,942	9,581,320	2,349,255	—	100	....
Jan. 31, 1879	274.8	185.7	270.2	—	216	165	38	4,639	Great Western ¶	Canada.	33,424,430	7,877,010	2,851,045	.....	33,106,835	18,221,095	.....	—		1,089.3	3,616,829	1,206,332	1,854,663	4,216,235	1,297,055	—	100	....
Sept. 30, 1878	213.9	—	12.0	—	16	11	3	800	Green Bay and Minnesota	Wisconsin.	12,297,805	*	1,459,135	.....	8,000,000	3,979,000	1,777,941	—		213.9	338,341	56,682	124,478	384,701	106,792	—	100	....
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)	S Car.	3,623,905	*	374,200	193,895	1,515,166	2,178,768	989,222	—		164.8	237,791	48,662	103,077	383,909	181,660	—	100	....
Mar. 31, 1879	66.8	—	4.1	—	5	3	3	69	Gulf, Western Texas and Pacific ¶	Tex.	1,919,727	*	.....	.....	500,000	.....	.....	—		66.8	242,592	4,340	202,584	112,358	29,706	—	100	....
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....		146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec. 31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶	Missouri.	13,492,427	*	.....	.....	14,251,724	8,700,000	.....	.....		292.3	1,354,767	247,916	543,472	2,045,450	780,355	—	100	34½
Sept. 30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South	N. Y. & Vt.	.....	.....	.....	.....	.....	.....	.....	.....		58.0	69,136	28,076	41,914	58,523	def. 918	—	100	....
Sept. 30, 1878	74.0	—	3.0	—	19	21	10	436	Housatonic	Connecticut.	2,581,006	*	225,836	78,762	2,000,000	550,500	161,348	154,256		126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30, 1879	345.0	196.7	35.6	—	66	38	20	1,270	Houston and Texas Central ¶	Texas.	21,370,021	1,531,342	6,864,922	353,302	7,722,900	14,901,995	2,773,600	5,521,092		521.7	1,499,283	242,559	467,840	3,031,361	1,326,905	—	100	64
Dec. 31, 1878	45.0	16.3	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.	Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929		61.3	172,915	43,618	394,788	238,389	114,145	—	50	14½
Dec. 31, 1878	364.7	340.8	139.7	—	212	130	56	4,594	*Illinois Central*	Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	.....	2,013,892		1,255.5	4,247,628	1,726,236	2,067,832	7,111,184	3,631,559	6	100	111½
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland	Illinois.	6,175,000	*	.....	.....	2,000,000	4,175,000	1,154,299	—		175.7	278,504	79,962	128,132	236,895	26,661	—	100	....
Nov. 30, 1878	202.3	134.6	68.0	—	46	27	15	1,185	Ind., Bloomington & Western	Ind. & Ill.	19,040,490	1,723,650	17,273	14,606	7,910,900	9,785,000	3,400,119	—		333.9	1,415,561	284,843	460,028	1,342,323	266,078	—	100	82½
Jun. 30, 1878	158.5	8.0	51.2	—	52	41	16	1,084	Indianapolis, Cinc. & Lafayette	O. & Ind.	16,854,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200	—		194.5	896,503	549,587	457,135	1,309,057	494,388	—	50	....
Dec. 31, 1878	71.8	—	40.9	—	36	39	14	1,619	Indianapolis and St. Louis (Pa. Co.)	Ind.	4,283,911	*	50,301	346,200	600,000	3,500,000	2,245,300	—		266.6	1,585,274	243,093	538,619	1,347,246	313,903	—	100	....
Dec. 31, 1878	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)	Ind & Ill.	4,665,450	*	36,528	24,624	1,402,000	3,150,000	174,602	—		116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31, 1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern ¶	Tex.	16,943,628	1,479,394	1,274,746	133,207	5,500,000	12,307,000	3,825,806	—		519.3	822,430	117,055	224,113	1,636,685	571,983	—	100	50
Dec 31, 1878	183.7	—	6.6	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.)	Ia.	7,577,500	—	.....	.....	4,625,000	2,952,500	.....	—		183.7	.....	.....	.....	476,265	166,493	—	100	89
Mar. 31, 1879	270.5	77.0	16.0	—	—	—	—	—	Iowa So. & Mo. Southwest'n	Ia. & Mo.	6,200,000	—	.....	.....	3,200,000	5,000,000	.....	—		—	.....	.....	.....	.....	769,600	5	100	....
Dec. 31, 1878	236.0	—	33.3	—	—	—	—	—	*Jackson, Lans. and Saginaw.* (M.C.)	Mich.	6,312,933	—	.....	.....	1,966,800	3,648,000	698,133	—		236.8	420,577	296,455	397,841	711,174	276,875	7	100	....
Dec 31, 1878	111.0	118.8	34.3	—	44	33	12	745	Jeffersonv., Madison & Ind. (Pa. Co.)	Ind.	6,508,713	*	182,640	86,155	2,900,000	5,000,000	82,738	—		224.8	1,046,156	667,981	1,586,380	1,150,015	422,988	7	100	....
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.)	Kansas.	1,008,000	*	.....	.....	504,000	504,000	.....	—		84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	638.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*	Kansas & Col.	34,359,541	*	3,807,529	3,989,461	9,689,950	28,433,100	4,747,484	—		672.6	1,505,813	198,173	667,736	3,610,224	1,198,662	—	50	96½
Dec. 31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern	Mo.	475,000	*	.....	.....	36,000	348,000	.....	—		43.0	.....	72,704	39,315	84,578	33,867	—	100	....
Dec. 31, 1878	169.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf	Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	—		155.9	777,592	142,236	455,265	833,825	115,567	—	100	53½
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n	Kan.	10,000,000	*	.....	.....	5,000,000	6,000,000	.....	—		208.5	320,322	.....	.....	343,343	92,989	—	100	87
Dec. 31, 1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.		9,250,128	1,281,878	116,232	458,279	2,789,414	7,485,197	698,465	83,451		258.5	1,168,361	229,622	674,194	1,683,651	448,059	—	100	67
Dec. 31, 1878	66.3	—	3.3	—	—	—	—	—	K. City, Top. & West. (A., T. & S. Fe.)	Kas.	3,199,800	—	174,200	190,729	2,250,000	1,054,000	37,205	226,524		—	.....	.....	.....	768,515	208,387	—	100	112½
Apl. 30, 1879	99 0	49.5	16.5	—	19	17	7	351	Kentucky Central	Ky.	6,045,060	*	.....	188,956	5,000,000	1,045,000	23,523	115,782		198.5	379,111	.....	.....	553,389	208,750	4	100	....
June 30, 1878	162 2	— —	19.2	—	18	15	5	439	Keokuk and Des Moines	(C., R. I. & P.) Ia.	6,479,427	*	26,137	624,406	3,924,600	2,436,300	459,130	—		162.2	402,461	157,078	202,985	566,763	148,433	—	100	10
June 30, 1878	80.3	—	4.8	—	—	—	—	—	Lafayette, Bloomington & Mississippi	Ill.	1,923,725	—	.....	1,456	49,894	1,000,000	1,520,000	6,385	—	80 3	155,603	67,012	91,553	177,545	55,485	—	100	....
Apl. 30, 1878	118.2	—	11.2	—	10	6	2	218	Lafayette, Muncie & Bloomington	Ind.	.....	.....	.....	.....	.....	.....	.....	.....		118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec. 31 1878	100.0	10.0	6.0	80.0	6	5	3	61	Lake Erie and Louisville	Ohio.	1,699,997	*	4,732	7 289	1,500,000	—	202 018	—	—	110.0	195,599	107,743	77,588	153 161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Date of Latest Report	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Dec. 31, 1878	40.4	484 3	671 6	—	495	178	86	10282	L. S. & Mich. S.N.Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,429,037	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	107¾
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	8,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,966	—	16,035,223	1,178,753	11,198,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	858,536	275,994	1,874,053	961,579	—	50	....
May 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley..... Pa.	14,647,061	2,282,317	22,784,411	2,350,670	27,228,855	24,891,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,966	5,532,788	3,075,811	4	50	106¼
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	350,960	624,564	1,224,691	384,621	8	50	....
Dec. 31 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	8,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	51¼
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,53(,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10¾
Jun. 30, 1878	174.7	280.6	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,800	664,239	111,447	213.5	613,520	327,384	314,282	978,083	294,160	—	100	....
Jun. 30, 1878	185.0	—	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,505,120	803,939	9,007,819	17,400,722	2,662,678	3,304,766	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	116
Dec. 31, 1878	288.3	5.0	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	87.9	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	...
Jun. 30, 1878	187.3	1.5	183.6	—	66	33	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Jun. 30, 1878	98.2	25.4	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,580,000	*	200,000	3 844	.....	3,580,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	18
Dec. 31, 1878	63.1	20.0	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	182,436	4,565,627	4,242.200	102.588	106,025	88.5	195,998	59,411	663,276	566,458	299,181	—	100	31
Jun. 30, 1878	272.0	—	29.0	—	37	29	13	626	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4,220,000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	6.0	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,938	*	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433.937	1,530,737	6,872,094	2,707,353	4	100	93¾
Sept. 30, 1878	156.4	15.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	—	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	268,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	.....	.....	155,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	—	—	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	308,672	1,457,223	1,800.000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3.125	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265.473	490,060	2,981,682	348.483	—	100	35¼
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	2,010,311	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,442	1,660,087	—	100	17
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	894	Mobile and Montgomery ..... Alabama.	3,166,261	557,454	71,478	170,625	2,022,518	275,000	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	178.8	480,138	62,493	.....	680,183	258,891	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,999	*	49,967	77,278	1,149,354	1,810,000	1,129,688	.....	528.6	1,166,773	233,087	186,638	2,098,500	879,351	—	100	21¼
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex..... New Jersey.	17,710,791	12,144,240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell..... N.H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	120.6	.....	.....	.....	2,710,117	782,328	7	100	107
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)..... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	53 7	424,029	869,726	271,417	497,456	158,403	2	100	116
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	48.8	.....	.....	.....	95,982	45,276	5	100	....
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L.&N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	483.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	65¼
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	164	Naugatuck ..... Connecticut.	1,928,845	234,087	108,797	57,969	2,090,000	.....	20,696	309,002	122.3	356.841	77,766	425,257	737,756	337.644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	115	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	45	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	458	New Brunswick (3¼)..... New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	—	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	190.0	.....	29,768	52,340	122.300	27.111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	458	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	.....	.....	605,000	.....	881	336,082	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	88.9	15.1	25.7	—	20	18	8	266	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	55,358	52,472	2,460,000	2,181,000	236,993	67,702	14.9	193,381	130,508	932,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	—	New London Northern (C.V.)..... Conn.	2,052,708	231,902	82,628	61,270	1,500,000	687,500	180,988	.....	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	65,000	76,985	3,525,000	3,525,000	.....	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.6	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	.....	4,000,000	4,000,000	279,741	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	—	New York Central & Hudson River. N.Y.	82,163,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	132¼
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in N.Y.C. 5.5		Lessees returns.		.....	.....	8	100	155
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	N. Y., Lake Erie & Western..N. Y. &Pa.	118,049,931	*	.....	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,231	4,896,327	6,150,468	15,644,278	5,009.114	3	100	41¼
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	134,147	—	100	....
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,867	1,006,287	197,890	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	1,873,773	1,537,029	15,500,000	———	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	166
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	252	N. Y., Providence & Boston..Conn.&R.I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133¼
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	———	.....	.....	1,000,000	———	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	North Carolina (H. & D.) ..... N.C.	4,933,778	———	466,223	59,020	4,000,000	291,500	185,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	Northeastern ¶..... S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Sept 30, 1878	102 0	—	8.1	—	13	13	5	142	Northern ..... New Hampshire.	3,068,400	*	387,960	493,637	3,068,400	100	396,617	484,880	8.9	452.301	141,209	401,922	426,874	107,372	5	100	101¼
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	532	Northern Central ..... Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,398,000	1,828,633	———	322.5	2,936,662	1,380,393	5,908,371	3,723,456	1,118,980	—	50	71¾
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	5,296	Northern Pacific...Minn.Dak.,Wash.&c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	———	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	29
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	1,296	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,867	251,639	4,284, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	97
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,143	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	133
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	573	Ogdensburg & L. Champlain..... N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	26
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	950	Ohio and Mississippi..... O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030,000	12,841,000	1,924,750	———	615.0	.....	.....	.....	3,137,136	861,547	—	100	32¼
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	2,510	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,882,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,198,087	3,950,023	631,190	2,077,616	703,278	6	100	116¼
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	1,511	Omaha and Republican Val..... Neb.	1,118,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	—	Oswego and Syracuse..... N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,301	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
ept. 30, 1878	35.0	—	15.6	—	14	13	6	285	Paducah and Elizabethtown..... Ky.	4.277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,461	53,277	228,882	319,542	88,266	—	100	....
Jan. 31, 1878	185.6	—	9.3	—	17	6	4	492	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24.921	152,478	2,114,859	1,569,515	12	100	186
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....
Dec. 31, 1878	67.4	—	7	—	—	—	125	—																		

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,787	10,946,752	20,317,140	9,396,037	2	50	116						
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,01	—	50	....						
Apl : 0	1878	44.0	6.0	3.0	—	6	3	1	86	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,880	36,75	12	100	....						
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	82,81	—	100	....						
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,51	—	100	...						
Dec. 31	1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,320	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....						
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....						
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	31						
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	.....	.....	—	50	....						
Nov. 30, 1878	98 4	228.6	763.4	—	416	334	59	.....	Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,596,128	.....	799.4	8,092,849	6,376,418	8,766,979	11,539,563	6,307,821	—	50	20						
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	18,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,195,048	8	50	139						
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....						
Sept. 30, 1878	149.6	1.9	37.3	—	16	18	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,466	1,542,754	578,312	—	50	....						
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	121						
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....						
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	268	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,406	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	25						
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	.....	Pitt'sb., Wheeling & Kentucky	W. Va.	599,398	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	...						
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,533	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....						
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,092	148,151	29,384	—	100	....						
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	111						
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,035	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....						
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,486	86,897	41,812	—	100	....						
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....						
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....						
Sept. 30, 1878	72.6	110.1	62.8	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	713,320	1,126,484	602,540	1,823,359	754,348	8	100	118						
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....						
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,153	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....						
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....						
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....						
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	90,177	134,771	214,444	82,402	—	100	....						
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	160,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....						
Sept. 30, 1878	141.1	239.2	54.9	—	54	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	408.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	28						
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	.....	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	569,741	.....	136.0	.....	.....	(rental, et	c. 295,812	278,758	—	100	71						
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	284,604	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....						
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	317,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	....						
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	164	St. Joseph and Denver City	Kansas.	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....						
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	175.2	395,390	184,988	473,648	555,302	534,932	—	100	22						
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	53						
Dec. 31, 1878	459.5	195.0	114.3	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	(rental.	240,000	240,000	—	100	....						
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	.....	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,484,244	*	1,096,831	368,907	24,000 000	10,181,500	1,287,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....						
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	36						
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	669	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841,100	5,145,000	.....	.....	208.2	658,203	183,359	.....	954,333	168,210	—	100	....						
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....						
May 31, 1878	156.0	—	19.5	—	11	10	4	513	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	32						
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	478	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43.019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	36						
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	657,632	234,227	—	50	....						
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	26,046	—	100	....						
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....						
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke.	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,876	7	100	....						
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	....						
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,281	—	50	....						
Sept 30, 1878	50.0	—	6.8	—	—	—	—	.....	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....						
Sept. 31, 1878	107.4	—	12.6	—	18	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,000	.....	.....	158.5	165,745	59,315	136,055	414,477	100,090	—	100	....						
Jun. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	190.0	552,986	79,038	718,952	844,689	293,649	—	100	....						
Dec. 31, 1878	187.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,922,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,662	409,305	—	100	....						
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	3,278,492	337,661	625,858	131,764	1,790,234	2,540,125	88,416	.....	114.0	413,552	149,484	440,071	462,906	142,850	—	100	....						
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,086	311,152	—	100	....						
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....						
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	892	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....						
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern.	Mass.	1,576,126	53,399	49,800	26,278	816,480	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....						
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....						
Dec. 31, 1878	81 0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....						
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	113.8	958,319	221,341	1,092,085	876,865	350,378	8	50	100						
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,0 0,000	1,142,000	548,854	125,095	108.0	.....	.....	86,398	220,137	74,284	—	100	....						
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,993,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	25						
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	18						
Sept. 30, 1878	84.7	—	18.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....						
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	181	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	....						
Dec. 31, 1878	275.5	—	369.8	—	255	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,581	*	5,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.5	4,904,560	7,127,224	3,840,229	7,696,451	4,583,229	10	100	167						
Dec. 31, 1878	1.038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	103.8	6,846,580	188,515	844,019	11,121,272	7,744,686	—	100	93						
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	198,12	62,089	—	100	....						
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	108,560	453,144	239,292	4	100	....						
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	86	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	118.0	211,252	108,565	88,120	147,542	def. 3,911	—	100	....						
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	.....	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,960,000	900,000	6,264	38,802	56.8	.....	.....	[rental.	153,197	150,197	5	100	122						
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,488,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....						
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	....						
Dec. 31, 1878	452.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1,952,003	4,798,372	1,654,123	—	100	49						
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	474	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,148,893	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....						
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....						
Oct. 31, 1878	26.8	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....						
Dec. 31, 1878	59.5	—	18.4	—	20	52	12	222	West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,545	615,330	119,632	541,678	202,985	—	50	70						
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	....						
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71						
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M &St. P.)	Wis. & Ill.	7,000,000	315,114	508.864	16,294	4,000,000	3,500,000	387,629	256,633	212.7	870,604	239,094	462,241	1,067,654	304,401	—	100	55						
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,285	300,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	509,698	98,658	—	100	....						
Sept. 30, 1878	163.5	17.0	13.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,100	52,132	315,434	150.5	406,277	.....	.....	312,171	176,277	3	100	....						
Sept. 30, 1878	45 7	—	38.4	—	20	22	7	488	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	534,980	75,045	1,789,900	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	60						

☞ It will be seen by a statement given in another column, and also by advertisement, that the directors of the Mobile and Ohio Railroad Company have appropriated $389,500 for the payment of interest on income and sinking fund debentures out of the net earnings for the fiscal year ending June 30, 1880, divided as follows: 3½ per cent on first preferred income and sinking fund debentures, payable September 1, 1880, $185,500; 3½ per cent on same, payable February 1, 1881, $185,000; also 1 per cent on second preferred income and sinking fund debentures, payable December 1, 1880, $18,500.

Statement of the Public Debt of the United States, August 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,567,000 00	$77,785 00
6 per cent. bonds, 1881 (Oregon,) 1861	741,350 00	3,709 25
6 per cent. 1881 bonds, 1861..	156,911,600 00	784,573 00
6 per cent. 1881 bonds, 1863..	62,067,600 00	310,038 00
5 per cent. funded loan of 1881	484,129,550 00	6,051,619 37
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,180,450 00	2,460,601 50
Refunding Certificates.....	1,167,350 00	3,891 17
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00
Aggregate of debt bearing interest.....	$1,722,698,400 00	$11,602,217 29
Interest due and unpaid		3,489,470 57

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
5 per cent. 5-20 bonds, called 1862.....	386,650 00	3,930 13
6 per cent. 5-20 bonds, called June, 1864	68,200 00	774 41
6 per cent. 5-20 bonds, called 1865	114,250 00	50,343 90
5 per cent. 10-40 bonds, called, 1864.....	2,215,150 00	250,888 80
6 per cent. Consol. bonds, called, 1865.....	577,200 00	3,020 21
6 per cent. Consol. bonds, called, 1867.....	2,130,350 00	264,348 72
6 per cent. Consol. bonds, called, 1868	655,400 00	85,535 68
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,315 00	2,327 85
5 per cent. 2 year notes, 1863.	55,900 00	1,852 99
6 per cent. compound interest notes, 1863-64.....	241,770 00	49,171 10
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,960 00	5,377 02
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,841,115 26	$791,135 61

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,915 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	15,535,000 00	
Coin certificates, 1863.....	7,884,600 00	
Silver certificates, 1878.....	12,089,290 00	
Unclaimed interest.....		7,777 03
Fractional currency, 1862, 1863 and 1864. $15,581,644 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00		
	7,205,710 37	
Aggregate of debt bearing no interest.....	$390,056,531 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,221,050 00	
Bonds at 5 per cent.....	484,129,550 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,180,450 00	
Refunding certificates.....	1,167,350 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,722,698,400 00	$15,691,687 86
Debt on which interest has ceased since maturity.....	6,841,115 26	791,135 61
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,931 00	
Certificates of deposit.....	15,535,000 00	
Coin and Silver Certificates.	20,573,890 00	
Fractional currency.....	7,205,710 37	
	$390,056,531 37	
Unclaimed interest.....		7,777 03
	$2,119,596,046 63	$15,890,600 50
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,135,486,647 13	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,489,470 57
Debt on which interest has ceased.....	6,841,115 26
Interest thereon	791,135 31
Gold and silver certificates.....	20,573,890 00
U S Notes held for redemption of certificates of deposit.....	15,535,000 00
Cash balance available Aug. 1, 1880.....	151,659,793 76
	$198,890,405 20
Debt, less amount in Treasury, Aug. 1, 1880.	$1,936,596,241 93
Debt, less amount in Treasury, on the 1st ult.	1,942,172,295 34
Decrease of debt during the month.....	$5,576,053 41
Decrease of debt since June 30, 1880.....	$5,576,053 41

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	8,141 60
Totals.....	$64,623,512 00	$323,117 56

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,642,584 54; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,291,777 89.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ Rapid progress is being made in the construction of the railway running up to the northern entrance of the St. Gothard Tunnel, which, as an example of bold and skillful engineering, will stand comparison with the tunnel itself. The Axenburg Tunnel, 1,100 metres long, has been lately completed, and it is hoped that before the end of the present month all the remaining tunnels on the Brunnen-Fluellen section of the line will be successfully pierced. These tunnels are known as the Gutsch, Hochfluh, and Oelberg-Schieferneck, the last named, 1,930 metres long, being next in length to the St. Gothard. Of the whole number of 26 tunnels on the line on the north of the Alps, six only will then remain to be completed—the Rinderfluth at Arth, the Kehr at the well known Pfaffensprung, or Priests Leap, 1,460 metres long, the Wattingen, 1,090 metres long, the tunnel at Leggistein, 1,095 metres long, the shorter Muhl Tunnel as Wasen, and the Robrbach Tunnel.

☞ The Guatemala Central railroad, which is controlled by Americans, was opened on the 18th of June.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 10.

	W.4.	Th.5.	F.6.	Sa.7.	M.9.	Tu.10.
Allegheny Val. 7 3-10s.	121	....	....	....	....	....
7s, Income.....	....	30½	....	....	....	....
Camden & Am. 6s, 1883....	....	105½	....	....	....	....
6s, 1889	....	109	109½	....	....	....
Mort. 6s, 1889.....	....	....	....	112½	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	38	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	8	7½	....	....
Preferred	....	11	11	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	31½	31½	32	31½	31½	30½
6s, 1884.....	107½	....	....	107	....	....
Gold Loan.....	....	105½	....	....	....	....
Railroad Loan.....	....	....	....	....	....	110½
Conv. Gold Loan....	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	....	....	....
Lehigh Valley	52½	53	53½	54	53½	53½
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	....	113	....
Little Schuylkill.....	....	....	44	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania ..	48½	49	....	....	....	48½
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	113½	....	....	....
Gen'l Mort. 7s, reg...	....	113½	113½	....	....	....
Northern Central. ..	37½	37½	37½	37½	37½	35½
6s.....	85½	85½	....	....	....	....
Northern Pacific	32½	32½	32½	32½	31½	29½
Preferred	56½	56½	56½	56½	55½	52½
Pennsylvania R. R. ...	58	58½	58½	58½	58½	58
1st mortgage.....	101½	101½	....	....	....	....
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do, 3d series	107	107½	....	....	107	107½
do. 5s, new.....	114½	114	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	10½	10½	11½	12½	11½	10½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	116½	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	114	....	....	....	....	....
Consol. mortgage reg	114½	....	....	....	....	114½
Gen'l mortgage 6s	62½	64	....	64½	65	65
Philadelphia and Erie.	15	15½	16½	15½	15½	15½
1st mortgage, 6s.....	....	103½	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	117x	....	....	....
Pittsb., Titusv. & Buff..	12½	12½	13½	13	12½	12½
7s.....	....	....	....	....	72	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	63	....
United Co. of N. Jersey	166½	....	....	....	166½	....
Hestonville, (Horse)	....	....	....	....	....	20½
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 10.

	W.4.	Th 5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore and Ohio	....	....	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	109	....	....	....	109½	109½
Central Ohio ($50).....	....	....	....	....	....	45
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	110	110	....	....	111	....
2d mortgage, 7s.....	76½	78½	77½	....	77	77
3d mortgage, 6s.....	41½	44	43½	42½	....	43½
Northern Central ($50)	37½	37½	38	37½	37½	36
2d mortgage, 6s 1885.....	....	....	....	....	108½	....
3d mortgage, 6s, 1900.....	....	....	....	....	....	....
6s, 1900, Gold.....	111½	....	....	....	....	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st..	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	111	....
3d mortgage, 6s.....	....	....	....	....	....	....
4th mortgage, 6s.....	....	....	....	....	....	....
O., Alex. & Manassas 7s....	....	83	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	57	56½	56½	56½	56½	56½
Consol. Coupons	....	89	....	88½	89	88½
10-40 bonds.....	41½	41½	41½	41½	41½	41½
Deferred Certificates. 6½	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	9
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred .. 100½	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Adams Express	120	....	119	....	....	118½
Albany and Susq.	....	....	....	108½	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	113½	....	....	....	....
American Express	....	....	60	60	....	58
Atlantic & Pacific Tel.	45½	45	45	44½	44½	44½
Burl., C.R. & Nor.	66	....	66½	....	67	66
1st mortgage 5s	92½	92½	92½	....	92	92½
Canada Southern	62½	....	....	62½	....	....
1st mortgage guar.	93½	93	....	93	92½	92½
Central of N. Jersey	76½	76½	75	76	76	76
1st mortgage 1890	....	115½x	....	115½	116	....
7s, consolidated, ass.	105½	105½	105½	106	107	108
7s, convertible, ass.	105½	....	....	105½	106½	....
7s, Income	82	....	81	....	81	82½
Adjustment	....	....	....	107	106½	107½
Central Pacific	76½	76½	77	77	77	....
6s, gold	112½	112½	112½	....	112½	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	19½	19	....	....	19½	....
Chicago and Alton	116	116	118	....	117	116½
Preferred	....	....	....	....	130	....
1st mortgage	....	....	....	....	122	....
Sinking Fund	....	111	....	106	....	....
Chic., Burl. & Quincy	129½	129½	128½	128½	128½	128½
7s Consol, 1903	....	....	122½	122½	....	....
Chic., Mil. and St. Paul	89½	90½	89½	90½	89½	89½
Preferred	109½	111½	111	110½	110½	109½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	119	....	....	....	....
1st M. (La Crosse div.	115½	116½	....	....	....	....
1st M. (I. and M. div.)	....	115	....	....	....	....
1st M. (I. and D. ext.)	....	112	112½	....	....	....
1st M. (H. & D. div.	110	....	....	....	....	110
1st M. (C. & M. div.	....	....	....	110½	....	....
Consolidated S. F.	112½	....	115½	114	....	....
Chic. & Northwestern.	99½	100½	99½	101½	100½	100½
Preferred	117	124	123	126	123	122
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	124½	....	....	....	....
Consol. Gold bonds.	118½	118½	....	....	118½	....
Do. reg.	....	....	....	....	....	....
Chic., Rock Isl. & Pac	114½	115	114½	114½	114½	112
6s, 1917	119½	....	....	120	....	120½
Clev., Col., C. and Ind.	....	73	72	71	72	71½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	120	120	120	121½	120½	119½
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	17½	....	17½	17½	17½	17½
1st mortgage	....	81½	83	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	81½	81½	80½	81	80½	81½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	114	....	....	....
Del., Lack. & Western	86	85½	85½	86	85½	85½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	109½	....	....	....	....
3d mortgage	....	109½	....	....	....	....
4th mortgage	....	107	....	....	....	106
5th mortgage	109½	....	....	....	....	....
7s, Consol. gold	....	123½	....	....	124	124½
Great Western 1st mort.	....	108½	....	108½	....	108½
2d mortgage	105	104½	105	105	105	105
Hannibal & St. Joseph	36½	36½	36	36½	37½	36½
Preferred	75½	74½	74½	76½	78½	78½
8s, Convertible	....	....	....	....	112½	112½
Houston & Tex. Cent.	....	67½	....	....	....	64
1st Mortgage	....	....	....	....	....	....
Illinois Central	113	113½	112½	113½	....	112½
Lake Shore & Mich So.	109½	109½	108½	109	108½	....
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	117½	....	118	....	....	117½
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	114½	....	....	....	....	....
Louisville & Nashville	117½	....	....	....	115	115
7s, Consolidated	116½	....	....	....	....	....
Manhattan	26½	28½	29	27½	27½	26
Metropolitan Elevated	90½	....	91½	....	....	....
1st Mortgage	....	100½	100½	....	100½	100½
Michigan Central	96½	96	95½	96½	95½	95
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	107½	108	108	107½	107½	107
1st mortgage	132	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	109½	....	....	....	....	....
N. Y. Cent. & Hud. Riv	133½	133	132½	133½	133½	133
6s, Sinking fund, 1883	....	....	....	....	105½	105
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	132	....	....	....	131	....
1st mortgage, reg.	....	....	....	....	130	....
N. Y. Elevated	110½	....	111½	112	111	....
1st mortgage	110½	110½	110½	111	111½	111½
N. York and Harlem	....	....	....	....	185	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	129½	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
N.Y., Lake Erie & W.	43½	45½	43½	43½	43	42½
Preferred	72½	72½	72	71½	71½	71½
2d Consolidated	91	91	90½	90½	90½	90½
New 2d 5s fund	85½	85½	85½	85	85½	85½
N.Y., N. Haven & Hart	165	194½	....	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	32½	32½	31½	31½	29½	29½
Preferred	56½	56½	56½	56½	52½	53½
Ohio and Mississippi	34½	33½	33½	33½	33½	32½
Preferred	....	74½	74½	....	....	74½
2d mortgage	....	113	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	41½	41½	41½	41½	42½	41½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	108	....	....	108	107½	....
2d mortgage	108½	....	....	....	....	....
Panama	....	185	182	....	182	186
Philadelphia & Reading	21	23½	23½	22½	21½	22½
Pitts., Ft. W. & Chi. gtd	....	....	....	121	120½	121½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	129	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	113½	....
Quicksilver Mining Co	....	....	14½	14½	14½	14½
Preferred	....	....	50	....	51	....
St. Louis & San Fran.	36½	36½	36	....	....	....
Preferred	....	49	49½	....	....	....
1st Preferred	....	76	....	74½	....	75
St. L., Alton and T. H.	....	....	....	....	....	....
Preferred	....	....	....	65½	....	63½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	106	....	....	....	....
Income bonds	....	....	....	....	....	96
St. L., Iron Mt. & S. As	58	57½	56½	56½	56	55½
1st mortgage	....	....	117½	....	....	....
2d mortgage	104½	104½	....	105	105	....
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	95½	94½	94½	94½	95	94½
1st mortgage	112½	112½	112½	112½	112½	112½
Land Grant 7s	....	....	114½	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	....	....	....	49½	....	48
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	105	....	....	....	105½	....
7s, Consolidated	103½	104	104	104	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	42½	42½	42	42	41½	40½
Preferred	72½	73½	72½	72½	72½	72½
New Mort. 7s	....	....	....	....	99½	99½
Wells-Fargo Express	108½	....	....	108	....	110
Western Pacific bonds	....	....	....	....	....	108½
Western Union Tel.	108½	107½	107½	107½	107	106½
7s, S. F. conv., 1900	....	....	....	....	117½	....

Boston Stock Exchange.

Closing Prices for the week ending Aug. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Atch., Top. and San. Fe.	118½	118½	118½	....	117	117
1st mortgage	....	....	....	119	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	147½	....	....	150	150	150½
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	92½	....	....	....	....
Boston and Maine	....	....	....	....	132	131½
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	43	43½	43½	42½	42½	42½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	109½	....	....	110	....
4s	....	86	....	....	....	....
Chi., Burl. and Quincy	129½	129½	129½	129	128½	128½
7s	13½	14	14½	15½	15	14½
Clin., Sand. and Clev.	....	....	....	86	....	86
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	36½	36½	36	36	36
New 4½ Bonds	95	96½	....	94½	95	95
Fitchburg	125½	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	97	....	....	....	....	....
N. Y. & New England	41	40½	....	41	39	39
7s	....	111	....	....	....	....
Northern, N. H.	101	....	101	....	101½	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	27½	27½	27	26½	26	....
Preferred	....	....	....	78	....	77
Old Colony	....	....	116½	....	....	....
Ph., Wil. & Balt. ($50)	69½	69½	....	69½	69½	....
Portl'd, Saco & Ports.	....	109½	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	112½	112½	113	....	....	113
Pullman Palace Car	114	113½	....	....	....	114
Union Pacific	96	....	95½	....	....	....
6s	....	....	111½	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	116½	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	60½	61	....	60	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	231	237½	237½	237½	237½	237½
Quincy	....	29½	30½	29½	29	28½

New York Stock Exchange.

Closing Prices for the week ending Aug. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	109½	....	....	....	....	....
U. S. 4s, 1907, coup.	....	....	....	....	109½	109½
U. S. 4½s, 1891, reg.	110½	....	....	....	....	....
U. S. 4½s, 1891, coup.	111½	....	111½	....	....	....
U. S. 5s, 1881, reg.	102½	102½	....	....	....	....
U. S. 5s, 1881, coup.	102½	102½	....	....	....	102½
U. S. 6s, 1881, reg.	104½	104½	104½	....	....	....
U. S. 6s, 1881, coup.	104½	....	....	....	....	....
U. S. 6s, 1880, reg.	102½	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices — July 30.	July 23
Atlantic & Gt. W. 1st mort., Certs.	67 — 69	67 — 69
Do. 2d mort., Certs.	28 — 30	28 — 30
Do. 3d mort., Certs.	13½ — 14½	13½ — 14½
Baltimore and Ohio (sterling)	116 — 118	116 — 118
Central of New Jersey $100 shares	75 — 80	75 — 80
Do. Cons. Mort. Oct. '79 coupon	107 — 109	107 — 109
Do. Adjustment bonds	109 — 112	109 — 112
Do. Income bonds	83 — 87	83 — 87
Det., Gd. Haven & Mil. Equip. bds.	113 — 115	112 — 114
Do. Con. M. 5 p.c. till '84 after 6 p.c.	105 — 107	105 — 107
Erie shares $100 Recon. Ass. $6 pd.	45½ — 45¾	44½ — 45
Do Pref. Shares, R. T. Ass. $3 pd	72 — 75	73 — 75
Do. 1st Con. M. ex-Certs. 6 Con.	126 — 128	126 — 128
Illinois Central $100 shares	112 — 114	109 — 111
Lehigh Valley Consol. mortgage	112 — 115	112 — 115
N. Y. Cent. & Hud. Riv. Mt. bonds	130 — 135	129 — 132
Do. $100 shares	136 — 138	135 — 137
Do. Mort. bonds (ex.)	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	124 — 126	124 — 126
Do. do. 2d do.	87 — 89	87 — 89
Do. 2d Consol. Mort. bonds	93 — 95	93 — 95
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	58½ — 59½	57 — 58
Do. Con. Sink. Fund Mort.	114 — 116	114 — 116
Philadelphia & Reading $50 shares.	9 — 10	9 — 10
General Consol. Mortgage	107 — 109	105 — 107
Do. Improvement Mortgage	89 — 91	85 — 87
Do. Gen. Mort. '74, ex-deferd. con.	61 — 63	57 — 59
Do. Scrip for the 6 def. coupons.	55 — 65	55 — 65
Pittsbg, Ft W. & Chic. Equip bds.	112 — 114	112 — 114
St. Louis Bridge 1st mort. gold bonds	109 — 111	108 — 110
Do 1st pref. stock	67 — 71	68 — 72
Union Pacific Land Grant 1st mort.	115 — 117	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, August 12, 1880.

The quotation for call loans at the Stock Exchange is 2@3 per cent, the ruling rate on stock collateral being 2½ per cent, and on United States bonds 2 per cent. Time loans range from 2 to 4½ per cent. Prime mercantile paper is 4@5 per cent.

The market for foreign exchange is dull and heavy. The posted rates of the leading drawers of sterling are 4.82½ and 4.84½. The actual rates are about 4.81½@4.82 and 4.83½@4.84. Cable transfers are about 4.84@½. Prime commercial bills are 4.79¾@4.80¼.

There were fifteen proposals to sell Government bonds to the Treasury on Wednesday, aggregating $6,387,100, of which $2,500,000 were accepted by the Secretary, as follows: $113,000 6s 1880, at 102.35@102.44; $1,307,000 6s 1881, at 104.68@104.74; $1,080,000 5s 1881, at 102.68@102.70. The prices paid are about the same as the market quotations on that day.

The First Comptroller of the Treasury has decided that a draft of the United States Treasurer cannot be attached by order of any State court, reaffirming a former opinion of Mr. Guthrie when Secretary of the Treasury that a government draft cannot be garnisheed. The case came before the Treasury through a certified copy of the order of a State court of Tennessee, upon whose order a draft was attached, a receiver appointed and the receiver ordered to collect the money. The regulations of the Treasury require the draft

to be indorsed by the payee or his recognized agent. In this instance the receiver was substituted, and the Treasury refused to honor the draft, and yet the Court has declared that the draft shall not be paid to the person in whose favor it is drawn. This decision will be printed for circulation among government depositories and sub treasuries, to show that State courts do not control the Treasury in the formulation of its regulations.

The Treasury Department is in receipt of frequent letters calling attention to an apparent discrepancy in the statement of the amount of the public debt on the 30th of June, as shown by the monthly debt statement and by the analysis of the public debt since 1856 recently issued by the department. The principal of the debt is stated in both correctly as $2,120,415,370 63, and agree, but in the monthly statement the debt, less the cash in the Treasury, includes accrued interest amounting to $22,845,549 59. The "analysis" purports to be a statement showing only the principal of the debt.

Government bonds at the board were strong throughout; State bonds, dull and steady; Railroad bonds, irregular; and Railroad shares, compared with the quotations the previous week, have, with few exceptions, declined in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 43@44; Canada Southern, 60½@61¼; Central of New Jersey, 74⅜@74½; Central Pacific, 75½@76; Chicago and Northwestern, 98⅞@99; do. pref., 118@120; Chicago, Burlington and Quincy, 127¼@127¾; Chicago and Alton, 115@115½; do. pref., 125@130; Chicago, Milwaukee and St. Paul, 88@88⅛; do. pref., 108@109; Chicago, Rock Island and Pacific, 111¼@112¼; Chicago, St. Louis and New Orleans, 32@33½; Cleveland, Columbus, Cincinnati and Indianapolis, 70@71¼; Columbus, Chicago and Indiana Central, 16½@17; Delaware and Hudson Canal, 80½@81; Delaware, Lackawanna and Western, 84½@84⅝; Hannibal and St. Joseph, 34⅝@35; do., pref., 76@76⅜; Houston and Texas Central, 63@65; Illinois Central, 111½@112; Lake Erie and Western, 30⅛@30⅜; Lake Shore and Michigan Southern, 107⅜@107⅝; Louisville and Nashville, 115⅛@117; Manhattan Railway, 25½@26; Morris and Essex, 106½@107; Metropolitan Elevated, 90@92; Michigan Central, 93⅛@93¾; New York Elevated, 111@112; New York Central and Hudson River 132@132¼; New York, Lake Erie and Western, 41⅛@41¼; do. pref., 69½@70; New York, Ontario and Western, 25@25⅜; Northern Pacific, 29@29⅛; do. pref., 51¼@51½; Ohio and Miss., 32¼@32⅜; do. pref., 72@73½; Pacific Mail, 40⅛@40¾; Philadelphia and Reading, 20⅝@20⅞; St. Louis and San Francisco —@36; do. pref., 47¼@48; do. 1st pref., 74@75; St. Louis, Iron Mountain and Southern, 53¾@54¼; Union Pacific, 93¼@93½; Western Union Telegraph, 106⅛@106¼; Wabash, St. Louis and Pacific, 36½@40; do. pref., 70⅜@70½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, ass., 110; Buffalo, New York and Erie 1st, 1916, 125½; Boston, Hartford and Erie 1st, 42¼; Buffalo and Erie 7s, new, 120; Central Iowa 1st, 103½; Cleveland and Toledo S. F., 109; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 86½; do. inc., 40; Chicago, St. Paul and Minn. 1st, 105¾; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 101¾; Chicago, St. Louis and New Orleans, 34; Chicago, St. Paul, Minn. and Omaha, 44⅞; do. pref., 82½; do. consol., 100; Chesapeake and Ohio 1st pref., 25; do. 2d pref., 20; do. 1st, Series B, 67½; do. cur. int., 38; Cincinnati, Indianapolis, St. Louis and Chicago, 30; Cairo and Fulton 1st, 108½; Denver and Rio Grande, 71⅝; do. 1st, 104½; do. 1st consol., 95½; Houston and Texas Central 2d, M. L., 115½; International and Gt. Northern 1st, 102¾; do. 2d, 74; Ind., Bloom. and Western, 1st, 78; do. 2d, 64; do. inc., 47; Indianapolis, Decatur and Springfield 1st, 100¾; Kansas Pacific 1st consol., 96¾; do. 1st, J. & D., with coupon certif., 117½; do. 6s, Denver Div., ass., with coupon certif., 109½; do. ex-coup., 101¼; Lake Shore div. bonds, 120; Lake Erie and Western, 30¾; do. 1st, 102¾; do. inc., 64½; Lehigh and Wilkesbarre consol. ass., 94¾; do. inc., 72⅛; Laf., Bloom. and Muncie 1st, 103½; Louisville and Nashville, Cecilian Branch, 1st, 110; Marietta and Cincinnati 1st pref., 8½; do. 2d pref., 6½; Missouri, Kansas and Texas, 37⅛; do. consol. ass., 105⅝; do. 2d, 66¾; Mobile and Ohio, 21⅞; do. 1st deben., 82½; do. 2d deben., 50; do. 3d, 35; do. 4th, 36; do. 1st mort., 103½; Minneapolis and St. Louis 1st, 110½; Nashville, Chattanooga and St. Louis, 67; New York, Ontario and Western, 26; New York, Lake Erie and Western income, 75; Ohio Central, 22; do. 1st, 91¾; do. inc., 48; Oregon Railway and Nav., 118; do. 1st, 99¾; Ohio and Mississippi 1st, Springfield div., 93¾; Peoria, Decatur and Evansville, 26⅛; do. 1st, 100; do. inc., 62; Rome, Watertown and Ogdensburg 1st consol., 64; Rensselaer and Saratoga, 117; do. 1st, 128½; St. Paul, Minn. and Man., 109½; St. Paul and Duluth, 32; St. Paul and Sioux City 1st, 105½; St. Louis and Iron Mt. 1st pref. inc., 87½; do. 2d pref. inc., 82; do. Arkansas Branch 1st, 106; Syracuse, Binghamton and New York 1st, 116; Southern Pacific of California 1st, 98¼; St. Louis and San Francisco 2d, class A, 92; do. B, 81; do. C, 79; do. Equip., 101; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 108; do. Omaha div. 1st, 112; Texas and Pacific Inc. L. G., 69; do. construction, 80¼; do. consol., 93; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 132½; Toledo and Wabash Equip., 40; Winona and St. Peter 1st, 109⅞; Alabama, Class A, 61½; Louisiana 7s, consol., 45¾; Missouri 6s, 1886, 107; do. 1887, 103¼; North Carolina 6s, old, 30; do. Fund Act, 1866@1868, 11¼; Tennessee 6s, new, 32; do. old, 38¼; Quebec 5s, 1908, 100; Colorado Coal and Iron, 25½; do. 6s, 84½; Consol. Coal, 35; New Central Coal, 26; Cumberland Coal, 28½; Am. Dist. Tel., 75¾; Sutro Tunnel, 1¾; Central Mining Co., 10; Excelsior, 17; Homestake, 34½; Little Pittsburg, 4½; Silver Cliff, 4¾; Standard, 27.

Boston.—Burlington and Missouri River in Nebraska 6s, non-exempt, 103; Boston, Clinton, Fitchburg and New Bedford, 20; Boston Water Power, 8⅝; Boston Land, 6⅛; Boston, Revere Beach and Lynn, 103; Chicago and West Michigan R. R., 67; Chicago, Iowa and Nebraska, 75; Chicago, Clinton, Dubuque and Minnesota, 80; do. 7s, 1910, 108¾; Cheshire R. R., 50; Cedar Rapids and Missouri River 7s, 1894, 116¾; Detroit, Lansing and Northern, 89; Flint and Pere Marquette, 23; Florence, El Dorado and Walnut Valley, 7s, 107¼; Fitchburg and Worcester 7s, 1889, 108; Iowa Falls and Sioux City 7s, 1916, 109; Kansas City, Fort Scott and Gulf, 53⅞; do. pref., 100½; Kansas City, St. Joseph and Council Bluffs, 1st, 112⅝; Kansas City, Lawrence and Southern, 87; do. 4s, 92; Little Rock and Ft. Smith, 51¾; do. 7s, 101; Louisiana and Missouri River, 10½; New York and New England 6s, 111; do. 7s, 111; New Mexico and Southern Pacific 7s, 111½; Old Colony 6s, 1897, 112; Ogdensburg and Lake Champlain 8s, 1890, 102; Portsmouth, Gt. Falls and Conway 80; Rutland, pref., 29; do. 6s, 98; do. 5s, 65; Republican Valley 6s, E. D., 101⅜; do. W. D., 102; Summit Branch, 11; South Boston Horse, 8⅛; Toledo, Delphos and Burlington 6s, Dayton Division, 85; Wisconsin Central, 7; do. pref., 22; Maine State 6s, 1883, 105⅝; Chicago 7s, 1884, 107½; do. 1894, 118⅛; Cleveland 6s, 1895, 116; do. 7s, 1895, 120; Boston 6s, 1900, 102¼; Hartford 6s, 1891, 115½; Brooklyn 6s, 1899, 110½; St. Louis City 6s, 1894, gold, 113½; do. 1887, 109; Providence 5s, 1900, gold, 112⅛; Aztec Mining, 1⅛; Atlantic, 19; Allouez, 4¼; Atlas, 1⅛; Brunswick Antimony, 30; Blue Hill, 4⅛; Catalpa, 1⅞; Copper Falls, 13½; Contentment, 1¾; Duncan, 2; Douglass, 4½; Great Basin, 3½; Franklin, 16; Huron, 7⅜; Harshaw, 39; Mesnard, 2; National, 2⅝; Osceola, 40; Pewabic, 22; Pontiac, ⅞; Ridge, 6¼; Silver Islet, 35; Sullivan, 10½; Waukeag, 4⅜.

Philadelphia.—Am. S. S. Co., 29½; do. 6s, 107; Central Transp., 49¼; Continental Pass. R. R. 6s, 116; Delaware Division Canal, 84; Erie and Western Transp., 51; Lehigh Nav. scrip, 91½; Oil Creek 1st mort., 101¾; Philadelphia, Germantown and Norristown R. R., 103¼; Philadelphia and Reading consol. mort. 6s, reg., 104½; do. coupon, 104½; do. Income 7s, 48; do. scrip, 30; Pennsylvania dividend scrip, 116½; Pennsylvania Canal 6s, 83; Texas and Pacific R. W., 32; do. 1st mort., 105; Warren and Franklin 7s, 101½. The latest quotations are: City 6s, 110@115; do. free of tax, 126½@127½; do. 4s, new, 105@109; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106½@107; do. 5s, new loan, 114@115, do. 4s, new, 107@110; Philadelphia and Reading, 10⅞@11; do. consol. mort. 7s, coup., 114@115; do. reg., 114¼@114½; do. mort., 6s, 110@—; do. 7s, 1893, 116@117; do. 7s, new conv., 28@30; United New Jersey R. R. and Canal, 167@168; Pittsburg, Titusville and Buffalo R. R., 12½@12¾; do. 7s, 71@73; Camden and Amboy mort. 6s, 1889, 109@110; Pennsylvania R. R., 58¼@58⅜; do. 1st mort., 101¼@101½; do. gen'l mort., coupon, 119@120; do. reg., 120@120½; do. consol. mort. 6s, reg., 114¼@—; Little Schuylkil R. R., 44@—; Morris Canal, 52@—; do. pref., 150@—; Susq. Canal 6s, 50@—; Schuylkill Nav., pref., 6@—; do. 6s, 1882, 62½@63½; do. 1872, 94¼@98; Elmira and Williamsport pref., 51@54; do. 6s, 109@111; do. 5s, 86@90; Lehigh Coal and Navigation, 30½@30⅝; do.

6s, 1884, 110@111; do. R. R. loan, 110@110¾; do. Gold Loan, 105@106; do. consol. 7s, 103@103½; Northern Pacific, 29½@29⅝; do. pref., 52½@53½; North Pennsylvania, 48½@49; do. 6s, 108@112; do. 7s, 118@120; do. Gen'l mort. 7s, reg., 113@114; Philadelphia and Erie, 15@15½; do. 6s, 103@104; do. 7s, 111½@—; Minehill, 53⅝@55; Catawissa, 6@10; do. pref., 39@40; do. new pref., 38@—; do. 7s, 1900, 115@—; Lehigh Valley 53½@53¼; do. 6s, coupon, 119@120; do. reg., 119@120; do. 2d mort. 7s, 128@129; do. consol. mort., 112@113½; Fifth and Sixth streets (horse), 115@120; Second and Third, 105@110; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 56@56½; Green and Coates, 100@101; Chestnut and Walnut, 80@90; Hestonville, 19@20; Germantown, 65@—; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 73@75; People's, 12¾@15; Ridge Av., 80@90; Continental, 98@100.

Baltimore.—Baltimore and Ohio 2d pref., 110; do. scrip, 164; Citizens Pass. R. R., 21; City 6s, 1890, 117; do. 6s, 1900, new, 121; do. 6s, 1902, 121; do. 5s, 1916, 115½; do. 5s, 1894, 113½; Northern Central 6s, 85¾; Richmond and Danville bonds, 1885, 104½; do. 1890, 105½; Virginia Peelers, 23¼; do. 10-40 coupons, 93; Wilmington, Columbia and Augusta 7s, 97. The latest quotations are: Central Ohio, 43@47; do. 1st mort., 112½@115; Baltimore and Ohio, —@176; do. 6s, 1885, 109@109½; Northern Central, 86@86¼; do. 6s, 1900, 111¼@—; do. 6s, 1904, gold, 107@109; do. 5s, 85½@86½; Marietta and Cincinnati 1st mort., 1892, 110½@113; do 2d mort. 7s, 77@77½; do. 3d mort. 8s, 43@43¼; do. 1st mort. Sterling, 106@110; Pittsburg and Connellsville 7s, 116¼@117; Orange, Alex. and Manassas 7s, 82@85; Virginia consol. 6s, 56⅛@56¼; Virginia Consols coupons, 88¾@89; Virginia 10-40 bonds, 41¼@41⅜; Virginia 10-40 coupons, 93@—; City 6s, 1886, 109@—; do. 6s, 1890, 117@—; do. 6s, 1900, 120@—; do. 6s, 1900, new, —@121; do. 6s, 1902, 121@—; do. 5s, 1894, 114@115; do. 1900, 114@—; do. 1916, 115¼@—; Wilmington, Columbia and Augusta 6s, 97@—; Cincinnati and Baltimore 7s, 104@—; Virginia and Tennessee 2d, 101@101⅝; Chesapeake and Ohio 6s, 72½@75; City Passenger R. R., 37½@38½; Citizens Passenger R. R., 20@21,

South Carolina Railroad.

The opinion of Chief Justice Waite and Judge Bond in the case of Calvin Claflin and others against the South Carolina Railroad Company was filed in the United States Circuit Court at Charleston, S. C., on the 5th inst. The opinion holds that all the hypothecated bonds are good; that the non-mortgage bonds are not entitled to the benefit of the lien of the second mortgage, and are an unsecured claim against the company; that the first mortgage coupons held by the syndicate were purchased by them, not redeemed, and are entitled to the benefits of the mortgage; that the injunction previously granted shall continue in force until further testimony as to the amounts of the several liens on the road can be taken. In conclusion, the opinion says the complainants are entitled to a sale of the mortgaged property, subject to the ascertained prior encumbrances, but until such a degree is prepared the injunctions heretofore issued shall remain in force. The opinion, therefore, sustains the defendants in the cause upon the points named, excepting as to the granting a sale and the status of the non-mortgage bonds as unsecured debts, on which two points the views of the plaintiffs prevail.

Chicago, Burlington and Quincy Railroad.

The gross earnings, operating expenses and net earnings of this road for the month of June, 1879 and 1880, were:

	Gross earnings.	Operating expenses.	Net earnings.
1880 ..	$1,434,515 87	$709,336 75	$725,178 62
1879 ..	1,160,967 87	611,927 32	549,040 55
Inc....	$273,547 50	$197,409 43	$176,138 07

For the six months ending June 30, 1879 and 1880, the earnings, expenses, etc., were:

	Gross earnings.	Operating expenses.	Net earnings.
1880 .	$8,148,763 92	$4,107,419 84	$4,041,344 08
1879 .	6,510,238 68	3,629,366 42	2,880,872 26
Inc ..	$1,638,525 24	$478,053 42	$1,160,471 82

It is stated that the above does not include the earnings of the Burlington and Missouri River (in Nebraska) division recently consolidated with the Chicago, Burlington and Quincy, and that the net earnings on this (Nebraska) division for the six months show an increase of about $300,000.

☞ A mortgage for $250,000 on the Pittsburg Southern railroad has been filed in the recorder's offices at Pittsburg and Washington, Pa. The board have authorized the issue of $250,000 in six per cent bonds, running thirty years, and fully states the forms of these securities. The mortgage for the consideration of $1, secures the railroad complete, with all its corporate rights, to the mortgages. It is thought that an effort will be made to push the sale of the bonds in sums to suit purchasers and use the proceeds in the extension of the road to the Virginia ore field.

☞ The quarterly report of the State Board of Agriculture of Kansas, just issued, shows that the railways of the State have a mileage of nearly 3,500 miles, and the assessed value of railway property aggregates $20,547,802. The area in winter wheat this year aggregates 2,210,367 acres, an increase of 689,708 acres over 1879. Area in corn, 3,548,474 acres, an increase of 553,404 acres over 1879. During the year ending March 1 last 18,910 farm houses have been built in the State, at an aggregate cost of $4,223,980. The population of the State is 1,000,000.

☞ The location of the Virginia Midland railroad extension has been completed from Statesville, N. C., to the Virginia line, and it is announced that the right of way has been given along the whole route, the people being exceedingly anxious for the extension of the road. The road located is said to be of easy grades.

☞ Trains are now running on the Shenandoah Valley Railroad between Hagerstown, Md., and Shepherdstown, W. Va. By the first of September it will be opened regularly, and communication made with points one hundred miles south of Hagerstown, including the great Luray Caves.

☞ A dispatch dated Portland, Oregon, Aug. 10, 1880, says that two more ships, the Chandes and Cutwater, have just arrived at the mouth of the Columbia river, with thirty-two miles more of steel rails for the Pend d'Oreille division of the Northern Pacific Railroad.

Eel River Railroad.

The stock of the Eel River Railroad Company has been listed at the Boston Board. The road is leased to the Wabash, St. Louis and Pacific Railroad Company for ninety-nine years from September 1, 1879, renewable forever on the basis of 8 per cent for two years, 4 per cent for three years and 4½ per cent thereafter on $2,972,000 of stock and expenses of keeping up the organization; rental payable quarterly. The debt is $104,000 equipment bonds, dated May 1, 1879, due May, 1885, 7 per cent interest; payment of principal and interest assumed by lessee in addition to the rental. Authorized capital, $3,000,000; capital stock issued, $2,778,800; par value, $100. Dividends have been paid as follows: January, 1879, $2 per share; October, 1879, $1 per share; December, 1879, $1 per share; March, 1880, 75 cents per share; June, 1880, 75 cents per share. Daniel L. Quirk is President and Prosper W. Smith Secretary and Treasurer.

☞ Within a few weeks New Orleans will have direct communication with Houston, Texas—the Louisiana Western and the Morgan companies expecting to join their lines at Vermillionville by September 1. The latter company is also locating an extension of its line from Opelousas to a point two miles beyond Alexandria, on the Red river. Contracts have already been given out, and the work may be completed early next spring.

☞ The track of the Southern Pacific Railroad is laid 17 miles east of Benson, Arizona. The grading is complete beyond Dragoon Summit. An average of 85 cars of railroad material goes to the front daily. Track laying will go on at the rate of two miles per day after reaching Dragoon Summit.

☞ At the annual meeting of the stockholders of the Central Pacific Railroad, held at San Francisco on the 10th inst., the following directors were elected: Leland Stanford, C. P. Huntington, Charles Crocker, C. F. Crocker, E. H. Miller, Jr., M. V. Huntington and E. W. Hopkins.

☞ A charter was granted at the State Department at Harrisburg, Penn., on the 2d inst., to the Meadville Railroad Company, which will construct a road from that place to Linesville, in Crawford county, a distance of 18 miles.

☞ The Ohio and West Virginia Railroad has been completed from Columbus to Gallipolis. Several miles of ballasting remain to be done. The road will be open for traffic August 10.

☞ The Homestake Miding Company has declared its regular monthly dividend of 30 cents per share for July, payable at the office of Wells, Fargo & Co. on the 25th inst.

☞ The next terminus of the Southern Pacific Railroad of Arizona will be Sulphur Valley, forty miles beyond Benson, and will open for business some time this month.

☞ The Texas and New Orleans railroad will be formally opened between Houston and New Orleans on the 15th of August.

[From the Fortnightly Review.]

The Railroads of the United States.

THEIR EFFECTS ON FARMING AND PRODUCTION IN THAT COUNTRY AND IN GREAT BRITAIN.

By Edward Atkinson.

[Continued from page 893.]

It may well be remembered that the constitutions of these Southern States were remodeled after the war on the best methods, and that the great industrial forces now working must soon control their legislation. Violence and anarchy cannot have been the rule in a section that has produced greater crops for sale, and has at the same time been more self-sustaining than ever before in its history. The political ebullition is but froth upon the surface; the whole region is provided with new opportunities born of liberty, and the leaders of the future are those who are now working out the industrial problems of the present. Liberty, protected by the ballot, has in less than a single generation effaced one-half the wrongs of more than two centuries of slavery. Another decade may be needed to prove these assertions to those who only see the froth upon the surface, and cannot observe the deep, strong currents underneath.

In all these great achievements in human progress—in the production or leading forth of the wealth of the mines, the forests, and the soil—it has been the railroad that has made all other inventions worth applying; that has caused abundance to rule where famine might have been, and that is now molding the institutions of centuries to its imperative law.

This article will not be considered by English readers complete without some reference to the tariff system of the United States. The writer's position in respect to the theory of protection is sufficiently well known not to require a restatement. His explanation of the apparent anomalies in our system may therefore be useful.

The present tariff was not passed as a protective measure, but as a war measure, and at a time when both tariff and excise taxes were considered almost wholly with a view to obtaining the utmost revenue. Crude and unscientific as they may appear, they yet served their purpose well; and in the years 1866 and 1867 they yielded a revenue of $1,000,000,000.

After the war ended, an attempt was made to pass a yet higher tariff as a measure of greater protection, which was defeated; but a lesser special bill upon wool and woolens was passed.

An attempt was made to make the question of free trade a political issue; but this culminated in the fiasco at Cincinnati in 1872, when Horace Greeley, the ablest and most honest advocate of protection who ever attained great influence in the country, was nominated for President by a convention that had been promoted by the advocates of free trade.

It has since become evident to many who took part in that discussion and convention, that the issue was prematurely raised. The panic of 1873, and the disturbed condition of the Southern States, made it evident that there were questions at issue, in the presence of which the tariff question sunk into relative insignificance—such as the questions of good and bad money, and of peace, order, and reconstruction—involving the rights of the lately enfranchised race, to whom the faith of the nation stood pledged. It will not be forgotten by English readers that we have no question connected with the tariff in any degree approaching the importance of the corn laws of Great Britain, and the events of the last six years of depression and difficulty must have proved to every one that there are factors in social science more potent than any tariff can be, at least in this country.

In the meantime it may be said that a great intellectual change has occurred. The advocates of national isolation have disappeared with the death of Horace Greeley and Henry C. Carey. The interdependence of nations is recognized as fully by the honest and able advocates of what is called "a tariff for revenue with incidental protection," as it is by the advocates of freer trade, who have in these later years been fighting with them for a sound currency and for the equal rights of all men before the law.

This intellectual change is so great, that to many advocates of freer trade it has seemed best to avoid the discussion of the theory, less the contention should retard, rather than promote, reform. The increase of our exports of manufactures and machinery, although they are yet small in amount as compared to the exports of Great Britain, has yet been sufficient to prove to those who might else have doubted, that the argument for sustaining "infant manufactures" had ceased to apply. It has become apparent to a great many representatives of branches of industry that were formerly urgent for protection, that the extension of their own markets would be greatly promoted by the removal of restrictions upon commerce.

On the other hand, there is a dread of legislative changes; it is said that we are now prospering, and shall not be subjected to the agitation of questions which are not urgent, and that, even if our system is not the best, it is better to realize the benefits that we are now enjoying from the restoration of specie payment, and not cause disturbance by tariff changes that would for the moment create uncertainty, even if ultimately beneficial.

But the restoration of the specie standard itself, and our renewed prosperity, have brought into permanent view some of the provisions of our tariff that are obnoxious to moderate protectionists, as well as to the advocates of freer trade; and, on the whole, the modification of the present tariff may be considered as only a question of time. It is to be hoped that it may be taken up and treated as thoroughly as the tariff of Great Britain was in 1840 by the committee appointed at the instance of Joseph Hume, whose report has become a historic document, and which served as the basis of the great series of measures begun under the leadership of Sir Robert Peel, and concluded by Mr. Gladstone; but it is to be hoped that our changes may not take so many years.

It may therefore be said that there is in this matter no question of political science pending or needing discussion, but the question of tariff reform is one of time and method. It may come in detail or by a general measure carefully prepared to meet the necessity of the country.

It may be hoped that the latter course will be pursued. One of the great evils of such an excessive tariff as that with which we are now burdened is, that it so alters the direction and the conditions of great branches of industry as to make any change difficult; and no man who is not a mere doctrinaire, however devoted he may be to the principles of free trade, would hesitate to admit the claim on the part of those whose capital and labor had been directed into a given channel under the working of a war tariff, that all changes should be fairly considered and gradually made.

Great changes in the legislation of every country must be framed to meet its own condition; and, however sound the principles of free trade may be (and no one could be more convinced on that point than the writer), their adoption must depend in time and method upon the peculiar circumstance of each country and of each period if the opposite policy has long prevailed.

It should be remembered by those who are impatient, that the great reforms in Great Britain were not fairly begun until the disaster to which the protective system had brought all the agricultural, manufacturing, and commercial interests, culminated in the period that preceded the first great reform measures of 1842. Even after that, it needed the Irish famine to force the repeal of the corn laws; and the last of the series of changes begun in 1842 was not completed until 1856, when the registry duty on corn was, I believe, finally removed.

A very erroneous idea prevails to some extent in the United States as to the motive of these reforms; and it is often asserted that they were begun when great prosperity had been achieved by the system of tariff taxation that preceded them. How utterly at variance with the facts this view is, has been overlooked even by many in England. The true state of the case has been recorded in these words:—

"It is impossible to convey, by mere statistics of our exports, any adequate picture of the condition of the nation when Sir Robert Peel took office in 1841. Every interest in the country was alike depressed; in the manufacturing districts, mills and workshops were closed, and property daily depreciated in value; in the seaports, shipping was laid up useless in harbor; agricultural laborers were eking out a miserable existence upon starvation wages and parochial relief; the revenue was insufficient to meet the national expenditure; the country was brought to the verge of national and universal bankruptcy.

"The protective system, which was supported with the view of rendering the country independent of foreign sources of supply, and thus, it was hoped, fostering the growth of a home trade, had most effectually destroyed that trade by reducing the entire population to beggary, destitution and want. The masses of the population were unable to procure food, and had consequently nothing to spend on British manufactures."—Noble's Fiscal Legislation of Great Britain.

In conclusion, it may well be considered that the capital of the richest nation in the world never exceeds one, two, or at the utmost three year's production.

In respect to that portion of the active capital which exists in the form of food, the world is always within less than one year of starvation. Yet, on the other hand, there is always enough. Modern invention and modern appliances assure ample production. In quantity there may never be a failure; but where is it?

The only problem that now greatly affects the material welfare of humanity is the problem of distribution. Had one been asked only ten years since, "Can one hundred and fifty million bushels of grain be moved from the prairies of the West five thousand miles in a single season, to feed the suffering millions of Europe, and prevent almost a famine among the nations?" he who had answered, "Yes: it is only necessary to apply the inventions already made, to accomplish that," would have been deemed a visionary.

It has been accomplished.

Had Sir Henry Bessemer refused the title which he now bears, upon the ground that he himself had done more than any living man to break down the social system of which his title marks one of the orders, whowould have admitted that his reason was well grounded?

Has he not accomplished this?

When Mr. Vanderbilt planned the consolidation of the corporations that now constitute the New York Central Railroad system, and instituted the measures by which the cost of moving a barrel of flour from Chicago to New York has been reduced from one dollar and a half to half a dollar, and by such measures laid the foundation of the largest fortune ever gained by rightful methods in a single lifetime, what would have been the estimation in which he would have been held, had he then said, "I am laying plans to save England from great distress, from riots and bloodshed, perhaps from violent revolution?" Have not he and others accomplished all this, and more?

In presenting this subject I have endeavored to give the various aspects. In this world we can make nothing. All we can do is to move something: we cannot create, but we can direct forces. Prosperity depends upon rapid distribution and ample consumption. Capital is worthless even to its owner unless it is worked to these ends; and in the widest distribution of the products of labor is to be found the highest material welfare, both for laborers and for capitalists.

Only when the legislation of a nation complies with the universal law, can that nation reach its greatest prosperity; and no legislation can have any permanent existence that is not brought into harmony with it. The true test of modern statemanship lies in the removal of all obstructive

statutes, and the adjustment of legislation to this higher law.

Slavery constituted the widest and also the rudest divergence from the true law of production and distribution. Its passive war culminated in active war; with its removal the chief obstruction to material wealth and welfare that legislators could create has been removed from this nation.

More subtle, but not more dangerous, problems are still before both branches of the English speaking people. In Great Britain the land and church questions, and the influence of militaryism," must be met. In the United States, the currency, tariff, and the right government of great cities, will give us little rest during the present century.

When the time shall come for the history of the last half of the nineteenth century to be written, it will be no true record if it omits from among the chief factors, more potent than almost all beside, the American railroad and the English steamship; and, from among the greatest names, the names of those who organized and developed them.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 31, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	117,983	4,228 145	5,031,263
Schuylkill Canal	10,688	230,838	517,751
Lehigh Valley	85,139	2,730 894	2,719,971
Del., Lack. & Western	60,023	1,836,978	2,069,606
Shamokin Valley	19,045	449,724	504,498
Central New Jersey	71,753	1,879,344	2,185,305
United R. R. of New Jersey	26,765	585,684	520,524
Pennsylvania Coal	19,714	554,657	816,654
Delaware and Hudson	49,452	1,631,755	1,862,578
Huntingdon & Broad Top Mt	7,125	262,535	188,763
Penn. and New York	22,158	709,076	774,226
Clearfield, Pa	37,986	854,187	870,908

The total tonnage of anthracite coal from all the regions for the week ending July 31, as reported by the several carrying companies, amounted to 427,276 tons, against 592,373 tons in the corresponding week last year, a decrease of 165,097 tons. The total amount of anthracite mined for the year is 12,054,677 tons, against 14,400,719 tons for the same period last year, a decrease of 2,346,042 tons. The quantity of bituminous coal sent to market for the week amounted to 92,459 tons, against 85,832 tons in corresponding week last year, an increase of 6,627 tons. The total amount of bituminous mined for the year is 2,385,657 tons against 2,007,183 tons for the corresponding period last year, an increase of 376,474 tons. The total tonnage all kinds of coal for the week is 519,735 tons, against 678,205 tons in corresponding week last year, a decrease of 158,470 tons, and the total tonnage for the coal year is 14,440,334 tons against 16,407,802 tons to same date last year, a decrease of 1,967,568 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of July was 138,788 tons, of which 104,854 tons were coal and 33,934 tons coke. The total tonnage for the year thus far has been 3,902,858 tons of which 2,936,536 tons were coal and 975,822 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 31 were 42,517 tons, and for the year to that date 1,187,382 tons —270,700 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 25,294 tons, and for the year 764,566 tons, an increase of 232,252 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 12,073 tons, and for the year 292,179 tons, an increase of 4,709 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 5,151 tons, and for the year 130,637 tons, an increase of 33,738 tons as compared with 1879. —Phil. Ledger, Aug. 9.

Iron Lighthouse.

Messrs. Morris, Tasker & Co., Limited, of Philadelphia, who have the contract for the iron work, weighing 500,000 pounds, for a new lighthouse, to be built at Cape Henry, Va., have the base of the structure finished, and the first and second story nearly completed. The castings and machinery work have been made for the upper stories, and the operations of erecting at the Pascal Works, prior to delivery to the Government, will not be long delayed. The lighthouse is to cost $100,000, and will be of iron, the tower being a frustum of an octagonal pyramid, containing six stories and 155 feet in height to the focal plane. The base is 36 feet diameter, tapering off to about 24 at the top. The tower will rest on a base of corresponding form, of concrete mass, eight feet below the surface, and fastened to it by twenty-four wrought iron anchor bolts. The outside shell will be of cast iron and the inside pyramid of wrought iron, inside of which will be the stairway leading to the lantern. The house will be built on the point some distance from the old one now in use. The present one was built in 1789, is nearly 100 years old, and is considered unsafe. It is of stone, 82 feet above ground, and is rated as a second order light. The new one will be a fixed white light, with a first order lens. The concrete and other work will be done by the Government, under the direction of General O. E. Babcock, Engineer of the Fifth Lighthouse District, who is present superintending the construction of temporary buildings for the workmen, and has just completed a long wharf for landing material.

Great Western Railway of Canada.

The gross earnings, working expenses and net profit of the Great Western Railway of Canada for the month of June, 1879 and 1880, (excluding leased lines) were as follows:

	1880.	1879.
Gross receipts	$360,300	$271,000
Working expenses	260,500	222,400
Net profit	$99,800	$48,600

—showing an increase in gross receipts for the month of $89,300, in working expenses of $38,100, and in net profit of $51,200.

The aggregate for five months, (February 1 to June 30) was as follows:

	1880.	1879.
Gross receipts	$1,772,400	$1,494,700
Working expenses	1,223,500	1,183,200
Net profit	$548,900	$311,500

—showing an increase in gross receipts for the five months of $277,700, in working expenses of $40,300, and in net profit of $237,400.

Leadville as a Railroad Centre.

A dispatch dated Leadville, August 6, says that from present appearances Leadville will soon become a very important railroad centre, and then adds:

The Denver and Rio Grande Company on Thursday let a contract for grading its Eagle River extension to a contractor, who, until last Monday, was engaged in grading along the line of the Leadville Ten Mile and Breckenridge Road. The contract entered into by the latter company with the Rio Grande people agreeing to withdraw its forces, has been approved by the directors, and all work heretofore done formally turned over to the Rio Grande Company, which has largely increased its force, and announces that it will have rails laid to Kokomo within 60 days. President Litchfield of the local Ten Mile Company, who has been endeavoring to negotiate bonds in New York for the extension of his company's road, was notified of the settlement with the Rio Grande Company. It is probable the Eagle River extension will be completed to Red Cliff by Nov. 1. The active movements in the way of railroad construction have given new life to mining camps in Ten Mile, Eagle River, Roaring Forks and other points which will be thus reached, stimulating prospecting for new mines and the development of those already discovered.

☞ The Scioto Valley Railroad Company have made arrangements with the Marietta and Cincinnati Railroad Company for the use of its track from Portsmouth to Sciotoville, until their own track between these points is built.

☞ The Sparta and Lake Superior Railroad Company is the name of an organization effected to build a road from Sparta, Wis., to Ontonagon, Mich. The route is 220 miles long and the capital stock $6,000,000.

MOBILE AND OHIO RAILROAD COMPANY,
NEW YORK AGENCY, No. 11 PINE-ST.,
August 4, 1880.

INTEREST NOTICE.—THE BOARD OF DIRECTORS have this day directed the payment of interest at the rate of 7 per cent upon the First Preferred Income and Sinking Fund Debentures, payable at the agency of the company, in the City of New York, as follows, viz: 3½ per cent on the first day of September prox., to the registered holders thereof at the closing of the transfer books on the 21st day of August inst., and 3½ per cent on the first day of February, 1881, to the registered holders thereof at the closing of the transfer books on Friday the 21st day of January, 1881, on which dates the transfer books of the said first debentures will be closed to reopen on Monday, the 6th of September prox., and on Saturday, the 5th of February, 1881, respectively.

Also, interest at the rate of 1 per cent upon the Second Preferred Income and Sinking Fund Debentures, payable in like manner, on the first day of December prox., to the registered holders of said Second Debentures.

Due notice of the closing of the transfer books thereof will be given hereafter.

(Debentures transferred to "Bearer" must be entered in the name of the owner or holder before the interest will be paid thereon.)

CHARLES WALSH, Secretary.

OFFICE OF THE AMERICAN RAILWAY IMPROVEMENT CO., 80 BROADWAY, NEW YORK.

PROPOSALS WILL BE RECEIVED AT THIS office until August 20 for the clearing, grading, bridging structures, water stations, shops, track laying and ties for the first division of the New Orleans Pacific Railway, extending from Shreveport to Lecompte, La., about 140 miles; also for the bridging of the Atchafalaya River on the second division. For terms of payment, plans, specifications and all information apply at this office. G. M. DODGE, President.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, Aug. 12, 1880.

DIVIDEND NO. 20.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for July, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Aug. 3, 1880.

THIS COMPANY WILL PAY SEPT. 1, 1880, the THIRTY-SIXTH SEMI-ANNUAL CASH DIVIDEND on its entire share capital, being a dividend of THREE (3) PER CENT., to all shareholders registered as such at 2 P. M. on the 13th inst., after which and until the 4th September the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

Burlington, Cedar Rapids and Northern Railroad.

The gross earnings of this road for the month of June, 1880, were $158,377 90, the operating expenses $103,271 69, and the net earnings $50,106 21; for the month of June, 1879, the earnings were $110,179 01, the expenses $73,077 42, and the net earnings $37,101 59—showing an increase in earnings for the month of $13,198 89, in expenses of $30,194 27, and in net earnings of $13,004 62.

For the year ending June 30, 1880, the earnings were $1,863,472 33, the expenses $1,184,864 15, and the net earnings $678,608 08; for the year ending June 30, 1879, the earnings were $1,387,261 64, the expenses $949,958 29, and the net earnings $437,303 35—showing an increase in earnings for the year of $476,210 89, in expenses of $234,905 68, and in net earnings of $241,304 73. The length of road operated is 492 miles. Capital stock issued, $5,500,000. Bonded debt carrying 5 per cent interest, $6,500,000.

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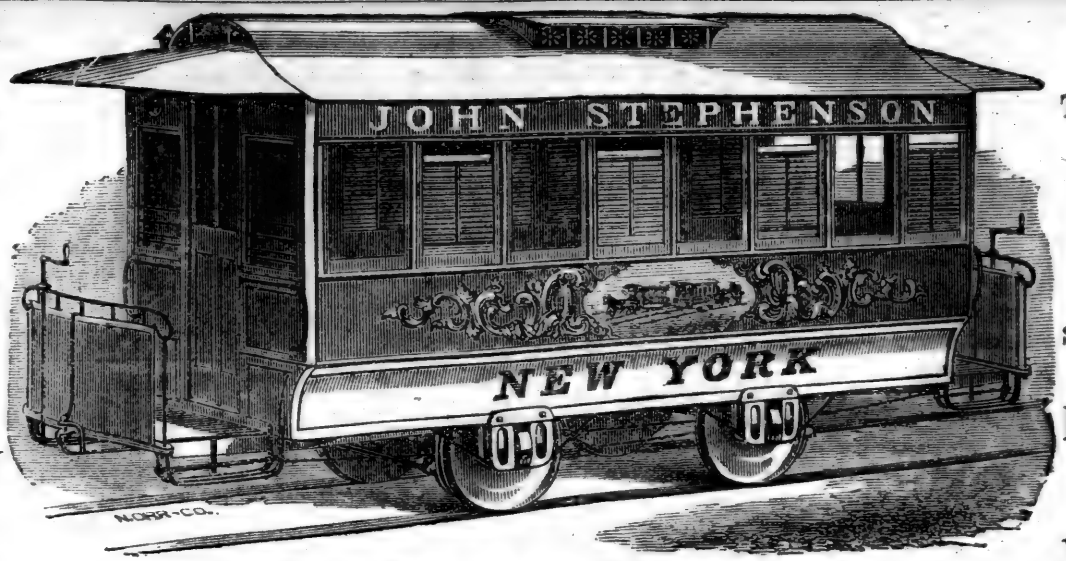
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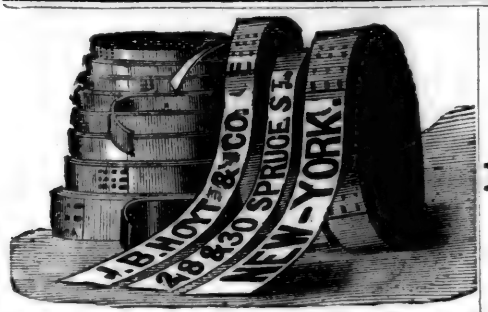
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American Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

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New York, Friday, August 20, 1880.

Chesapeake and Ohio Railway.

The Philadelphia North American is authority for the statement that C. P. Huntington, after examining the harbors on the peninsula shore of the Delaware bay, was best pleased with the harbor at the mouth of the Pankatuck river as the most favorable location of the proposed Atlantic coast terminus of the Chesapeake and Ohio railway, and port for the steamship line to Europe in connection therewith. As for the manner of transporting the freight and passengers from the western shore of Virginia, wherever the connection with the Chesapeake and Ohio Railway is made, to the terminus of the proposed new road, it is proposed to build a very large boat, over which freight cars can be taken, and thus save breaking bulk, and the passengers can be given comfortable passage in another part of the steamer. Negotiations are said to be in progress toward the acquirement by the Chesapeake and Ohio Railway Company of the rights in the charter given by the Virginia Legislature, and taken advantage of by Gen. Painter and other Philadelphia and New York capitalists. In regard to Mr. Huntington's scheme for a through line running almost the whole extent of the peninsula, the North American says his plan is to extend the Newtown railroad, which branches off from the Eastern Shore railroad below Salisbury, Md., to Pocomoke City; thence to Modestown, in Accomac county, very near the Atlantic coast, and further south to Cherrystone, on the Chesapeake Shore of Northampton county, Va., and almost northeast to Chincoteague. Mr. Huntington is expected to visit the peninsula again soon, and meanwhile will report his conclusions to the directors of the Chesapeake and Ohio Railway Company.

Illinois Central Railroad.

During the last twenty years the Illinois Central Railroad Company has paid dividends amounting in the aggregate to more than $36,568,344. During that time it has reduced its funded debt to $10,800,000, at five and six per cent per annum on a main line of 705 miles, and a track of 848 miles. When the assets of the company are examined, it is found that its disposable or cash assets are in excess of the entire bonded debt. Among the company's assets are 280,000 acres of land, consisting of farming lands and town lots; $1,600,000 worth of first mortgage bonds of the Chicago, St. Louis and New Orleans Railroad, and $5,023,000 of the second mortgages of the same road, besides 61,000 shares of the capital stock of that company.

Interstate Telephone Co.

The Boston Journal says that a new corporation called the Interstate Telephone Company, composed of New York, Boston, Providence and Hartford capitalists, with a paid-up capital of $100,000, has been formed to connect all the large New England cities with New York, and has secured from the American Bell Telephone Company the exclusive use of its apparatus for seven years from July 1, and will shortly establish a line between Boston and Providence. Then a line will be opened from Providence to New York, by way of New London, New Haven and Bridgeport, and another to the latter place through Hartford and Waterbury. Eventually spur lines will be run out to the main line from Springfield and Worcester. The company also have the right to build lines from New York to Washington, and it is claimed that when they get everything fixed to suit them we shall be able to talk with any of the cities in the system for an additional consideration, with more ease than we can now converse with our neighbors.

Portsmouth and Dover Railroad.

At the annual meeting of the stockholders of the Portsmouth and Dover Railroad held at Portsmouth, N. H, on the 11th inst., the following were elected directors for the ensuing year: Frank Jones, Daniel Maroy, William H. Sise, Albert R. Hatch, of Portsmouth; Oliver Wyatt, Andrew H. Young and Charles H. Sawyer of Dover. It was voted that the directors be authorized to offer for sale to the highest bidder, at not less than par, the 112 shares of stock in the corporation recently issued, in order to bring the capital stock up to the required sum, as authorized by the referees in the recent suit with the Eastern Railroad, and out of the proceeds and cash on hand to pay to the stockholders of July 1, 1879, a further dividend of one and one-half per cent. It was also voted to advertise for the purchase of the whole or part of the 112 shares of stock.

Richmond and Southwestern Railroad.

The engineers engaged in making the surveys for the Richmond and Southwestern Railroad in Kentucky and Virginia have made their reports. The engineer in charge of the first division from Gloucester Point, York River, to the crossing of the James River at Richmond has completed the work on the seventy miles of his division, and will return to Washington with the notes of his survey to prepare profile and estimate cost of construction. The engineer in charge of the second division from Richmond to Lynchburg, Va., is making several prospective lines near Lynchburg and the entrance in the mountain districts. The engineer in charge of the third division from New River, Va., to Hazard, Ky., has several barometer parties in the mountains and is making rapid progress in the Blue Ridge region. The engineer in charge of the Eastern Kentucky division from Hazard to Mount Sterling has run a line near the Three Forks district of the Kentucky River, and proposes to tap the Red River Furnace property, one of the largest and most valuable plants in the West. The Kentucky portion of the route is expected to pay as it is built on account of the demand for timber and coal to Central Kentucky and at the Ohio River. The Richmond and Southwestern Company hope to complete the prelimi-

nary report on the best route and the cost of construction before October.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 7, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	116,051	4,344,196	5,199,022
Schuylkill Canal....	8,708	239,546	541,101
Lehigh Valley.....	89,829	2,820,633	2,808,302
Del.,Lack. & Western.	57 429	1,894,407	2,154 832
Shamokin Valley	15,441	465.165	529,333
Central New Jersey..	66,296	1,945,641	2,275,073
United R. R. of New Jersey	20,495	606,179	529,900
Pennsylvania Coal ..	20,174	574,820	[841,806
Delaware and Hudson	43,410	1,675,565	1,931,965
Huntingdon & Broad Top Mt.....	9,826	272,361	195,298
Penn. and New York.	17,297	726,374	798,379
Clearfield, Pa.....	37,449	891,636	901,868

The total tonnage of anthracite coal from all the regions for the week ending August 7, as reported by the several carrying companies, amounted to 407,886 tons, against 554,784 tons in the corresponding week last year, a decrease of 147,898 tons. The total amount of anthracite mined for the year is 12,462,065 tons, against 14,955,496 tons for the same period last year, a decrease of 2,493,-433 tons. The quantity of bituminous coal sent to market for the week amounted to 84,001 tons, against 81,396 tons in corresponding week last year, an increase of 2 605 tons. The total amount of bituminous mined for the year is 2,469,657 tons against 2,088,579 tons for the corresponding period last year, an increase of 381,078 tons. The total tonnage all kinds of coal for the week is 491,387 tons, against 636 180 tons in corresponding week last year, a decrease of 144,793 tons, and the total tonnage for the coal year is 14,931,720 tons against 17,044,075 tons to same date last year, a decrease of 2,112,355 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last three days of July was 75,424 tons, of which 57,572 tons were coal and 17,852 tons coke. The total tonnage for the year thus far has been 3,977 782 tons of which 2,994,108 tons were coal and 993,674 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 7 were 36,-805 tons, and for the year to that date 1,224,187 tons —266,648 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 19,279 tons, and for the year 783,845 tons, an increase of 230,059 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 10,896 tons, and for the year 303,074 tons, an increase of 230 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 6,631 tons, and for the year 137,268 tons, an increase of 36,539 tons as compared with 1879. —Phil. Ledger, Aug. 16.

☞ Returns received from all the counties of Minnesota show that the total wheat crop for 1880 will be between 44,000,000 and 45,000,000 bushels. The acreage for the year is estimated at about 2,960,000 acres. The yield of last year was about 31,400,000 bushels. The increase of acreage this year over last is 7.27 per cent. The increase of other cereal crops is much larger—that of oats being 21.33 per cent, corn, 19.95, barley, 22.59.

☞ The contract for the construction of the Branch of the St. Louis, Iron Mountain and Southern Railroad from Garden Station to Camden, Ark., in the direction of Monroe, La., has been let to Mandeville, Dowling & Co. The road is expected to be completed by the end of the year.

Commerce of New York.

The foreign imports at New York for the month of July, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$14,610,450	$20,427,942
Do. for warehousing....	6,801,618	10,923,589
Free goods	5,104,602	8,924,494
Specie and bullion....	711,839	552,272
Total entered at port..	$27,128,509	$40,828,297
Withdrawn fr.wareh'use	5,134,695	7,977,599

The foreign imports at New York for seven months from January 1, were:

	1879.	1880.
Entered for consump'n	$86,171,997	$143,999,637
Do. for warehousing..	43,365 966	77,461,050
Free goods.....	49,386,291	72,816,039
Specie and bullion	6,164,777	5,167,882
Total entered at port..	$185,089,031	$299,444,558
Withdrawn fr. wareh'se	35,997,972	47,734,947

The duties received at New York for the fiscal year ending with July, were:

	1879.	1880.
January	$7,655,552 67	$11,960,677 78
February	8,229,362 06	12,254,602 24
March...	9,820,695 68	14,469,557 65
April	8,184,797 88	11,901,071 43
May	7,577,233 93	9,752,773 54
June	7,198,779 44	10,699,840 52
July	9,329,895 17	13,360,394 37
Total	$57,506,816 63	$84,398,917 53

The exports from New York to foreign ports in the month of July, were:

	1879.	1880.
Domestic produce.	$28,466 272	$38,584,961
Foreign free goods.	153,836	211,950
Do. dutiable.	443,018	383,316
Specie and bullion.....	523,796	459,111
Total exports	$29,586,922	$39,639,338
Do. exclusive of specie .	29,063,126	39,180,227

The exports from New York to foreign ports for seven months from January 1, were:

	1879.	1880.
Domestic produce....	$183,152,540	$229,864,345
Foreign free goods...	1,521,108	1,660,753
Do. dutiable.	2,847,457	2,688,606
Specie and bullion....	12,018,774	5,179,982
Total exports....	$199,539,879	$239,343,686
Do. exclusive of specie	187,521,105	234,163,704

☞ The Baltimore and Ohio Railroad Company have just completed at their Mount Clare shops 30 refrigrator cars, and 20 more are under way. They are 29 feet length of body, 8 feet 4 inches in width, and 7 feet high. They weigh 25,600 pounds each, and have a carrying capacity of 40,000. Each car has two sets of doors, which keep the air out. The flooring is sandwiched with sawdust, as are also the walls. At either end is an icebox reaching from floor to ceiling, and capable of holding about 1,000 pounds of ice. The exterior is painted a bright yellow with black edgings. On each side is a large letter "R." painted black within a red diamond.

☞ Articles of incorporation of the Strawn and Indiana State Line Railroad Company were filed with the Secretary of State of Illinois, on the 11th inst. This company proposes to construct a road from Strawn, Livingstown County, east through Ford and Iroquois county to the State line. Its capital stock is fixed at $100,000, and the incorporators are William Cessna, Ash Grove; Jacob Dazey, Wellington; William Goodwin, Lumley; H. L. Bushnell, Terre Haute, and William Hill, Chicago.

American Railway Improvement Co.

The American Railway Improvement Company is a construction company recently incorporated under the laws of Colorado. Its officers are: Gen. G. M. Dodge, president; James P. Scott, vice president; Francis W. Baldwin, secretary; Charles F. Woerishoffer, treasurer. The company has under its charter extensive powers, which include the right to build and repair railroad and telegraph lines within the limits of the United States and Mexico. It has taken already the contract for the building of the New Orleans Pacific Railroad, and now has under consideration several other important engagements. The New Orleans road extends from Shreveport to near Baton Rouge, and to New Orleans, about 325 miles. This is the line which the directors of the Texas Pacific Railroad Company were authorized, at a recent stockholders meeting, to acquire control of. The original corporators are G. M. Dodge, G. W. Perkins, James P. Scott, G. F. Tyler, G. P. Morosini and Sidney Dillon.

☞ The giant transfer steamer Excelsior, which is to connect the Richmond, Fredericksburg and Potomac railroad at Quantico with the Baltimore and Ohio railroad at Shepherd's, and make the time from Baltimore to Richmond about five hours, is now being fitted up at Wilmington, Del., and is expected in the Potomac river early next month. As soon as the Excelsior arrives the southern connections of Baltimore will be made via Hyattsville, Shepherd and the Potomac river, and the southern passengers for Baltimore will not pass through Washington, but will see the Capitol as they whirl along on the south side of the Anacostia river.

☞ The Baltimore and Ohio Railroad Company has purchased what is known as the Buffalo Branch, a small road running from Garrett station, on the Pittsburg Division of the Baltimore and Ohio Railroad, to Berlin, a distance of nine miles. The road runs through a fertile part of Somerset county, Pa., which is noted for its rich iron ore. The Branch will, it is thought, be extended and made to connect with the Cambria and Somerset railroad. The amount paid for the Branch was $25,000 cash.

☞ The Detroit, Hillsdale and Southwestern Railroad Company has under consideration an extension of its line from Bankers to Lagrange, passing through Algansee, Kinderhook, East Gilead, Orleans and Mungo. From Lagrange, where the road can make a connection with the Grand Rapids and Indiana, it is proposed to extend it by way of Goshen to Walkerton, which will enable it to make connection with Chicago by way of the Baltimore and Ohio Railroad.

☞ Ten passenger cars are now under construction at the Mount Clare shops of the Baltimore and Ohio Railroad Company, which instead of being placed on six-wheel trucks, as formerly, are placed on trucks with but four wheels, which are seven feet from journal to journal. By this arrangement no dead weight is carried, much

unnecessary work is done away with, and a considerable amount of money is saved.

Charlottesville and Rapidan Railroad.

Track laying on the Charlottesville and Rapidan railroad has been completed, and the road will be open for passenger and freight traffic in a few weeks. The line extends from Orange Court House, Va., by a route west of the southwestern range of mountains in the direction of the Upper Rapidan Valley, near Liberty Mills, along the waters of Blue run to the village of Barboursville, and thence across the valley of Preddey's creek, and down to the Rivanna river, reaching Charlottesville, Va., near the present intersection of the Chesapeake and Ohio railway and the Lynchburg and Charlottesville division of the Virginia Midland railroad. The line traverses a fine agricultural section of the country, which cannot be surpassed for the beauty of its natural scenery.

☞ The new iron bridge across the Red river on the St. Louis, Iron Mountain and Southern Railway, is completed. The length is 780 feet between the abutments; draw span, 300; one fixed span, 312 feet, and two fixed spans of 80 feet each. The bridge is first class in every respect. It was planned by chief engineer J. H. Morley, and constructed by the Kellogg Bridge Company of Buffalo, N. Y.

☞ The Camden and Atlantic Railroad Company has, through arrangements with the Central Railroad of New Jersey and the New Jersey Southern Railway Company, constructed a new through short line from Atlantic City, through Long Branch, to New York and Point Pleasant, by which passengers will be carried from Atlantic City to these points without change of cars.

☞ William L. Burt and George L. Ward, of Boston, William Foster, Jr., Enos Wildes, and others, of New York, have filed articles incorporating the Saratoga Lake Railway Company. The road is to run from some central point in Saratoga Springs, to and around Saratoga Lake. The proposed railroad will be about 10 miles in length. The capital stock of the company is $300,000.

☞ A certificate of incorporation has been filed in the office of the Secretary of State of Ohio of the Mineral Valley Railroad Company—termini, Del Roy, in Carroll county, and Zoar Station, in Tuscarawas county, passing into and through the counties of Carroll and Tuscarawas; capital, $150,000, in shares of $50.

☞ Articles have been filed at Albany by E. Kimball, W. H. Gildersleeve and others, incorporating the Metropolitan Passenger Conveyance Company, to convey passengers, baggage, etc., by coach or otherwise, in New York, Philadelphia and Washington.

☞ The bids for the four per cent loan of $150,000 to the State of Maine, were 27 in number, and the aggregate amount was for $1,556,000. The successful bidders were Messrs. Brewster, Bassett & Co. of Boston, at a premium of 1.82 per cent.

☞ The experimental survey for the extension of the Virginia Midland Road through North Carolina has been completed. The engineers report that the route is excellent.

Illinois Central Railroad.

During the month of July, 1880, the traffic on the lines operated by this company was:

In Illinois	$561,339 00
In Iowa (leased lines)	130,348 00
Total	$691,587 00

The traffic for the same month in 1879, on the same mileage, was:

In Illinois	$468,017 03
In Iowa (leased lines)	105,232 84
Total	$573,249 87

During July, 1880, the land sales were 2,379.31 acres for $14,288 12, and the cash collected on land contracts was $10,092 65.

NEW YORK, August 10th, 1880.

L. A. CATLIN, Secretary.

N. B.—A dividend of $3 per share, will be paid September 1st.

☞ In accordance with an act passed by the Legislature of Massachusetts at its last session, which allowed the manager of the Troy and Greenfield Railroad and Hoosac Tunnel, with the consent of the Governor and Council, to make contracts with connecting roads for the operation of the State's road and Tunnel for a period of not exceeding seven years, a contract was signed on the 14th inst. by the State authorities and the Fitchburg Railroad Co. which secures to the latter the right to operate with its train that portion of the Troy and Greenfield Railroad extending from North Adams to Greenfield for the next seven years, upon terms equitable to both the Commonwealth and its connecting railroad.

☞ The capital stock of the Springfield, St. Paris and Sidney Railroad Company has been increased from $800,000 to $1,800,000. The road is to be extended from its previously designated terminus at Sidney, in Shelby county, through and into the counties of Shelby, Auglaize and Mercer to a point on the Indiana State line, the road to be continued thence to Fort Wayne and Chicago.

☞ Twenty-nine first-class passenger cars for the New York, Woodhaven and Rockaway Railroad Company were shipped from Wilmington, Del., on Saturday last. The shipment was a joint one, made by the Jackson & Sharp Company, Bowers, Dure & Company, and the Harlan & Hollingsworth Company.

☞ The Shore Line Railroad Company, of Connecticut, has transferred the road to its directors, as trustees, in accordance with an act of the Legislature, to secure the recent issue of $200,000 of 4½ per cent bonds, due in 1910. If the bonds are met then the transfer will be void.

☞ There are between 1,500 and 2,000 men busily engaged in laying the track of the Somerset and Cambria railroad, which, it is thought, will be completed by the first of November, in time for the fall trade.

☞ The Hagerstown Division of the Shenandoah Valley Railroad, running from Hagerstown to Shepardstown was completed on the 13th inst.

☞ C. A. Whitney & Co., of New Orleans, owners of Morgan's Louisiana and Texas Railroad, have awarded to Rogers & Ballentine a contract for building a branch road from Opelousas to Alexandria.

The Iron Trade.

The Philadelphia Ledger says that the iron trade continues to improve, and the belief is strengthening that the fall will witness a revival in that industry as general as last year, and that it will be lasting, from the fact that experience has taught the necessity of a more conservative policy in regard to prices. Compared with this period of last year the trade is much better. Only 18 furnaces were in blast on the line of the Philadelphia and Reading Railroad at this time last year. Now there are 49 in blast, with 37 awaiting a certainty of a steady continuance of the advance to begin operations. On the line of the Lehigh the number of furnaces is less, but the proportion at work is greater. Out of 40 furnaces 30 are in blast and 10 out. It is good policy to make every concession possible in the price of coal to the furnace men. There is a great deal of extra freight for the railroad companies when the furnaces are in blast, and the other profits that always come from the prosperity of people along the line, which the starting of 37 blast furnaces would very greatly promote.

☞ The Receivers have ordered the expenses of the Philadelphia and Reading Railroad and Coal and Iron Company to be cut down, many trains have been discontinued, the force of hands reduced, and all "dead work" at the collieries stopped. The receivers have increased the debt nearly $3,000,000 since they took control, but have paid $1,620,605 of the July interest. The amount of interest to be met September 15 will be $1,000,000 at least, and with wages to be paid the same month the amount to be raised will not be less than $1,500,000. The whole amount to be raised during the year is $11,556,912, not including money for wages and material.

☞ A dispatch from Ashland, Ky, says that the extension of the Chesapeake and Ohio Railway to that point will be completed within one month. The Ohio Valley Railroad, from Portsmouth, Ohio, to that point will be completed by November. This will give a new and short route to Chicago via the Scioto Valley and Pan Handle Roads from the Atlantic coast. The Big Sandy Road from Ashland toward Louisville will be completed early in the coming year, which will shorten the distance from that point to the Atlantic via the Cincinnati and Ohio Railway about 200 miles.

☞ At the first annual meeting of the stockholders of the Chicago, Hannibal and St. Joseph Railroad Co., at Chicago, Ill., the following directors were elected: John B. Lyon, George C. Walker, N. K. Fairbanks, F. M. Dowd, Jay Gould, Myron P. Bush, Hiram H. Cook, Chas. B. Farwell, S. J. Medill, J. W. Singleton, Russell Sage and Julius Hallgarten. These directors then elected Wm. Dowd President and John W. Hilton Secretary and Treasurer.

☞ The Illinois Central Railroad Company have commenced the construction at Cairo of their million bushel elevator.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	July '80 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio	14,216,800	M. & N	May '80 4
" " pref.	4,569,578	J. & J.	July '80 3
Washington Br.	1,650,000	A. & O.	Apl. '80 5
Berkshire*	600,000	quarterly	Apl. '80 1½
Boston and Albany	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.	1,297,600	— & —	.....
" " pref.	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar	60,000	J. & D	June'76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '80 3
Boston and Lowell	3,250,000	J. & J.	July '80 2
Boston and Maine	6,921,274	M. & N.	May '80 3½
Boston and Providence	4,000,000	M. & N.	May '80 4
Attleborough Branch	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*	950,000	J. & D	June'80 2
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl.'80 3½
" " pref.	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.	381,925	J. & J.	July '80 3
Cape May and Millville*	447,000	J & D.	June'80 3
Catawissa*	1,159,800	Oct. ber.	Oct.'79 1½
" pref.	2,200,000	M. & N.	May '80 3½
" 2d pref.	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F.M.A.N	Aug.'80 1
" " pref.	769,600	F. & A	Aug.'80 3½
Central of Georgia	7,500,000	J & D.	June'80 3
Central of New Jersey	13,563,200	quarterly	Apl. '79 2½
Central Ohio*	2,425,000	J. & J.	July '80 3
" pref.	400,000	J. & J	July '80 3
Central Pacific	54,275,500	F. & A.	Aug. '80 3
Chemung*	380,000	quarterly	July '80 1½
Cheshire, preferred	2,155,300	J. & J.	July '80 1½
Chicago and Alton	10,065,400	M. & S.	Sept.'80 3½
" pref.	2,425,400	M. & S.	Sept.'80 3½
Chicago, Burl. & Quincy	31,004,456	M. & S.	June 80 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	2,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Apl. '80 3½
" pref.	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western	14,988,807	J. & D	June'80 3
" pref.	22,025,603	quarterly	June'80 1½
Chicago, R. I. & Pacific	30,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton	3,500,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val.	2,500,000	F. & A	Aug.'80 4
Concord	1,500,000	M. & N.	May '80 6
Concord and Ports.*	350,000	J. & D.	June'80 2½
Conn. & Passump Riv.	2,175,700	F. & A.	Aug.'80 2
Connecticut River	2,100,000	J. & J.	July '80 4
Cumberland Valley	1,292,950	J.A.J.O.	July '80 2½
" 1st pref.	241,900	A. & O.	Apl. '80 4
" 2d pref.	243,000	A. & O.	Apl. '80 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,528	A. & O.	Apl. '80 1½
" " pref.	1,211,250	quarterly	Apl. '80 2
Delaware*	1,230,950	J. & J.	July '80 3
Del. & Bound Brook*	1,584,400	quarterly	Aug.'80 1
Del., Lackaw. & Westn.	26,200,000	quarterly	Ju.y '76 2½
Detroit, Lans. & Nor.	1,874,000	F. & A.	Aug.'80 2½
" " pref	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*	6,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*	1,300,200	J. & J.	July '80 2
East Mahanoy*	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga.	1,968,274	.....	May '80 3
Eastern (Mass.)	4,997,600	J. & J.	July '73 3
Eastern (N. H.)	492,500	J. & D.	June'80 2½
Eel River	3,000,000	— & —	June'80 4
Elmira, Jef. & Canand*	500,000	Sept.	Sept.'79 5
Elmira & Williamsport*	500,000	M. & N.	May '80 2½
" " pref.	500,000	J. & J.	July '80 3½
Erie and Pittsburg*	1,000,250	quarterly	Mar. '80 1½
Fitchburg	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo	600,000	.....	Oct. '79 1½
Georgia	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref.	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster*	1,182,500	J. & J.	July '80 3½
Housatonic, pref.	1,180,000	quarterly	July '80 2
Illinois Central	20,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co	7,620,000	quarterly	Aug. 80 1½
Ja. Riv. & Mo. Northern.	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.	600,000	quarterly	May '80 1½
Joliet and Chicago*	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.	2,250,000	quarterly	May '80 1½
Kentucky Central	4,500,000	J. & D.	June'78 3
" pref.	500,000	J. & D.	June'78 3
Lake Shore & Mich. So.	19,466,500	F. & A	Aug.'80 4
" (guar.)	533,500	F. & A.	Aug.'80 5
Lawrence*	450,000	quarterly	July '80 2
Lehigh Valley	27,232,550	quarterly	July '80 1
" pref.	106,300	quarterly	July '80 2½
Little Miami*	3,871,450	quarterly	June 80 2
Little Schuylkill*	2,646,100	J. & J.	July '80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex	$1,623,483	J. & J.	July '69 3
Louisville & Nashville	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi	3,000 000	J. & D.	Dec. '70 5
Lowell and Andover	500,000	J. & J.	July '80 5½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati	1,408,912	— & —	.....
" " 1st pref.	3,130,719	M. & S	Sep. '66 3a
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3a
Massawippi*	400,000	F. & A.	Aug.'80 2
Memphis & Charleston*	25,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	July '80 2½
Michigan Central	18,738,204	F. & A.	Aug.'80 4
Middlesex Central	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill*	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon	282,350	J. & J.	July '80 6
Nashua and Lowell	800,000	M. & N.	May '80 3½
Nashua and Rochester	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis	6,575,256	A. & O	Apl. '80 1½
Naugatuck	2,000 000	J. & J.	July '80 6
Nesquehoning Valley*	500,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	July '80 2½
N. Haven & Northamp.	605,000	quarterly	Oct. '74 3
New London Northern*	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R.	89,428,330	quarterly	July '80 2
New York and Harlem	8,500,000	J. & J.	July '80 4
" " pref.	1,500,000	J. & J.	July '80 4
" City Line	.....	annually	Apl. '80 3
New York & Long Br.*	2,000,000	.....	Oct. '79 3½
New York Elevated	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.	77,107,700	.....	.....
" pref.	8,146,700	.....	.....
N. Y., N. H. & Hartf.	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Aug.'80 2
Niag. Bridge & Canand*	1,500,000	J. & J.	July '80 3
North Carolina*	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	Aug.'80 1½
Northern Central	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh.	3,068,400	J. & D.	June'80 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	.....
" " pref.	4,030,000	J. & D.	Mar. '78 3½
Old Colony	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.	4,455,000	quarterly	Aug.'80 2
Oswego and Syracuse*	482,400	F. & A.	Feb. '80 2½
Panama	7,000,000	quarterly	Aug.'80 4
Paterson and Hudson*	632,000	J & J.	July '80 4½
Paterson and Newark*	250,000	J. & J.	.....
Paterson and Ramapo*	248,000	J. & J.	July '80 4½
Pembor. & Hightstown*	342,150	J. & J.	July '80 3
Pennsylvania	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*	6,004,300	J. & J.	.....
" " pref.	2,400,000	J. & J.	Jan. '78 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading	32,726,375	quarterly	Jan. '78 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt.	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	July '80 1½
" Special Imp.	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	July '80 3
Profile and Franconia	.....	.....	Oct. '79 4
Providence & Worces.	2,000,000	J. & J.	July '80 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga*	6,000,000	J. & J.	July '80 4
Rhode Island & Mass.	175,575	— & —	Nov. '79 3
Richmond & Petersb.	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*	556,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.	2,300,000	— & —	.....
" " pref.	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.	4,600,000	.....	.....
" pref.	4,600,000	.....	Feb. '80 1½
Salem and Lowell	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*	576,050	J. & J.	July '80 2½
Seaboard and Roanoke	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.*	889,450	F. & A.	Feb. '80 3
Shore Line*	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June'79 3½
Southbridge and Pitts.*	448,700	J. & J.	July '79 3½
Stony Brook*	267,800	M. & N.	Nov.'77 3
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N. Y.*	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana	1,988,150	F. & A.	Aug.'80 4
Troy and Boston	1,600,000	F. & A.	Feb. '78 4
Union Pacific	36,745,000	quarterly	July '80 1½
United Cos. of N. J.	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.	4,000,000	J. & N.	May '79 3
Utica and Black River	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*	$750,000	J. & J.	July '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '79 3
Warwick Valley	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	July '80 3
Winchester & Strasburg*	500,000	J. & J.	July '80 3
Worcester and Nashua.	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	.....
Baltimore City	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn)	300,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.	500,000	— & —	Apl. '78 3
Continental (Phila.)	180,000	J. & J.	July '80 5
D. Dock R. R'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	 3
Fairmount & Spring Gard.	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	Jan. 2
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 4
Lynn and Boston	200 000	— & —	.....
Malden and Melrose	200,000	— & —	.....
Metropolitan (Boston)	1,500,000	J. & J.	July '80 4
Middlesex (Boston)	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)	797,320	— & —	.....
Orange and Newark	282,556	— & —	.....
People's (Phila.)	206,054	.....	July '79 2
Philadelphia City	475,000	J. & J.	July '80 5
Philadelphia and Darby	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)	1,199,500	J.A. J.O.	Apl. '80 3
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	113,000	M. & N.	May '80 3
South Boston	490,000	J. & J.	July '80 3
Third Avenue (N. Y.)	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)	1,000,000	J. & J.	J ly '80 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	Jan. '80 5
Union (Phila.)	600,000	J. & J.	July '80 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,568	J. & D.	June'75 2
Delaware Division	1,632,350	M	ar '86 $7½
Delaware and Hudson	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat.	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)*	1,908,207	annually	A.'79 70c.s
" " (pref.)	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	June'80 2
American Express	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co.	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.	.....	Annual.	Feb '80 $5
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I.	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.	2 500,000	quarterly	Oct. '79 1½
Maryland Coal.	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	2,836,600	.....	.....
" pref.	3,693,400	.....	.....
Missouri Val. Land Co.	200,000	M. & S.	Jan. '80 2
Mongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works	1,000 000	quarterly	July 80 2
Pacific Mail Steamship	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car	5,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common	5,708,70	.....	.....
preferred	4,291,300	.....	.....
Quincy Mining Co.	40,000 shs	Annual.	Feb.'80 $3
Quincy K. R. Bridge	1,700,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal	1,250,000	J. & D.	June'80 3½
Topeka Equipment Co.	255,000	A. & O.	Apl. '80 5
United States Express	7,000,000	F.M.A.N	Aug.'80 3
Wells-Fargo & Co. Exp	5,000,000	J. & J.	July '80 4
West. Union Telegraph	41,080,600	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,664	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,370	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,228,593	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,458,833	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	1,760,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,988	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	459,543	602,624	537,326	602,132	609,255	670,317	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,314	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,529,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,310	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,232	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,320	157,566	216,327	200,059	189,125	177,861	163,484	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,969	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,103	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,386	654,840	625,201	589,319	7,111,000
1879	580,192	466,921	533,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,273	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,503	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,096	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,305	1,271,131	1,184,531	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,181	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	.....	.....	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,773	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,161,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	289,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	458,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,290	365,300	442,000	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	103,737	118,043	135,209	135,928	92,749	143,544	145,038	127,978	101,075	98,065	1,420,488
1877	78,571	80,579	84,920	90,113	85,011	80,009	74,359	121,274	116,591	116,167	90,086	90,697	1,106,603
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	82,544	1,243,959
1879	94,907	77,624	91,356	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	.....	.....	.....	.....	.....	.....
1880	780,447	762,558	982,480	890,137	946,186	952,049	1,065,080	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Aug. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,357 000	6	Jan. & July.	1880	102½
.. ..coupon	2,900,000	6	" "	1880	102½
Oregon War Bonds of March 2, 1861...coupon	741 850	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861...registered	115,603,550	6	Jan. & July	1881	104½
.. ..coupon	41,310,750	6	" "	1881	104½
Loan of March 3, 1863.....registered	49,026,100	6	Jan. & July.	1881	104½
.. ..coupon	12,981,500	6	" "	1881	104½
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	295,207,500	5	F. M. A. & N.	1881	102½
.. ..coupon	188,922,050	5	" "	1881	102½
.. ..registered	171,999,000	4½	M. J. S. & D.	1891	110½
.. ..coupon	78,001,000	4½	" "	1891	111½
.. ..registered	520,386,100	4	J. A. J. & O.	1907	110
.. ..coupon	207,704,350	4	" "	1907	110
Refunding certificates of Feb. 28, 1879.....	1,167,350	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	6,841,115	...	.....	.....	....
Debt bearing no interest.....	390,056,531	...	.....	.....	....
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	127
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	63½
.. Substitution (B) bonds; R. R. do.....	596,000	5	" "	1906	93½
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	75
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46½
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,988,778	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	8½
California—($3,893,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($6,967,660):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,318,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	870,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	99
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	109½
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	239,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 21, 1874).....	11,777,100	7	Jan. & July.	1914	
.. * Loan to N. O. & P. R. R ('78) $2,000,000	.....	...	.....	.....	...
.. * Levee (Act, 1865 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	8	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Mex. & Mex. Gulf Canal bonds (not F)	260,000	7.2	Mar. & Sept.	1899	....
.. * Loan to N. O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct.	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
.. War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105½
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100½
.. Bounty Loan bond 1864.....	2,330,000	6	June & Dec.	1889	113½
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various.	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328,750	6	Jan. & July.	1893	106½
.. State Loans (1870 to 1874).....	916,591	6		'87-'98	....
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108½
.. War Loan, (1869) stg.....	8,380,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,875,453	5	" "	'83-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	...
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109½
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874..... ...	1,104,000	6	" "	1894	111
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'90	110
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	105½
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($540,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119½
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	68
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	80
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	7 -'98	18½
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	11½
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	3
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($23,268,850):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Resistered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,500	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($. .....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'7	....
.. *Funding bills receivable (1868) gold....	73,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	151,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, '869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	36
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'76-'00	....
.. *Funding (new) bonds, 1872, registered	292,200	5	" "	'75-'00	....
Texas—($4,999,974):					
.. Funded (1872) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,000	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	...
Virginia—($52,072,047):					
.. Old bonds (⅓rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (⅓rds fundable), coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,382,900	6	" "	1905	....
.. Consols (act, 1871) registered..	1,641,915	3	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,433	6	" "	1905	....
.. *Deferred Certificates. (W. Va.).....	16,239,370	...	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,640,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	....
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	109
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	114
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	121
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	108
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	31
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	114
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1890	119
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	118
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1908	110
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	91
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,016,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,800	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	109
Loan of 1855-'90 (Balt.) sk'g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
	1,224,000	7	Apr. and Oct.	Boston.	1893	105
Consol. Mortgage for $2,000,000.	357,200	6	" "	"	1895	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Bordell)	15,000,000	7	Jan. and July.	New York.	1900	42
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	123
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,930,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1888	....
Buffalo and Erie:						
Mort. bonds (ass'd by L. S. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,800,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	126
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	92
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1880	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	376,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	3,000,000	7*	Jan. & July.	New York.	1891	108
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	400,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	108
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk'g fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	92
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	110
Chattel Mortgage	209,850	6	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	90,000	7	April & Oct.	New York	1904	107
1st Mort. (W. to Minn. Lake)	1,340,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1898	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1880	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	88
Consol. Mort. for $25,000,000....	16,000,000	7	J. A. J. & O.	" "	1899	108½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	112½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '96	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,800	8	May & Nov.	"	1902	43
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	68½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (") coupon....	918,000	6	" "	"	1884	....
Income (") coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	330,900	6	Jan. & July.	Boston.	'80-'98	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	122
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	105
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,851,000	7	Feb. & Aug.	" "	1900	113
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,630,500	7	June & Dec	Boston.	1903	122½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	939,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,500,000	8	Jan & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,500 000	2 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1906	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	116½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1898	119½
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	112½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	110
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	132½
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	119½
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	110
1st Mort. (Mil. and Western)...	210,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	104
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	114½
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	972,200	7	Feb. & Aug.	New York.	1885	109
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1885	105½
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1886	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	124½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	118
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	120
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.	"	1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1880	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	98
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	103
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1903	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	110
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1938	....
2d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1896	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	83
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1890	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	646,000	6	May & Nov.	" "	1883	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	851,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	113
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	120
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	104
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,339,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $32,000 p.m....	1,061,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1886	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	61,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
Bonds of June 30, 1866.....	1,702,317	6a7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	121
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	109
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. &Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	"	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1886	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,251,500	4*	" "	Boston.	1906	94½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1900	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	109½
3d Mortgage.....	4,852,000	7	" "	" "	1883	102
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1920	106
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	109½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	114½
1st Consol. Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	124½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	90½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	105½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 55, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p v.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & Kal. Aug.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 980,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.		1902	98
Construction Loan.....	280,496	8	Jan. & July.		1870	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1880	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1906	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1885	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremon: Elkhorn & Mo.(StC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	428,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	6*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	5	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	....	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	105
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	111½
1st Mort. (Q. & Palm.R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m. skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1869	300 000	6	April & Oct.	Bryt. & Bost.	1919	....
Equipment Bonds	125 000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	107½
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	105
1st Mort. (Waco & N. W. Div.)	940,000	7	" "	" "	1908	105
Income and Indemnity bonds	1,350,500	7	May & Nov	"	....	95
Consolidated Mortgage	2,564,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	65
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	78
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert.B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lake Shore (I.,L.&L.M.):						
1st Mortgage(sk'g fund guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1895	....
Iowa Falls and Sioux City.						
1st Mortgage	2,000,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,800	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1868	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	840,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB,78 m)conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.)conv.	887,000	7	March & Sept.	" "	1899	112½
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $3,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	117¼
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	109¾
1st Mort. (1,000,000 acres)	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold	1,500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	317,000	8	April & Oct.	Boston.	1879	100¾
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon..		7	Jan. & July.	" "	1900	123¾
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	118
Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	....
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118¾
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¾
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¾
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)	5,000,000	6	June & Dec.	Philadelphia.	1898	118¼
1st Mortgage (")reg.		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	130
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	112¾
General Mort., registered		6*	" "	"	1922	113
Lewisb., Centre & Spruce C.(Pa & E):						
1st Mortgage	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan	100,000	6	May & Nov.	"	1890	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund	2,000,000	7	" "	" "	1905	101¾
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Sk'g. Fd.	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....
General Mortgage	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,854,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage	2,000,000	8	March & Sept.	New York.	1880	....
2d Mortgage	800,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Mump. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $8,000,000(302 m.)	7,070,000	7	April & Oct.	" "	1898	117
Louisville Loan	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¾
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage	1,450,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage	2,796,500	7	April & Oct.	Boston.	1912	108¾
$1,100,000 Loan, tax free	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93¾
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	110
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	115
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	78
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	42¾
4th Mortgage	4,000,000	8	April & Oct.	"	1906	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	New York.	1892	113¼
1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage	1,454,000	6-10	Various.	" "	'92-'03	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan	1,814,142	6	" "	" "	....	....
Income Bonds	600,000	10	March & Sept.	" "	'75-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1900	....
2d Mortgage	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £	8,500,000	6*	Jan. & July.	New York.	1908	100¾
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¾
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108¾
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121¼
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113¾
Equipment Bonds for $800,000	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¾
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	110¾
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul— See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	6	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage...	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage...	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold...	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A...	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B...	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m...	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,845,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	67½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage...	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage...	277,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	...
Plain bonds...	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage...	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1870....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures.....	5,300,000	7	As declared	New York.	Sinking fund.	....
Second Preferred Debentures..	1,850,000	7	on or before Feby 1, out of net earnings preceding fiscal yr.	"	Sinking fund.	....
Third Preferred Debentures...	600,000	7		"	Sinking fund.	....
Fourth Preferred Debentures..	900,000	7	non-acc.	"	Sinking fund.	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage...	780,000	7	.....	" "	....	....
Income Mortgage...	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage...	127,900	7	May & Nov.	New York.	1888	...
2d " ...	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	134
2d Mortgage guar...	3,000,000	7	Feb. & Aug.	" "	1891	115
Convertible bonds...	384,000	7	Jan. & July.	" "	1900	103
Construction bonds...	573,000	7	Feb. and Aug.	" "	1880	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage..	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	2,239,000	7	June & Dec.	" "	1915	109½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	" "	'81-'91	...
New Mortgage...	4,700,000	7	" "	" "	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	109½
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1893	109½
Newark & New York (C. of N.J.).						
1st Mortgage guar...	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	500,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage...	525 000	7	Various.	New Haven.	'96-'00	....
New H., Middlet'n & Willimn.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage...	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage...	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage...	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage...	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage...	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage...	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage...	750,000	7	" "	"	1891	....
New Jersey Wes Line						
1st Mort. gold for $2.000 000.....	1,200,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage...	1,200,000	6	April & Oct.	New York.	1895	101½
2d Mortgage...	600,000	7	June and Dec.		1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage...	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,900	7		" "	1885	110½
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	131
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	150
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage...	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage...	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000...	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	...
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage...	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage...	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage...	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage...	232,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	118
North Pennsylvania:						
1st Mortgage...	1,930,500	6	Jan. & July.	Philadelphia.	1885	106
2d Mortgage...	1,500,000	7	May & Nov.		1896	118
General Mortgage...	2,035,000	7	Jan. & July.		1903	113½
North Shore (Flush., N.S. & Cent):						
1st Mortgage...	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	115
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	111½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	108
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	" "	Baltimore.	1926	86
Second General Mort. coupon..	1,000,000	6	" "	"	1920	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on B.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage...	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage...	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	117
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	110½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	113
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	102
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds.....	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	266,500	7	Feb. and Aug.	"	1881	105

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	101½
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	.. ..
Omaha and Southwestern:						
1st Mortgage	1,634,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,600	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (8-20 years)	200,000	10	Jan. & July.	New York.	'78-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C.,B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107
2d Mortgage sinking fund	2,656,000	7	Jan & July.	" "	1891	109½
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.)						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	110½
General Mortgage, registered.		6	" "	"	1910	120
Consolidated Mortgage	28,201,540	6*	Jan. & July.	London.	1905	113½
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	105½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	119,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	122½
Peoria & Bureau Val.(C.R I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	114
General Mort. for $20,000,000.	5,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1958, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1856, stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	114½
	Dollar registered	3,339,000	7	" "	"	1911	114½
	Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	104½
	Gold or stg reg.	663,000	6*	" "	"	1911	104½
	Dollar coupon	306,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv		10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S.F.($60 000,000)		19,686,000	6*	Jan. & July.	" "	1908	69½
Income Mortgage of 1876		2,218,000	7	June & Dec.	Philadelphia.	1896	53
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000.		13,036,500	7	Various.	Philadelphia.	92-94	....
Debentures guaranteed		1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,155,000	7	Feb. & Aug.	Philadelphia.	1896	71
Funding Income		515,933	7	" "	"	1896	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	...
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	117
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135½
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct.	" "	1912	129
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	6	March & Sept.	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7	April & Oct.	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	117
1st Mort. (Turtle Cr. Div.10½ m)	325,000	6	Feb. & Aug.	Pittsburg.	1880	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me.& N.H)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,500,000.	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	436,000	4½	June & Dec	Boston.	1937	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000.	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1909	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	107½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	6	Jan. & July.	Phil. & Bal'h.	1898	....
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	104½
Gen'l Mort. gold for $6,000,000.	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,257	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1900	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Stg Fd.	424,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	64
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1898	65
General Mortgage	1,500,000	6	May & Nov.	"	1901	93

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M. (W.D) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	106
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	1.7
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	105
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	106
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105¼
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	118
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	116
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	105¼
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1893	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	94¼
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	80
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	994,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H.) &						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,638,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99¾
3d preferred bonds	452,800	6	" "	" "	'84-'90	91¼
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	60
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	99¾
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	305,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	23
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	105
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	68
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50¾
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	108
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	108
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108¾
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	107¼
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100¾
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	108
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	106¾
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	106¾
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	105
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	3,610,000	7	F. M. A. & N.	" "	1907	103¾
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	240,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	112
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	116
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	119
Omaha Bridge Bonds Sterling..	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund....	3,220,000	6c	Jan. & July.	New York.	1890	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'e)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,848,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'e)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co'e)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.	1,310,000	6c	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	106
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	576,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1886	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	....
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	92
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	106
3d Mort. " ")	600,000	8	May and Nov.	"	1873	70
4th Mort. " ")	700,000	8	March & Sept.	"	1880	52
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Ken	41,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,000,000	256,600	7c	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	"	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7c	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	117
Sterling Bonds, Sinking Fund..	981,284	6c	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108
2d Mortgage preferred.....	800,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	108
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	106
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000 :....	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,000,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	100
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	112
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,313,000	7c	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F.$25,000pm	4,618,800	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	92
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	75
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1895	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	114
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	99
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	106
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,668,500	6c	June & Dec.	"	1897	106
Consolidated Mortgage.....	1,116,000	7	" "	"	1911	133
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	63
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	"	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1888	
West Branch & Susqu. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1878	
2d Mortgage.....	283,000	6	" "	"	1904	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	396.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	869.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	108½
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶.....Pennsylvania.	21,714,734	2,413,863	681,968	249,183	2,166,600	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,558	1,671,867	1,500,000	37,500	1,944	62.6	241,709	64,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	148.6	32.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
June 30, 1879	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,096	3,950,868	2,035,676	—	100	118
Dec. 31, 1878	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West..N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,356,182	919,064	2,652,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.8	—	26	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,483,025	149,577	540,966	1,781,710	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence..Me., N.H.& Vt.	8,484,000	.....	.....	.....	5,000,000	3,484,000	268,359	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	783,000	.....	.....	.....	783,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,492	18,277,509	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	174
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	114,382	1,630,000	.....	20,000	94,382	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago..O.,I.&Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,408,786	696,010	37,538	64,638	3,533,250	6,500,000	258,385	.....	90.2	571,480	909,548	281,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	806,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,600	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	248	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,612,555	6,033,533	2,219,536	8	100	160½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	654,300	268,133	.....	52.5	135,063	104,7b2	721,301	166,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	151.6	766,719	688,438	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	93.5	72.8	19.0	17.0	30	27	16	573	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	....
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	86,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	307,873	2	500	91
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,034	203,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	132
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,486	99,429	170,314	282,881	77,680	—	100	47½
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	800,000	677,843	368,127	67.7	800,010	3,213,189	569,751	1,266,417	358,490	6	100	187½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	104
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	18	5	1,049	Buff., New York and Philadelphia..Penn.	5,496,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	388,434	120.5	509,791	189,122	539,285	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,553,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,024	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	66
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,963,300	1,776,111	502,467	415.2	489,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,487	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	283,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.).....Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California.	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,496,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	840,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	36.5	6.7	—	12	10	4	208	Canada Central.....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	288,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,036	Canada Southern.....Canada.	22,839,458	*	4,915,026	161,534	15,000,000	11,611,845	1,012,265	294,965	326.6	1,681,914	219,544	968,044	1,490,270	233,045	—	100	64
Mar. 31, 1879	242.0	—	12.2	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	*	.....	.....	4,354,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	15
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	*	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	133½
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,058	4,325,000	180,546	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	55.9	188.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,836	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,089,526	2,302,770	—	100	76½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	57,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	99
Dec. 31, 1878	982.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	76
Sept. 30, 1878	195.0	—	13.0	—	22	17	5	218	Charlotte, Col. & Augusta...N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,383	68,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	19½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,259	322,266	177,285	145,719	2,153,300	826,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123,835	1pf	100	50
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,261	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,408	12,490,872	11,391,850	2,001,033	—	677.8	2,709,403	781,991	1,967,306	4,691,519	2,156,385	7	100	115½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,692,685	3,827,845	27,958,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	130½
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn..Io.&Minn.	6,636,109	*	.....	.....	6,156,600	.....	280,334	.....	221.6	313,592	87,572	236,333	588,596	260,947	—	100	90
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction..Mich.	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	116,718	152.2	563,439	111,068	498,127	784,556	229,516	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	*	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	134
Dec. 31, 1878	881.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.&M.	58,755,184	*	2,848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5,991,705	1,412,663	1,955,899	8,451,798	3,659,454	7pf	100	82½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,639	3,328,427	4,265,937	18,420,006	6,816,812	7pf	100	100½
Mar. 31, 1879	500.2	222.0	161.7	29.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,553,530	*	2,524,005	165,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	9,409,883	4,829,961	10	100	113½
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,501	.....	.....	.....	8,663,350	17,247,851	120,695	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	34½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(Items in red) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date ending	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	par
Dec. 31, 1878	40.4	484.8	671 6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,429,037	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	108
Dec. 31, 1878	25.0	—	2.0	—					Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—					Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
May 30, 1878	101.0	102.2	346.6	—	235	72	36	....	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,360,677	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,956	5,532,738	3,075,811	4	50	108
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,167,971	850,950	624,564	1,224,691	384,621	8	50	....
Dec. 31, 1878	166.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ .....Ark.	5,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	55
Sept. 30, 1878	94.9	63.0	63.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—					Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 390	138,370	—	100	10
Jun. 30, 1878	174.7	280.6	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,174	3,375,300	664,239	111,447	213.6	613,520	327,384	314,282	978,053	294,160	—	100	....
Jun. 30, 1878	186.0	—	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,606,120	603,939	9,007,819	17,400,722	2,562,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	126
Dec. 31, 1878	288.3	5.0	26.0	—	23	12	8	459	Louisville, N. Albany & Chicago....Ind.	3,500,000	—	.....	.....	.....	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	87.9	9.2	—					Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91,424	36,569	—	50	....
Jun. 30, 1878	187.3	1.5	188.5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)...Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,733	266,980	—	50	..
Jun. 30, 1878	98.2	25.4	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3,844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,577	9,467	—	—	....
Dec. 31, 1878	63.1	20.0	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,378	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	18
Dec. 31, 1878	272.0	—	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	31
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	76,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(No report since reorganization.)								115.0	156,468	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	284.0	6.0	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,938	*	6,169,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	96
Sept. 30, 1878	156.4	15.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	—	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,856	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).....Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—					Minnesota Valley (C. & N. W.)....Minn.	136,330	—	.....	.....	.....	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee...Miss. & Tenn.	2,956,654	*	163,917	28,669	825,400	1,982,900	324,445	.....	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	85.0	209.8	5.0	210.0	5	2	2		Missouri, Iowa and Nebraska...Mo. & Ia.	3,838,149	*	308,672	1,457,225	1,800,000	329,969	559,678	.....	85.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	576.0	13.0	96.6	—	88	34	25	1,477	Missouri, Kansas and Texas...M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,483	—	100	37
Dec. 31, 1878	283.5	—	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Dec. 31, 1878	178.8	56.6	11.7	—	28	17	10	894	Mobile and Montgomery .....Alabama.	3,166,261	557,454	71,478	170,628	2,022,618	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	253,391	5	100	....
Jun. 30, 1878	472.0	—	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,778	233,067	186,638	2,098,500	379,351	—	100	21
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,364	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex .....New Jersey.	17,710,791	12,144,240	4,141,925	525,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	109
Sept. 30, 1878	14.5	—	22.5	—	21	28	9	275	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,168	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	49.8	—	4.0	—					Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,932	45,278	5	100	....
Jun. 30, 1878	321.0	132.5	48.1	—	47	28	16	1,030	Nashv., Chattanooga & St.L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	72
Jun. 30, 1878	122.8	—	18.3	—					Nashv. & Decatur (L.& N.)...Tenn.& Ala.	3,747,557	—	781,532	1,642,557	2,105,000	389,024	39 308	122.3	356,841	77,766	425,257	737,756	337,644	6	100	....
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	93	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	20,698	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.8	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	591,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	78,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	3	115	New Brunswick (3¶).....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—					Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	..
Sept. 30, 1878	88.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.).....Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	291,389	294,880	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—					New York and Canada (D. & H.). N. Y.	8,153,683	—	126,068	.....	4,000,000	4,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept.30, 1878	441.7	298.4	1,389	—	595	470	213	—	New York Central & Hudson River.N.Y.	82,163,689	17,730,406	29,967,488	.....	89,428,200	39,801,233	532,050	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept.30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1,775,000	—	.....	.....	1,275,500	500,000	.....	.....	1,018.3	5,998,041	8,977,665	7,095,413	26,405,017	10,369,040	8	100	132
Sept.30, 1878	126.9	—	60.7	—					N. Y. and Harlem (N.Y.C.&H.R.).N.Y. City Line.....}	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.6		Lessees returns.		.....	.....	8	100	....
Sept.30, 1878	5.5	—	5.5	—	—	851	—	—																		
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	11656	N. Y., Lake Erie & Western..N. Y. & Pa.	118,649,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,831	4,896,327	6,150,468	15,644,978	5,009 114	—	100	42
Sept.30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,392	53,881	20,000,000	400,000	984,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	40
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,154,455	1,373,778	1,537,029	15,500,000	.....	475,465	1,940,376	152.3	2,087,720	3,526,468	898,799	3,817,281	1,875,625	10	100	166
Sept. 30, 1878	12.5	12.5	67.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2,645.02	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133
Sept. 30, 1878	98.5	5.5	.....	—					Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	228.5	—	14.5	—					North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,768	98,768	494 022	159,659	6	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	—	Northeastern¶.....S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,945	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern .....New Hampshire.	3,068,400	*	387,960	493,637	5,068,400	100	396,617	484,880	8.6	452,301	141,209	401,422	428,874	107,372	5	100	101
Dec. 31, 1878	137.0	13.0	192.9	—	152	64	42	532	Northern Central .....Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,668	1,380,393	5,903,371	3,723,456	1,118,960	—	50	74
Aug. 31, 1878	449.0	136.5	26.0	180.0	48	22	24	5,296	Northern Pacific... Minn.,Dak., Wash.,&c.	19,588,650	1,115,373	120,347	100,696,587	100,000,000	.....	50,342,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	30
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,196	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,667	251,639	4,264,.50	6,000,000	2,041,.55	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	97
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	1,148	Norwich & Worcester..... Ct.&Mass.	3,205.435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	289,778	10	100	133
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	578	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	28
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	21	950	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	851,547	—	100	34
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	2,510	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	116
Dec. 31, 1878	74.2	—	2.4	—	2	2	—	1,311	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Oct. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	165.6	—	9.8	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	186.6	352,451	53,277	223,882	319,542	88,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	6	475	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	185
Dec. 31, 1878	67.4	—	7	—	—	—	—	128	Pekin Linc and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,909,491	68,870,200	55,114,760	19,096,887	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	116
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,564	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,635	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	.....
Apl 30 1878	44.0	0.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,557	15,274	.....	102,880	36,755	12	100	.....
Jan. 30, 1878	33.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	33.0	293,285	94,911	146,964	227,501	32,818	—	100	.....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	..
Dec. 31, 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,020	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	.....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	284,820	320,028	53,820	463,556	1,500,000	72,088	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	.....
Dec. 31, 1878	237.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,705	17,656,000	1,630,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,130	876,111	—	50	31
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	206
Nov. 30, 1878	98 4	228.6	768.4	—	416	334	5	—	Philadelphia & Reading	Penn	80,513,089	9,355,442	68,959,732	10,565,396	34,278,175	75,300,797	11,196,198	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,568	6,307,521	—	50	24
Oct. 31, 1878	96.3	15.9	151.2	—	50	116	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	18,026,537	*	2,420,062	61,746	11,667,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,198,048	8	50	439
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa. & Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	.....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,618,800	4,045,687	.....	174.0	1,579,169	761,307	1,829,456	1,542,754	578,312	—	50	.....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,315	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,260	7,820,110	3,689,197	7	100	123
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1878	95.0	25.0	83.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,568	—	50	25
Dec. 31, 1878	24.0	—	1.2	C.0	—	—	—	—	Pittsb., Wheeling & Kenucky	W. Va.	599,395	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	...
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N. H.	3,564,544	292,533	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	.....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	686,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,092	148,151	29,334	—	100	111
Sept. 30, 1878	51.0	—	16.1	—	19	—	—	208	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,354	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	111
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,035	.....	47.5	76,503	51,040	18,647	53,296	11,121	—	100	.....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	918,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,497	41,812	—	100	.....
Sept. 30, 1878	48.4	8.0	53.6	—	30	23	9	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	186,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	.....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,186	—	100	.....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,689	853,662	6,854,100	2,000,000	1,347,507	.....	382.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	118
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	.....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,163	74,957	1,582,629	878,241	63,965	547,558	82.9	174,311	128,000	48,321	312,032	151,858	—	100	.....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	163	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	-10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	.....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	.....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	62,402	—	100	.....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	.....
Sept. 30, 1878	141.1	239.2	54.9	—	58	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	408.9	1,053,606	576,974	370,905	1,213,785	350,747	—	100	28
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,758	—	100	71
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	445,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	.....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	100	St. Croix and Penobscot	Me.	311,985	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,633	38,566	15,425	—	100	.....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	164	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,891	61,181	—	100	...
Dec. 31, 1878	289.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	175.2	395,390	184,988	473,648	556,802	534,932	—	100	23
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.													506,459	239,621	—	100	55
Dec. 31, 1878	489.5	195.0	114.3	—	118	48	24	2,551	*St. Louis, Iron Mt. and So.*	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,088	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	55
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	(C. & A.) Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	.....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	368,907	24,000 000	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	.....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,883	1,201,652	602,517	—	100	36
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841.100	5,145,000	.....	.....	208.2	658,208	183,359	.....	954,333	168,210	—	100	.....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	.....
May 31, 1878	156.0	—	19.5	—	11	10	4	513	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	488,349	121,008	—	100	32
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,556,137	*	326,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	36
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	731,146	667,632	234,227	—	50	.....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	.....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	.....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	.....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	88,376	99,155	20,072	—	100	.....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,231	—	50	.....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	.....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	168.5	165,745	59,315	136,056	414,477	100,090	—	100	.....
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	.....
Dec. 31, 1878	137.0	106.0	31.0	—	48	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,366	1,011,862	409,305	—	100	.....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	8,273,492	337,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,860	—	100	.....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,036	311,152	—	100	.....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	.....
Aug. 31, 1878	144.0	166.6	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	.....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,876,126	53,399	49,800	26,278	816,480	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	.....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,658,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	.....
Dec. 31, 1878	81.0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,089,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,582	224,624	3	100	.....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,169	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100
Dec. 31, 1878	108.6	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,000,000	1,142,000	548,854	125,095	108.0	.....	.....	86,398	220,137	74,284	—	100	.....
May 31, 1878	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,993,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,143	955,455	—	100	25
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,183	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	280,966	702,510	1,358,290	472 211	—	100	18
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,224	294,879	595,901	560,344	274,747	2	100	.....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,965	85,467	168,158	31,658	—	100	.....
Dec. 31, 1878	275.5	—	369.8	—	256	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988.531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,660	7,127,224	3,840,229	7,696,451	2,583,229	10	100	167
Dec. 31, 1878	1,088	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,914,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	944
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,124	62,089	—	100	.....
Sept. 30, 1878	87.0	—	15.9	—	18	22	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	.....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,565	88,120	147,542	def.3,911	—	100	.....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,360,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	122
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	.....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	58.7	458,810	.....	507,922	1,604,443	725,092	12	100	.....
Dec. 31, 1878	462.1	143.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	5,316,700	858,879	1,952,003	4,798,372	1,664,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	476	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	926,044	225,554	—	100	.....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,800	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	.....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,641,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	.....
Dec. 31, 1878	59.5	—	18.4	—	20	52	11	222	West Jersey	New Jersey.	1,786,862	459,297	1,533,634	91,188	1,359,750	2,400,000	71,539	39,592	128.6	410,545	613,280	119,632	541,678	202,985	—	50	70
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	724,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	544,107	176,652	—	100	.....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M. & St. P.)	Wis. & Ill.	7,000,000	819,174	808,864	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	289,094	462,341	1,067,554	304,401	—	100	.....
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	800,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	609,698	98,658	—	100	55
Sept. 30, 1878	162.5	17.0	18.2	—	28	19	18	350	Wilmington and Weldon ¶	N.C.	3,340,365	*	39,423	63,078	1,456,200	1,619,100	52,132	315,434	150.5	406,277	.....	.....	312,171	176,277	3	100	...
Sept. 30, 1878	45 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	584,980	76,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	61

☞ All the seats of the new passenger coaches soon to be placed on the New York Central and Hudson River Railroad are finished in cane, none being upholstered, and they are arranged like those in the elevated railroad cars in New York, with the centre seats along the side of the cars. There are no panels between the windows except in the centre, where there are three wide ones, thus affording ample space for mirrors, which are placed inside. The central windows are very wide, which, together with the fact that there are only narrow strips of wood between them, makes the sides of the coaches appear to be nearly all glass.

Statement of the Public Debt of the United States, August 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,667,000 00	$77,786 00
6 per cent. bonds, 1881 (Oregon,) 1861	741,850 00	3,709 25
6 per cent. 1881 bonds, 1861..	156,914,600 00	784,573 00
6 per cent. 1881 bonds, 1863..	62,007,600 00	310,038 00
5 per cent. funded loan of 1881	484,129,550 00	6,051,619 37
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,180,450 00	2,460,601 50
Refunding Certificates.....	1,167,350 00	3,891 17
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00
Aggregate of debt bearing interest	$1,722,698,400 00	$11,602,217 29
Interest due and unpaid		3,489,470 57

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	386,650 00	3,930 13
6 per cent. 5-20 bonds, called June, 1864	68,200 00	774 41
6 per cent. 5-20 bonds, called 1865	114,250 00	50,343 90
5 per cent. 10-40 bonds, called, 1864.....	2,215,150 00	250,888 80
6 per cent. Consol. bonds, called, 1865.....	577,200 00	3,020 21
6 per cent. Consol. bonds, called, 1867.....	2,130,350 00	264,348 72
6 per cent. Consol. bonds, called, 1868	655,400 00	85,535 68
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,315 00	2,317 85
5 per cent. 2 year notes, 1863.	35,900 00	1,962 99
6 per cent. compound interest notes, 1863-64.....	241,770 00	49,171 10
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,377 02
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,941,115 26	$791,135 61

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,915 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	15,535,000 00	
Coin certificates, 1863.....	7,884,600 00	
Silver certificates, 1878.....	12,689,290 00	
Unclaimed interest.....		7,777 08
Fractional currency, 1862, 1863 and 1864. $15,551,644 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,205,710 37	
Aggregate of debt bearing no interest.....	$390,056,531 37	$7,777 08

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,221,050 00	
Bonds at 5 per cent.....	484,129,550 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,180,450 00	
Refunding certificates.....	1,167,350 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,722,698,400 00	$15,091,687 86
Debt on which interest has ceased since maturity.....	6,841,115 26	791,135 61
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,931 00	
Certificates of deposit.....	15,535,000 00	
Coin and Silver Certificates.	20,573,890 00	
Fractional currency.....	7,205,710 37	
	$390,056,531 37	
Unclaimed interest.....		7,777 08
	$2,119,596,046 63	$15,890,600 50
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,135,486,647 13

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,489,470 57
Debt on which interest has ceased.....	6,841,115 26
Interest thereon.....	791,135 61
Gold and silver certificates.....	20,573,890 00
U S Notes held for redemption of certificates of deposit.....	15,535,000 00
Cash balance available Aug. 1, 1880.....	151,659,793 76
	$198,890,405 20
Debt, less amount in Treasury, Aug. 1, 1880.	$1,936,596,241 93
Debt, less amount in Treasury, on the 1st ult.	1,942,172,295 24
Decrease of debt during the month.....	$5,576,053 41
Decrease of debt since June 30, 1880.....	$5,576,053 41

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	8,141 60
Totals.....	$64,623,512 00	$323,117 56

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,642,884 54; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,291,777 89.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

☞ The Milford (Del.) News says that the Philadelphia, Wilmington and Baltimore Railroad Company has decided to construct at an early day its new line of road from Dover via Frederica, Milford and Milton to Rehoboth. The engineer of the company has been ordered to go over the route, make a new survey and estimates, and locate the line, which he will probably do within sixty days. The committee of the board of directors who have the work in charge will probably recommend that the line be located near to the State road, from Dover to Frederica, touching quite near to Magnolia, crossing the Murderkill on the west side of Frederica, and thence over the south fork between the upper bridge and Fork Landing, and coming into Milford, without crossing the State road, down the valley of Millet Run, past Welch's iron works, and across the Mispillion just east of Camp & Blair's factory, with the depot near to that of the Junction and Breakwater Railroad.

☞ The Phœnix Iron Company have been awarded the contract for the iron for the United States Government building at Hartford.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 17.

	W. 11.	Th. 12.	F. 13	Sa'. 14.	M. 16.	Tu. 17.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Camden & Am. 6s, 1888	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	112½	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	50	....	....	31
1st mortgage	....	....	....	....	....	....
2d mortgage	108½	....	....	....	....	....
Catawissa	10	....	....	....	....	....
Preferred	....	40	40	....	....	....
7s, new	110½	....	110½	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	113	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	7	....	....	7	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	30½	29½	29½	30½	31	31½
6s, 1884	....	....	....	....	....	....
Gold Loan	106	106½	....	106	....	106
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	103½	103½	....	....	103½	....
Lehigh Valley	53½	53½	52½	52½	53½	53½
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	113	....	....
Little Schuylkill	45	....	....	46	....	....
Minehill & Sch. Haven	55	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	35½	35½	35½	35½	36½	36½
6s	85½	....	85½	....	....	....
Northern Pacific	29½	29½	30	30½	30½	....
Preferred	53½	52½	52	53½	54½	....
Pennsylvania R. R.	58	57½	57½	58	58	58
1st mortgage	101½	....	....	....	101½	101½
Gen'l mortgage	....	....	....	....	110½	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	106	106	....
do. 5s, new	....	114½	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	11	10½	11½	11½	11½	11½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	117	117	117	....	....	117
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	114½	....	....	114½	....	....
Consol. mortgage reg	114½	....	....	....	....	....
Gen'l mortgage 6s	66½	66½	....	....	67½	68
Philadelphia and Erie	....	....	....	....	15½	....
1st mortgage, 6s	....	....	....	....	....	101
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buf.	12½	12½	12½	12½	12½	12½
7s	....	....	71	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	167	167	169	167	167	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 17.

	W. 11.	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.
Baltimore and Ohio	....	....	173½	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	109½	....	....
Central Ohio (50)	....	45	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	111½	111½	....	112½	113½	....
2d mortgage, 7s	77	77½	....	77½	77½	....
3d mortgage, 8s	43½	43	....	43	....	42½
Northern Central (50)	35½	35½	35½	....	35½	37
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	111½	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	112
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	84½	90	89	91½	....
Pittsb. & Connellsv. 7s	116½	....	....	117	....	117
Virginia 6s, Consol	56½	57½	57½	57	57	57½
Consol. Coupons	88½	88½	88½	....	....	88½
10-40 bonds	41½	41½	42	41½	41½	41½
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	108½	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	54	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
Adams Express	....	....	....	....	....	....
Albany and Susq	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	109¾	....	....	....	....	....
American Express	58	....	....	57½	....	58¾
Atlantic & Pacific Tel.	43¼	42	44	....	....	45
Burl., C. R. & Nor	67	66¼	67¾	66	....	....
1st mortgage 5s	....	92¼	92¾	92¼	92½	....
Canada Southern	60¼	....	61	....	63¼	63¾
1st mortgage guar	....	93	....	92½	92¼	92¾
Central of N. Jersey	74¾	75¾	76¼	75¾	75¾	76¼
1st mortgage 1890	....	....	....	116¾	....	....
7s, consolidated, ass.	108¼	108¾	108¾	108¾	108¾	108¾
7s, convertible, ass.	107	....	107	....	....	107¾
7s, Income	82¼	82	82¾	....	....	....
Adjustment	107¼	....	107¾	108	....	....
Central Pacific	76	76	76	77	76	....
6s, gold	112¾	....	....	....	112¾	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	....	....	18¾	....	18¾	19¼
Chicago and Alton	115¼	....	....	....	....	116¼
Preferred	....	....	....	....	....	....
1st mortgage	122	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	127¾	127¼	129	129¼	129¼	129¾
7s Consol, 1903	....	....	....	....	....	....
Chic., Mil. and St. Paul	88¾	89¼	89¾	89¼	88¾	89¼
Preferred	109	109	110	110¼	110	110
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	119	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	110	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	118
Consolidated S. F.	114¾	114¾	114¾	....	....	....
Chic. & Northwestern	98¾	100¼	100¾	99¾	99¾	100¼
Preferred	120	119¼	119¼	120	120¼	120¼
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	109	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	117¼	....	118¾	....	....	118
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	111¾	113	113¾	113¾	....	113¾
6s, 1917	....	120	....	119¾	....	....
Clev., Col., C. and Ind.	70¼	71¾	....	72¾	....	72
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	120	....	121	122	125¼
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	16¾	16¾	17	17¼	17	17¾
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	80¾	81¾	81¾	82	82¼	82¼
Reg. 7s, 1891	....	....	....	....	....	109¼
Reg 7s, 1884	....	....	....	....	115	....
7s, 1894	84¾	85¾	85¾	85¼	86¾	87¼
Del., Lack. & Western	104	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	109	109¼	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	106	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	124	124¼	....	....	124¼	124¼
Great Western 1st mort	....	....	....	....	....	108¼
2d mortgage	104¼	104¾	105	....	....	....
Hannibal & St. Joseph	34¾	36	36¾	38	37¼	37¾
Preferred	76	78¼	78¾	81¼	81	80¾
8s, Convertible	....	111¼	....	....	111¼	....
Houston & Tex. Cent	....	....	64	64	63	62¾
1st Mortgage	....	....	107¾	....	....	107¾
Illinois Central	111¾	108¼x	108¾	109	110	110¼
Lake Shore & Mich So	107¾	108¼	108¼	108¾	108¼	108¼
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg	....	124	....	....	....	....
2d Consolidated	....	....	....	....	118	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	116	125¼	127	126	127¾	125
7s, Consolidated	....	....	....	....	....	....
Manhattan	25¼	25¼	....	28¼	27¼	29¼
Metropolitan Elevated	....	....	....	....	....	90¼
1st Mortgage	100¾	100¼	100¾	100¾	....	100¼
Michigan Central	93¼	94¾	94¼	95	94¾	95
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F	....	....	....	....	110¾	....
Morris and Essex	107	106¾	107	....	106	107
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	109¾	109¾	....	....	....
N. Y. Cent. & Hud. Riv	132¾	132¾	132¾	133	132¾	133
6s, Sinking fund, 1883	....	105¼	....	....	....	106¼
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	111¾	....	112	....	112	....
1st mortgage	111¾	....	111¼	111¾	....	111¾
N. York and Harlem	....	....	....	....	200	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	130	....	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
N.Y., Lake Erie & W	41¼	42	42¼	42	41¼	41¾
Preferred	69¼	70¼	71¾	71	70¼	....
2d Consolidated	90	90¼	90¾	90¼	90¾	90¼
New 2d 5s fund	84¾	85	85¼	85¼	85¼	85¾
N. Y., N. Haven & Hart	166	....	165	....	....	166
North Missouri 1st M	....	....	....	118	....	....
Northern Pacific	29	29	30	30¼	30¼	31
Preferred	51¾	52¾	53¾	54¼	54¼	55¼
Ohio and Mississippi	32¾	33	33	34	33¾	35¾
Preferred	....	73¼	72	....	....	76
2d mortgage	113	115	....	....	113	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	116¼	....
Pacific Mail S. S. Co	40¾	41¼	41¼	41¾	41¼	42
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	107	107	106¾	....	....	....
2d mortgage	....	....	....	....	109¼	....
Panama	....	....	....	....	185	....
Philadelphia & Reading	21	22¾	22¼	23	23¼	24¼
Pitts., Ft. W. & Chi. gtd	....	....	122	....	122	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	14	....	....
Preferred	....	....	....	....	....	....
St. Louis & San Fran	....	....	36	36	....	....
Preferred	48	47	47¼	47¼	45¾	....
1st Preferred	74¼	....	....	....	....	74
St. L., Alton and T. H	....	....	....	22¼	22¼	....
Preferred	66	68	68	71	72	75
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	53¾	(5)	55¾	56¼	56	56¾
1st mortgage	....	117	....	....	....	....
2d mortgage	105	103¾	106¼	106¾	....	106
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	93¼	94¼	94¼	94¼	94¼	94¼
1st mortgage	112¾	112¾	....	112¾	112¾	112¾
Land Grant 7s	....	....	....	....	116	....
Sinking Fund 8s	....	....	119¼	....	....	....
United States Express	48	49	48¼	47¾	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	105	105	....	....	....	....
7s, Consolidated	....	103¼	....	....	....	....
St. Louis Division	....	105¾	....	....	105¾	....
Wabash, St. L. & Pac.	39¾	40¾	40¾	40¼	40¾	41
Preferred	70¾	71¾	71¾	73	71¾	71¾
New Mort. 7s	....	....	99¾	....	....	....
Wells-Fargo Express	107	....	109¾	....	....	109¾
Western Pacific bonds	108¾	....	....	....	....	....
Western Union Tel	106¾	106¼	106¾	106¾	106¼	106
7s, S. F. conv., 1900	117¾	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Aug. 18.

	Th.12	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Atch., Top. and Sap. Fe	117	118¾	117¾	117¾	118	118
1st mortgage	119	....	....	....	....	119
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	116¾
Boston and Albany	....	....	....	150	150	150¼
7s, reg	....	....	....	....	....	122¾
Boston and Lowell	....	92¾	....	91	....	91
Boston and Maine	....	....	....	....	....	122
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	41¾	43¼	42¾	42¾	42¾	42¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	....	109¾	....	110	....	109¼
6s, exempt	....	86	87	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	128	129¾	129	129¾	129¾	129¾
7s	....	....	....	....	....	....
Cin., Sand. and Clev	14¾	14	14¼	15¾	15¼	15¾
Concord ($50)	....	....	87	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	35¾	36¼	34¾	36	....	35
New 4½ Bonds	95	96¼	....	95	94¾	94¾
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	40¼	....	40¾	40¼	....	....
7s	111	....	110¾	....	....	110¾
Northern, N. H	101	....	....	....	....	101
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	25	27¼	....	....	25	....
Preferred	....	....	77	....	....	....
Old Colony	....	....	....	116¾	....	....
Ph., Wil. & Balt. ($50)	69¾	69¾	69¾	....	....	69¾
Portl'd, Saco & Ports	....	109¾	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	112¾	113	113¾	....	....	....
Pullman Palace Car	113¾	....	....	....	....	....
Union Pacific	95	....	94¾	....	94¾	....
4s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	61	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	68¾	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	235	237¾	237	238	237¾	237¾
Quincy	....	29¾	....	....	29	....

New York Stock Exchange.

Closing Prices for the week ending Aug. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	109¾	109¾	109¾	....	109¾	....
U. S. 4s, 1907, coup	109¾	....	....	....	109¾	....
U. S. 4½s, 1891, reg	110¼	....	....	....	....	....
U. S. 4½s, 1891, coup	....	....	....	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	102¼
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	104¼	104¼	104¼	104¼	104¼
U. S. 6s, 1881, coup	104¼	....	....	....	....	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	....
Dt. of Col. 3-65s, coup	98¼	....	....	99¼	99¼	

London Stock Exchange.

	—Closing Prices.— July 30.	Aug. 6
Atlantic & Gt. W. 1st mort., Certs.	67 — 69	69 — 71
Do. 2d mort., Certs	28 — 30	29 — 31
Do. 3d mort., Certs	13¼ — 14¼	14 — 15
Baltimore and Ohio (sterling)	115 — 118	116 — 118
Central of New Jersey $100 shares	75 — 80	75 — 80
Do, Cons. Mort. Oct. '79 coupon	107 — 109	108 — 110
Do. Adjustment bonds	109 — 112	109 — 112
Do. Income bonds	83 — 87	83 — 87
Det., Gd. Haven & Mil. Equip. bds.	113 — 115	113 — 115
Do. Con. M. 5 p.c. till '84 after 6 p.c.	105 — 107	105 — 107
Erie shares $100 Recon. Ass. $6 pd.	45¼ — 45¾	45 — 45¼
Do Pref. Shares, R. T. Ass. $3 pd	72 — 75	74 — 76
Do. 1st Con. M. ex-Certs. 6 Cou.	126 — 128	126 — 128
Illinois Central $100 shares	112 — 114	116 — 118
Lehigh Valley Consol. mortgage	112 — 115	112 — 116
N. Y. Cent. & Hud. Riv. Mt. bonds	130 — 135	130 — 135
Do. $100 shares	136 — 138	137 — 139
Do. Mort. bonds (ass.)	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	124 — 126	124 — 126
Do. do. 2d do.	87 — 89	88 — 90
Do. 2d Consol. Mort. bonds	93 — 95	94 — 96
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	58¾ — 59¼	60 — 61
Do. Con. Sink. Fund Mort	114 — 116	114 — 116
Philadelphia & Reading $50 shares	9 — 10	11 — 12
General Consol. Mortgage	107 — 109	107 — 109
Do. Improvement Mortgage	89 — 91	92 — 94
Do. Gen. Mort. '74, ex-deferd. cou.	61 — 63	61 — 66
Do. Scrip for the 6 dct. coupons.	55 — 65	60 — 65
Pittsbg, Ft. W. & Chic. Equip bds.	112 — 114	112 — 114
St. Louis Bridge 1st mort. gold bonds	109 — 111	109 — 111
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	115 — 117	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, August 19, 1880.

In the money market call loans are 2@3 per cent, generally 2½ per cent, with 1½ the exceptionally low rate. Time loans range from 3 to 5½ per cent. Prime mercantile paper is 4@5½ per cent.

There is little or no change in the market for foreign exchange. The posted rates for prime bankers' sterling are 4.82½ and 4.84½. The actual rates are 4.81¼@¾ and 4.83¾@4.84. Cable transfers are 4.84¼@½. Prime commercial bills are 4.79½@4.80½.

A statement showing the receipts and expenditures of the Government for the fiscal years ending June 30, from 1856 to 1880 inclusive, was issued on the 18th inst. from the Treasury. From this statement we learn that the receipts from Customs duties for 1880 amounted to $186,522,064 60, and from Internal Revenue sources to $124,009,373 92, which is an increase of $49,272,016 90 in Customs, and $10,487,763 84 in Internal Revenue receipts over 1879. The net revenue of the Government from all sources, for 1880, is shown to be $338,526,610 98, while in 1879 it amounted to $278,827,184 46, an increase of $59,699,426 52. The net ordinary expenditures of the Government for 1880, are shown to be $267,642,957 58, against $266,947,883 53 for 1879.

A comparison of expenditures for interest on the public debt and for pensions for the years 1879 and 1880, shows a large increase in the one and a considerable reduction in the other. For

1879, the interest on the public debt amounted to $105,327,949, and for 1880, to $95,757,575 11, a decrease of $9,570,373 89. In 1879, there was expended on account of pensions, $35,121,482 39, while for 1880, the expenditures for this account amounted to $56,777,174 44, an increase of $21,655,692 05, in one year.

War department expenses, in 1879, were $40,425,660 73, and in 1880, $38,116,916 22. Navy department were $15,125,126 84 in 1879, and $18,536,984 74 in 1880. Indian expenses vary from $2,273,223 45 in 1862—the lowest amount in any year since 1856—to $8,384,656 72—the highest since 1856—in 1875, and $5,206,109 08 in 1879, against $5,945,457 09 in 1880.

The receipts from the sale of public lands, in 1879, were $924,781 06, and in 1880, amounted to $1,016,506 60.

The Treasurer of the United States issued on the 18th inst. $242,000 in registered 3.65 bonds, in exchange for Board of Audit certificates of the District of Columbia. This is the first issue of this class of bonds authorized under the law passed by Congress on the 16th of last June.

An erroneous impression exists in regard to the amount of the 3.65 District bonds authorized to be issued by Congress at the late session. The bonds now being printed are not a new loan, but intended solely to take up the board of audit certificates and pay off the judgments of the Court of Claims hereafter to be given. The total amount of bonds to be issued now cannot exceed $1,250,000, of which amount about $750,000 will be used to take up the board of audit certificates. Congress has limited the total issue of 3.65 bonds to $15,000,000, of which about $13,750,000 were issued from 1874 to 1876, and of this sum upwards of $250,000 have been purchased back for the sinking fund by Mr. Gilfillan, the treasurer of the United States, who is the commissioner of the sinking fund under the law.

In the Bankers' National Convention at Saratoga, on the 18th inst., a paper was read from Hon. John Jay Knox, comptroller of the currency, giving by geographical divisions the capital, the deposits, and the total number of public and private banking establishments in the Union in May and June, 1879. It shows that New England had 1,080 bank, $175,260,000 capital and $510,890,000 deposits; the Middle States 1,920 banks, $245,980,000 capital and $925,680,000 deposits; the Southern States 670 banks, $64,320,000 capital and $84,950,000 deposits; Western States and Territories 2,690 banks, $170,920,000 capital and $372,000,000 deposits. Similar statistics for the present year are in course of preparation. The losses of the national banks in the chief cities for the six months ended March 1, 1880, were as follows: New York, $1,254,820; Boston, $648,327; Philadelphia, $151,638; Pittsburg, $146,404; Baltimore, $142,318; New Orleans, $43,970—the aggregate being one-third less than for the two previous year. Of these losses $1,208,521 was on account of depreciation in the premiums upon United States bonds held by the banks, chiefly bonds which were about to mature.

The Census Bureau commenced on the 16th inst. the ascertainment of the names of the owners of Government bonds, under a clause in the census law. The names of the owners of the $1,140,000 registered bonds are on the books of the Treasury Department, and in their case nothing will be sought beyond their present residences Nothing, however, is known at the Treasury Department about the owners of the $500,000,000 coupon bonds, and to ascertain their names and residences will be a herculean undertaking. It is thought that with the aid of New York bankers they may be approximately obtained. Secretary Sherman will, it is understood, detail Treasury clerks to do all the incidental work in the department, preferring them to census clerks.

The proposals to sell bonds to the Government, yesterday, aggregated $6,823,300, of which the Secretary of the Treasury accepted $2,500,000 at 102.45 for series of 1880, 104.75 to 104.85 for series of 1881, and 102.69 to 102.78 for 5s of 1881.

Government bonds and choice Railroad investments are strong; State bonds at the board were steady; and Railroad shares, compared with the quotations of the previous week, have advanced in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 44@45; Canada Southern, 62@63; Central of New Jersey, 76¼@76⅜; Central Pacific, 75½@77; Chicago and Northwestern, 100¼@100½; do. pref., 120@120½; Chicago, Burlington and Quincy, 130@130¼; Chicago and Alton, 116@117; do. pref., 125@130; Chicago, Milwaukee and St. Paul, 88¾@89¼; do. pref., 110⅛@111⅜; Chicago, Rock Island and Pacific, 113⅛@114; Chicago, St. Louis and New Orleans, 34@34½; Cleveland, Columbus, Cincinnati and Indianapolis, 71@72; Columbus, Chicago and Indiana Central, 17½@17¾; Delaware and Hudson Canal, 83¾@84; Delaware, Lackawanna and Western, 87½@87⅝; Hannibal and St. Joseph, 36½@36¾; do., pref., 79½@79⅝; Houston and Texas Central, 62@63; Illinois Central, 110⅛@110¼; Lake Erie and Western, 31⅞@32⅛; Lake Shore and Michigan Southern, 108⅜@108⅜; Louisville and Nashville, 125¾@129; Manhattan Railway, 31@31¼; Morris and Essex, 108¾@109; Metropolitan Elevated, 93@94; Michigan Central, 94⅛@95; New York Elevated, 113@115; New York Central and Hudson River 133@133½; New York, Lake Erie and Western, 41⅞@42; do. pref., 71@71½; New York, Ontario and Western, 25¾@26; Northern Pacific, 30½@30¾; do. pref., 54¾@55; Ohio and Miss., 34@34½; do. pref., 76@77; Pacific Mail, 41⅛@41¾; Philadelphia and Reading, 24¼@24½; St. Louis and San Francisco, —@36½; do. pref., 46@47½; do. 1st pref., 74@75; St. Louis, Iron Mountain and Southern, 55⅞@56; Union Pacific, 94¼@94½; Western Union Telegraph, 106@106⅛; Wabash, St. Louis and Pacific, 40½@40¾; do. pref., 71⅛@71¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albemarle and Chesapeake Canal 1st, 99; Am. Dock and Imp. bonds, ass., 110; Buffalo, New York and Erie 1st, 1916, 126; Buffalo and Erie 7s, new, 120; Boston, Hartford and Erie 1st, 42⅝; Cincinnati, Indianapolis, St. Louis and Chicago 6s, 100; Chesapeake and Ohio 1st pref., 25; do. 2d pref., 20; do. 1st, Series B, 68; do. cur. int., 39; Chicago, St. Paul, Minn. and Omaha, 44⅜; do. pref., 83; do. consol., 100; Chicago, St. Louis and New Orleans, 34; Chicago, Milwaukee and St. Paul 8s, 1st, Southern Minn. div., 101¾; do. Southwest div. 6s, 104; do. I. & D. div., 114; Chicago and Eastern Illinois 1st, 101; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass., with coupon certif., 86¾; do. inc., 40; Central Iowa 1st, 104; Cin. and Spring. 1st, guar. by C., C. C. & Ind., 108¾; Denver and Rio Grande, 69; do. 1st, 104⅛; do. 1st consol., 95¾; Detroit, Monroe and Toledo 1st, 121; Erie and Pittsburg consol., 105⅛; Houston and Texas Central 1st, Inc. and Ind., 95; Illinois and Southern Iowa 1st, 100¾; International and Gt. Northern 1st, 103; do. 2d, 74; Ind., Bloom. and Western 1st, 78; do. 2d, 64; do. inc., 48; Indianapolis, Decatur and Springfield 1st, 100¾; Kansas Pacific 1st consol., 96; do. 6s, Denver Div., ass., with coupon certif., 109¾; Keokuk and Des Moines 9¾; do. 1st, 98; Laf., Bloom. and Muncie 1st, 104; Lake Erie and Western, 31⅞; do. inc., 61; do. 1st, 102; Lehigh and Wilkesbarre consol. ass., 97⅛; do. inc., 72; Louisiana and Missouri River 1st, 112; Marietta and Cincinnati 1st pref., 8½; do. 2d pref., 6; do. 1st mort., 111; Missouri, Kansas and Texas, 37¼; do. consol. ass., 106; do. 2d, 67⅛; Mobile and Ohio, 21¾; do. 1st deben., 81⅞; do. 2d deben., 46; do. 3d deben., 34; do. 1st mort., 103; Michigan Central 8s, S. F., 108½; Nashville, Chattanooga and St. Louis, 72⅜; New York, Ontario and Western, 25½; New Jersey R. R. and Transp., 169; Ohio Central, 22¾; do. 1st, 91¾; do. inc., 47; Oregon Railway and Nav., 120; do. 1st, 99¼; Ohio and Mississippi 1st, Springfield div., 101; Peoria, Decatur and Evansville, 26; do. inc., 62; Quincy and Toledo 1st, 107½; Rensselaer and Saratoga 118½; St. Louis and San Francisco 2d, class B, 80½; do. C, 78; St. Louis and Iron Mt. 1st pref. inc., 85¾; do. 2d pref. inc., 82; do. 1st Arkansas Branch 106; St. Louis, Kansas City and Northern R. E. 7s, 1895, 110; do. Omaha div. 1st, 111; do. St. Charles Bridge 1st, 108; Southern Pacific of California 1st, 99⅜; St. Paul and Sioux City 1st, 105½; Syracuse, Binghamton and New York 1st, 116; Texas and Pacific construction, 82; do. Inc. L. G., 68; do. consol., 92½; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 133; Toledo and Wabash Equip., 40; Alabama, Class A, 75; Louisiana 7s, consol., 46⅜; Missouri 6s, 1887, 107; do. 1889, 110; North Carolina 6s, S. T. 3d class, 4; South Carolina 6s, non-fund, 4; Tennessee 6s, new, 35; Am. Dist. Tel., 75¼; Colorado Coal and Iron, 23; do. 6s, 84½; Cumberland Coal, 23; Caribon Mining, 1¾; Climax, 1⅞; Central, 9⅛; Deadwood, 14; Excelsior, 16½; Homestake, 32; Little Pittsburg, 5; Montauk G. & C., 46½; New Central Coal, 25; Pennsylvania Coal, 220; Standard, 25; Sutro Tunnel, 1¾; Silver Cliff, 4½.

Philadelphia.—Am. S. S. Co., 29½; do. 6s, 107¼; Continental Pass. R. R. 6s, 116; Central Transp., 49; Erie and Western Transp., 50; Huntingdon and Broad Top Mt. consol., 7s, 60; Lehigh Nav. scrip, 90; Nesquehoning Valley, 56; Pennsylvania dividend scrip, 115⅝; Texas and Pacific consol. mort. 6s, 93; Warren and Franklin 7s, 103½; West Jersey 6s, 114. The latest quotations are: City 6s, 110@115; do. free of tax, 125@127; do. 4s, new, 105@108½; Pennsylvania

State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114@116; do. 4s, new, 107@110; Philadelphia and Reading, 11¾@11⅞; do. consol. mort. 7s, coup., 114@115; do. reg., 114½@115; do. mort., 6s, 110@—; do. 7s, 1893, 116¼@118; do. 7s, new conv., 29@30; United New Jersey R. R. and Canal, 166@167; Pittsburg, Titusville and Buffalo R. R., 12½@12⅝; do. 7s, 71@73; Camden and Amboy mort. 6s, 1889, 109½@110; Pennsylvania R. R., 57⅞@58; do. 1st mort., 101¼@101½; do. gen'l mort., coupon, 118@119½; do. reg., 120@120½; do. consol. mort. 6s, reg., 113@117; Little Schuylkil R. R., 45@46; Morris Canal, 52@—; do. pref., 150@—; Susq. Canal 6s, 50@—; Schuylkill Nav., pref., 5½@7; do. 6s, 1882, 64¾@70; do. 1872, 94@98; Elmira and Williamsport pref., 50@54; do. 6s, 106@110; do. 5s, 86@90; Lehigh Coal and Navigation, 31¼@31⅜; do. 6s, 1884, 107½@111; do. R. R. loan, 110@110¾; do. Gold Loan, 106½@107; do. consol. 7s, 103½@104; Northern Pacific, 30⅝@30¾; do. pref., 54¼@54½; North Pennsylvania, 48@49; do. 6s, 108@112; do. 7s, 112@117; do. Gen'l mort. 7s, reg., 113@114; Philadelphia and Erie, 15@16; do. 6s, 103@104; do. 7s, 113@114; Minehill, 54@55; Catawissa, 6@10; do. pref., 40@41; do. new pref., 38@—; do. 7s, 1900, 115@—; Lehigh Valley 53⅛@53½; do. 6s, coupon, 118@118½; do. reg., 119@120; do. 2d mort. 7s, 128@130; do. consol. mort., 112¾@113; Fifth and Sixth streets (horse), 115@120; Second and Third, 105@110; Thirteenth and Fifteenth, 74@80; Spruce and Pine, 56@56½; Green and Coates, 97@101; Chestnut and Walnut, 80½@90; Hestonville, 19@20; Germantown, 66@68; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 73@76; People's, 12¾@13½; Ridge Av., 80@90; Continental, 98@100.

Baltimore.—Atlantic Coal, 1.20; Atlanta and Charlotte 1st, 91; Baltimore and Ohio 2d pref., 110; Baltimore City 6s, 1886, 110; do. 6s, 1890, 117; do. 6s, 1893, 118¼; do. 6s, 1900, new, 121; do. 5s, 1894, 115¾; do. 5s, 1916, 116⅝; Central Ohio pref., 50½; Charlotte, Columbia and Augusta 1st, 105; Chesapeake and Ohio Canal 6s, 72½; Maryland Defense 6s, 106½; Marietta and Cincinnati 1st Sterling 110; Northern Central 5s, 86; Norfolk Water 8s, 121⅛; People's Pass. R. W., bonds, 103; Virginia 10-10 coupons, 93¼; do. Peelers, 24½; Wilmington, Columbia and Augusta 6s, 100. The latest quotations are: Canton gold, 6s, 109—C; Baltimore and Ohio, 173@175; do. 6s, 1885, 109@110½; Northern Central, 86¾@86⅞; do. 6s, 1900, 113@115; do. 6s, 1904, gold, 106@108½; do. 5s, 86@—; Marietta and Cincinnati 1st mort., 1892, 113@—; do 2d mort. 7s, 77¼@77⅝; do 3d mort. 8s, 42¾@43; do. 1st mort. Sterling, 112@112½; Pittsburg and Connellsville 7s, 116¾@—; Orange, Alex. and Manassas 7s, 91@91½; Orange and Alexandria 1st, 105@—; do. 2d, 112@114; do. 3d, 80@—; do. 4th, 45@50; Virginia consol. 6s, 57⅛@57¼; Virginia Consols coupons, 88¾@89; Virginia 10-40 bonds, 41½@42; Virginia 10-40 coupons, 93@93¼; City 6s, 1893, 118@—; do. 6s, 1890, 117@—; do. 6s, 1900, 121@—; do. 6s, new, —@120½; do. 6s, 1902, 121@—; do. 5s, 1894, —@116; do. 1900, 115@—; do. 1916, 116½@117¼; Wilmington, Columbia and Augusta 6s, 99@100; Cincinnati and Baltimore 7s, 105@—; Virginia and Tennessee 2d, 101@¼—; Chesapeake and Ohio Canal 6s, 72½@74; City Passenger R. R., 37¾@38; Citizens Passenger R. R., 20@21,

Boston.—Boston and Albany 7s, 1892, 123; Boston and Maine 7s, 1894, 123¼; Boston and Lowell 5s, 1899, 103⅞; Boston, Clinton, Fitchburg and New Bedford R. R., 99⅞; do. 6s, 1882, 100¼; Boston Land, 6⅝; Boston Water Power, 8¾; Boston, Revere Beach and Lynn, 104; Burlington and Missouri River in Nebraska def., 72½; Chicago, Clinton, Dubuque and Minnesota, 80; Chicago, Iowa and Nebraska, 134; Cincinnati, Sandusky and Cleveland 7s, 96; Chicago and West Michigan 68; Connecticut and Passumpsic Rivers pref., 67; Cedar Rapids and Missouri River, 133¼; do. 7s, 1916, 117¼; Connotton Valley 7s, 90; Detroit, Lansing and Northern, 89; Flint and Pere Marquette, 23¼; Fitchburg and Worcester 7s, 1889, 102; Framingham and Lowell 5s, 92¾; Iowa Falls and Sioux City, 45; do. 7s, 1917, 108⅞; Kansas City, Fort Scott and Gulf, 53¾; do. 7s, 109; Kansas City, St. Joseph and Council Bluffs, 7s, 113; Kansas City, Lawrence and Southern, 90; do. 4s, 92; Kansas City, Topeka and Western 7s, 116¼; Little Rock and Ft. Smith, 53; do. 7s, 101⅜; Louisiana and Missouri River, 10½; Lincoln and Northwestern 7s, 1900, guar., 115; Mansfield and Framingham 6s, 1881, notes, 100¼; do. 1885, 103; New Mexico and Southern Pacific, 97½; do. 7s, 111½; Nashua and Lowell 5s, 103; do. 6s, 1893, 108⅞; Nadaway Valley 7s 1920, 107; Old Colony 6s, 113; Ogdensburg and Lake Champlain 8s, 1890, 102½; Portsmouth, Gt. Falls and Conway 4½s, 1937, guar., 79¾; Republican Valley 6s, E. D., 101¾; do. W. D., 100⅝; Rutland pref., 29½; do. 6s, 1902, 97½; Summit Branch, 11; Scioto Valley 8s, 1881, equip., 100; do. 7s, 100½; Southern Kansas and Western, 62; Toledo, Delphos and Burlington 6s, Dayton Division, 84¾; Tarkio Valley 7s, 1920, 107½; Wisconsin Central, 9; do. pref., 22; Allonez Mining Co., 4; Atlantic, 19; Aztec, 1¼; Brunswick Antimony, 29; Blue Hill, 4; Catalpa, 1⅞; Copper Falls, 16; Contentment, 1¾; Douglass, 4; Duncan, 2¼; Great Basin, 4⅞; Harshaw, 45½; Huron, 7¾; Mesnard, 2; National, 2⅝; Osceola, 40½; Pewabic, 23; Ridge, 6½; Silver Islet, 35; Star, 2⅞; Sullivan, 9½; Winthrop, ¾; Massachusetts 5s, 1893, 115; New Hampshire 6s, 1884, 107½; do. 1892, 118; Boston 4s, 1900, 103; do. 5s, 1906, 116; Chicago 7s, 1892, 118¼.

☞ The Flint and Pere Marquette Railway was sold at auction in East Saginaw on the 18th inst. under a decree of the United States Circuit Court for the Eastern District of Michigan and $1,000,000 was bid for it by a purchasing committee representing the consolidated bondholders, at whose instance the sale was made. The sale is for the purpose of converting the consolidated bonds into preferred stock. The new company expect to be reorganized and take possession about October 1. The sale includes 300 miles of road, 200 of which has steel rails, 74 miles of sidings, rolling stock, equipments, &c.

☞ The contract for the extension of twelve miles of the Canton, Ohio, Narrow Gauge Railroad, has been awarded to James H. Connor & Co., of Pittsburgh. The contractors will put a force of 500 men at work immediately.

Missouri Pacific Combination.

The capital stocks of the various companies which are to form the Missouri Pacific Railway Combination are as follows:

Missouri Pacific	$8,000,000
Kansas and Eastern	866,000
Lexington and Southern	1,050,000
St. Louis, Kansas and Arizona	1,158,500
Kansas City, Leavenworth and Atchison	1,800,000
Total	$12,374,500

The total mileage is 589 miles; average stock per mile $21,000 and average bonds per mile $32,000. A consolidated mortgage will be issued—the bonds to bear 6 per cent annual interest to take up present bonds which carry 7 and 8 per cent; the annual saving in interest by the exchange will be $170,000.

☞ A railroad is to be built from Saratoga to Saratoga Lake immediately. The plan embraces a system similar to that used in the equipment and management of the New York elevated railroads. The line will run near to a number of the springs on the northern side of the town, will avoid all carriage roads, and will in no way interfere with the pleasure of those who prefer to ride in carriages. The fare will be five cents to any of the springs and ten cents to the lake. The right of way and materials for construction, both of road and rolling stock, have been bought and paid for.

Texas and Pacific Railway.

OFFICE OF THE TEXAS AND PACIFIC RAILWAY COMPANY, PHILADELPHIA, Aug. 10, 1880.

To the Stockholders of the Texas and Pacific Railway Company:

The following report of the operations of your company for the fiscal year ending May 31, 1880, is submitted by the Board of Directors:

The number of miles of road operated was the same as during the preceding year, viz:

	Miles.
From Shreveport to Fort Worth	219 69-100
From Texarkana to Sherman	155 12-100
From Marshall to Texarkana Junction	69 05-100
Total length of main track	443 86-100

At the commencement of the year your company had 40 70-100 miles of side tracks. During the year 10,484 lineal feet, additional, have been put in, equal to 1 98-100 miles, making 48 68-100 miles of sidings at the close of the year; the total length of main track and sidings being 486 54-100 miles.

The transportation receipts and disbursements were as follows:

Total transportation receipts for the year	$2,589,221 61
Total transportation expenses for the year	1,543,517 75
Net earnings for the year	$1,045,703 86

Against which there is charged:

For interest on First Mort. Bonds "Eastern Division"	$210,180 00	
For interest on Consolidated Mort. Bonds "Eastern Division"	452,940 00	
For Sinking Fund, 1880, account First Mortgage Bonds	69,620 00	
		732,740 00
Surplus on the year's business		$312,963 86

Add balance Income account May 31, 1879..	$105,380 71	
Add taxes on lands, 1874 to 1878, erroneously charged to income.....	28,257 80	
	$133,638 01	
Less interest on Old Land Grant Bonds, January 1877, to January, 1880, both inclusive.....	103 425 00	
		30,213 01
Total surplus, May 31, 1880...		$343,176 87

The receipts from transportation, compared with the previous year, show an increase of $453,-077 96, or 21 21-100 per cent.

In transportation expenses—which include taxes, insurance, legal expenses, and interest on temporary loans and current balances—there was a decrease of $47,709 67, or 3 8-100 per cent.

The net earnings from transportation, compared with the previous year, shows an increase of $500,-787 63, or 91 90-100 per cent.

The receipts per mile of road operated were $5,831 58, against $4,811 13 the previous year, a gain of $1,020 45 per mile, or 21 21-100 per cent.

The expenses per mile of road operated were $3,476 38, against $3,583 84 the previous year, a decrease of $107 46 per mile, or 2 99-100 per cent.

The net earnings per mile of road operated were $2,355 20, against $1,227 29 the previous year, an increase of $1,127 91 per mile, or 91 90-100 per cent.

The percentage of operating expenses was 59 61-100 per cent; last year it was 74 53-100 per cent—a decrease of 14 78-100 per cent.

In this statement operating expenses include insurance, taxes, legal and general expense accounts, interest on temporary loans and current balances, and all replacement and betterment expenditures.

The transportation receipts of the Southern Division, or main line from Shreveport via Marshall to Fort Worth, and from Texarkana to Marshall, 388 74-100 miles, were $1,884,282 29, which is $6,387 40 per mile of road operated, against an aggregate of $1,654,789 85, or $5,609 45 per mile the previous year, a gain of $229,492 91 for the year, or $779 95 per mile of road operated, which is 13 87-100 per cent increase over the previous year.

The transportation receipts on the Trans-continental Division, between Texarkana and Sherman, 155 12-100 miles, were $704,939 82, which is $4,731 13 per mile of road operated. Last year they were $481,354 30, or $3,230 56 per mile, showing an aggregate gain for the year of $223,-585 02, or $1,500 57 per mile of road operated, which is 46 45-100 per cent increase over the previous year.

The revenue from passenger traffic was $456,-054 82, against $456,576 31 last year, showing a slight loss of $521 49, or 11-100 of 1 per cent over the previous year.

The total number of passengers carried one mile during the year was 11,438,607; last year it was 11,651,044, showing an increase of 212,437, or 1 82 100 per cent for the year.

The revenue from freight traffic was $2,053,018 35, against $1,582,925 90 last year, a gain of $470,-092 45, or 29 69-100 per cent over the previous year.

The total number of tons of freight hauled one mile was 66,446,382, against 50,723,818 last year, showing a gain of 15,722,564 tons, or 30 99-100 per cent for the year.

The total tonnage moved during the year was 525,093 tons, against 379,125 tons the previous year, a gain of 145,968 tons, or 38 50-100 per cent. Of this tonnage, 415,875 tons, or 79 29-100 per cent, was from local business, and 109,218 tons, or 20 80-100 per cent was from through or competitive business.

There were 350,951 bales of cotton shipped during the year, against 247,972 bales the previous year, a gain of 102,979 bales, with an increase in revenue of $185,969 25, or 49 92-100 per cent.

The grain shipments show an increase in revenue of $78,068 36; shipments of meal and flour an increase of $46,072 92; live stock shipments an increase of $15,093 62; manufactures an increase of $39,177 56; general merchandise an increase of $71,750 32; miscellaneous shipments an increase of $62,364 22 over the preceding year.

The lumber business shows a slight falling off of 04 40-100 per cent in tonnage, and 07 70-100 per cent in revenue compared with the previous year.

MAINTENANCE.

The following betterment expenditures, made during the year were charged to operating expenses:

For 3,222 tons—36 6-10 miles—of steel rails and fastenings.....	$100,210 74
For steam shovel work, widening embankments and filling in trestles...	21,518 48
For 150 feet span Howe truss bridge over Trinity River at Dallas, to replace old structure.....	5,000 00
For 150 feet span iron bridge over Choctaw Creek, to replace Howe truss	6,000 00
For new track scales.....	1,600 00
For new water stations.....	2,000 00
Total.....	$136,329 22

In making track replacements, there were used 3,222 tons—36 6-10 miles—of 56 pounds steel rails; 24,480 angle bars; 93,950 pound bolts; 166,255 pounds spikes; 133,406 cross ties, and 66 sets switch ties; 25 Reynold's patent safety switches, and 10,484 lineal feet—1 98-100 miles—additional of sidings have been put in. There was also moved by steam shovels 98,374 cubic yards of material, principally in widening embankments and filling in trestles, and 6,554 lineal feet of pile bridging and 5,403 lineal feet trestle bridging has been rebuilt and renewed; 1,093,-073 feet lumber and 35,705 lineal feet cypress piles having been used in the repair of bridges.

The following structures have been added during the year: Two new section houses and tool houses; one small repair shop; two new water tanks and pump houses, and a new wind mill; one lime house; one stable and two coal platforms; and the Division Superintendent's office at Marshall, which was destroyed by fire, has been replaced by a substantial two-story structure, and charged to operating expenses.

In the motive power department, 13 engines have had thorough general repair, 35 light repairs, and 7 changed to coal burners; 10 sets of cylinders have been bored, 11 sets tires have been turned; 5 new cabs, 9 new pilots, 13 new stacks, 1 new tank, 5 new tender frames, and 7 new trucks were built. In these repairs, 22 new axles, 175 new wheels, 7 new injectors, and 22 new tires were used.

In the car department, 1 combination baggage, mail, and express car has been rebuilt; 8 coaches, 1 combination, and 7 baggage and express cars, have had general repairs; 7 coaches have been revarnished, 6 have been repainted and varnished, and 1 sleeping car has had general repairs, repainted and varnished.

Eleven box cars, 19 flat cars, 8 stock cars, and 3 push cars were rebuilt; 7 cabooses, 19 box cars, 15 flat cars, 5 stock cars, and 3 boarding cars have had thorough general repairs, and other freight cars ordinary repairs; and in this work 479,924 pounds of wrought and cast iron, 51,432 pounds of brasses, 451,829 feet lumber, 95 new axles, and 925 new wheels were used.

FINANCIAL CONDITION.

Your attention is invited to the following condensed balance sheet from the general ledger, May 31, 1880, showing the financial condition of your company, in comparison with a similar statement for the preceding year:

COMPARATIVE BALANCE SHEET, May 31,

	1879.	1880.
Construction and equipment.....	$26,639,158 56	$27,418,107 94
Income and land grant bond interest scrip, issued Feb. 16, 1880, in equalization of interest to July 1, 1879.....	.....	1,755,810 25
Land department expenditures...	286,630 90	*112,577 40
Property account: bonds and stock.	291,737 50	382,322 00
First mort. bonds in treasury.....	77,000 00	.....
Consolidated bonds in treasury.....	63,000 00	.....
Bills and accounts receivable.....	65,355 63	77,694 75
Cash in treasury..	99,743 41	260,713 62
Material on hand.	106,270 80	170,185 68
Suspense account.	126,160 99	.....
San Diego land donation	15,170 77	†18,912 65
Total.....	$27,770,228 36	$30,196,354 29
Capital stock.....	$6,996,000 00	$7,902,500 00
First mort. bonds Eastern Division.	3,552,000 00	3,481,000 00
Consolidated mortgage bonds Eastern Division.....	7,548,000 00	7,619,000 00
Income and land grant bonds.....	6,994,000 00	8,177,000 00
Land grant bonds, old issue, outstanding	773,000 00	‡196,000 00
Land grant bond coupons outstanding	131,915 00	‡84,315 00
Bond scrip, fractional, redeemable in bonds.....	95 997 88	37,719 10
Interest scrip.....	5,985 90	2,450 00
Interest scrip Feb. 16, 1880, redeemable only in lands or capital stock..	.....	1,552,570 00
Land department fractional scrip..	.....	858 86
Sinking fund 1879, first mort. bonds.	71,040 00	paid off.
Sinking fund 1880, first mort. bonds.	.....	69,620 00
Accounts payable, current balances.	250,027 39	142,148 21
Special deferred loan.....	587,097 11	paid off.
Bills payable.....	297,968 43	paid off.
Unpaid coupons—first and consolidated bonds.....	.....	750 00
Coupons due June 1, 1879.....	83,490 00	paid off.
Coupons due June 1, 1880.....	.....	228,570 00
State of Texas school fund loan.	185,366 42	181,677 64
Profit and loss account	.....	52,719 65
Replacement of equipment	29,320 00	29,320 00
Income account....	105,380 71	313,176 87
Texas land sales, $184,217 35, less $172,071 bonds and scrip received in payment for land.....	40,456 91	12,146 35
Town lot sales.....	20,183 51	24,271 09
Suspense account..	.....	58,588 52
Total.....	$27,770,228 36	$30,196,354 29

* This expenditure is for account of 4,851,702

Of the increase of $906,500 in capital stock account, $660,000 was under a compromise settlement with the California and Texas Railway Construction Company for work done and materials furnished on 110 miles of partially completed road; and the balance is mainly from the exchange or conversion of interest scrip on income and land grant bonds into capital stock.

The decrease of $71,000 in first mortgage bonds outstanding is from the cancellation of that number of bonds under a 2 per cent sinking fund, as provided in the mortgage.

The interest scrip Feb. 16, 1880, on income and land grant bonds, represent accretions of interest on outstanding bonds, from their date of issuance by the company to July 1, 1879. Most of these income bonds were issued, under different authorization of your board, in exchange for old coupon land grant bonds with their accretions of interest to different dates. The claim was made by parties holding the older issues that they should not be prejudiced, because they had been among the first to bring their bonds in for exchange under the reorganization scheme, and that interest should be equalized on the several issues, so that all the bonds should have the same value and carry interest from the same date. As the company was not in funds to make the equalization in money, your board, recognizing this apparent equity, directed the issuance of scrip, as authorized by the mortgage, this scrip to be redeemable only by exchanging for land, or by conversion into the capital stock of the company, so that the income and land bonds now all stand on an equality.

The increase of $778,949 38 in construction account is mainly from the final settlement and closing of accounts between your company and the California and Texas Railway Construction Company; and the income and land grant bonds is mainly from the exchange of old coupon land grant bonds, with their accretions of interest, for the new income and land grant bonds, the old coupon bonds outstanding having been reduced from $773,000 in amount with $131,915 of matured coupons at the commencement of the year, to $196,000 in amount, with $84,315 of matured coupons at the close of the year.

A noticeable change is in the special loan and floating indebtedness accounts, which, at the commencement of the year stood as follows:

Special loan	$587,097 11
Bills payable	297,968 43
Accounts payable and current balances	250,027 39
Total	$1,135,092 93
The special loans and bills payable have been paid in full, and accounts payable and current balances have been reduced to	142,148 21
Showing a reduction in floating indebtedness of	$993,944 72

At the close of the fiscal year your company had no loans, notes, or other obligations outstanding, except its current monthly bills and pay-rolls, entered as accounts payable at the close of the month, but not due until the 20th of the month following.

The following is a list of the company's assets outside of its railway property and lands, and its current liabilities:

ASSETS.

Property accounts	$382,322 00
Bills and accounts receivable	77,694 76
Cash in treasury	260,713 62
Material and supplies on hand	170,185 68
Total assets	$890,916 05

LIABILITIES.

Sinking fund payable October 1, 1880	$69,620 00	
Accounts payable	142,148 21	
Coupons, payable June 1	229,320 00	
Replacement of equipment	29,320 00	
		470,408 21
Showing excess of assets over liabilities		$420,507 84

A reference to the fifth annual report of the company, dated Aug. 8, 1876, page 10, shows that on June 1, 1875, the cumulative interest-bearing debt of your company was $22,424,858 57, and that your company had on that date but 324 miles of road constructed and in operation.

At the close of the last fiscal year, May 31, 1880, the debt was but $19,694,846 74, and your company had 444 miles of road, well constructed and fully equipped; $8,177,000 being income and land grant registered bonds without coupons, showing that during the last five years, under the reorganization scheme, there has been a reduction in indebtedness of $2,730,006 83, with an addition to your railway property of 120 miles of well constructed and equipped road.

Under the plan of reorganization adopted in 1875, $10,093,000 first mortgage construction bonds of your company, part of an authorized issue of $40,000 per mile, with about $850,000 of accrued interest, have been called in, canceled, and destroyed, and the mortgage satisfied of record. Also, $9,056,000 of the land grant bonds, with accrued interest coupons exceeding a millions of dollars face value, have been brought in, and are now on deposit with the Trustees of the new income and land grant mortgage, leaving but $196,000 of that issue outstanding.

The debt to the State of Texas has also been reduced $19,208 26, and $935,257 67 of old floating debt and bills payable of the company, antedating June, 1875, has been paid off and satisfied.

It is proper to state in this connection, that every dollar of original indebtedness of the California and Texas Railway Construction Company, aggregating $9,710 523 10, has been paid off by that company in full, or is provided for. The suspension, Nov. 4, 1873, of this construction company, that had undertaken to build your road through to the Pacific Ocean, and to negotiate the securities to be received from your company, was the occasion of embarrassment that made necessary the reorganization scheme of 1875; and it is a matter for congratulation that this reorganization has been perfected under the supervision of your own Board of Directors, without any waste of property from forced sales or litigation, and without any increased expenditures beyond the ordinary charges and expenses of maintaining the general offices of the company.

BONDS CANCELED.

On the second of October last, $71,040, being 2 per cent on the amount of bonds outstanding on the 1st of June, 1879, under a mortgage, dated May 15, 1875, to S. M. Felton and Matthew Baird, Trustees, or their successors in the trust, was, in accordance with the requirements of the mortgage, paid over to the Trustees, and 71 first mortgage bonds, each for $1,000, after having been drawn for, have been presented to the Trustees for redemption, and have been canceled by them and turned over to your company.

There have also been received in exchange for lands, 141 income and land grant bonds of $1,000 each, secured under a land mortgage, dated May 15, 1875, and a supplemental mortgage, dated March 23, 1876, to W. T. Walters and George D. Krumbhaar, Trustees. These $141,000 of bonds have been canceled by the Trustees and returned to the company in accordance with the requirements of the mortgage.

(To be continued.)

☞ The Railroad Board of Arbitration to whom was referred the dispute between the Grand Trunk Railway of Canada and the other railroads centering at Chicago, has rendered a decision awarding the Grand Trunk 10 per cent of the dead freight business from Chicago to the seaboard and 6 per cent of the live stock traffic. The remaining portion of the business is divided between the Lake Shore and Michigan Southern, Michigan Central, Pittsburg, Fort Wayne and Chicago, and Baltimore and Ohio Railroads. The Grand Trunk having recently obtained an independent inlet to Chicago, was in a position to obtain all the business it could get to the seaboard. The other roads had pooled their business and asked the Grand Trunk to join, offering 7 per cent of the business. The Grand Trunk asked for 20 per cent, and so the matter was left to arbitration.

MOBILE AND OHIO RAILROAD COMPANY,
NEW YORK AGENCY, No. 11 PINE-ST.,
August 4, 1880.

INTEREST NOTICE.—THE BOARD OF DIRECTORS have this day directed the payment of interest at the rate of 7 per cent upon the First Preferred Income and Sinking Fund Debentures, payable at the agency of the company, in the City of New York, as follows, viz: 3½ per cent on the first day of September prox., to the registered holders thereof at the closing of the transfer books on the 21st day of August inst., and 3½ per cent on the first day of February, 1881, to the registered holders thereof at the closing of the transfer books on Friday the 21st day of January, 1881, on which dates the transfer books of the said first debentures will be closed to reopen on Monday, the 6th of September prox., and on Saturday, the 5th of February, 1881, respectively.

Also, interest at the rate of 1 per cent upon the Second Preferred Income and Sinking Fund Debentures, payable in like manner, on the first day of December prox., to the registered holders of said Second Debentures.

Due notice of the closing of the transfer books thereof will be given hereafter.

(Debentures transferred to "Bearer" must be entered in the name of the owner or holder before the interest will be paid thereon.)

CHARLES WALSH, Secretary.

OFFICE OF THE AMERICAN RAILWAY IMPROVEMENT CO., 80 BROADWAY, NEW YORK.

PROPOSALS WILL BE RECEIVED AT THIS office until August 20 for the clearing, grading, bridging structures, water stations, shops, track laying and ties for the first division of the New Orleans Pacific Railway, extending from Shreveport to Lecompte, La., about 140 miles; also for the bridging of the Atchafalaya River on the second division. For terms of payment, plans, specifications and all information apply at this office. G. M. DODGE, President.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, Aug. 12, 1880.

DIVIDEND NO. 20.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for July, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.

H. B. PARSONS, Assistant Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Aug. 3, 1880.

THIS COMPANY WILL PAY SEPT. 1, 1880, the THIRTY-SIXTH SEMI-ANNUAL CASH DIVIDEND on its entire share capital, being a dividend of THREE (3) PER CENT., to all shareholders registered as such at 2 P. M. on the 13th inst., after which and until the 4th September the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

acres of land in Texas, most of it within the company's reservation. These lands are mortgaged to secure the income and land grant bonds issued by the company, and as they are sold, the net proceeds of sales, after deductions for the expenditures, must be used to redeem the bonds.

† This represents about 4,000 acres of land in San Diego, Cal.

‡ Income and land grant bonds are reserved to provide for these old bonds and coupons.

Calumet and Hecla Mining Company.

At the annual meeting of the Calumet and Hecla Mining Company of Michigan, held in Boston on the 18th inst., the Treasurer submitted the following statement of assets and liabilities April 30, 1880:

Assets:

Cash assets, figuring copper at 16c. net	$3,672,661 94
Supplies at mine	202,737 29
Bills receivable at mine	1,954 36
	$3,877,353 59

Liabilities:

Drafts in transitu	$26,724 02
Bills payable at mine and unfinished machinery contracts	435,957 87
	$462,681 89
Excess of assets	$3,414,671 72

The old Board of Directors was re-elected—namely, Alex. Agassiz, Quincy A. Shaw, George Higginson, H. H. Hunnewell and James N. Wright. There were 69,000 shares represented at the meeting.

At a subsequent meeting of the Directors, Alex. Agassiz was re-elected President, and C. W. Seabury, Treasurer and Secretary.

☞ Work on the Western and Southwestern extension of the Atchison, Topkea and Santa Fe is reported as progressing rapidly.

☞ The contract for building the new Meadville and Linesville Railroad has been awarded to O'Connor & Co. of Oswego, N. Y.

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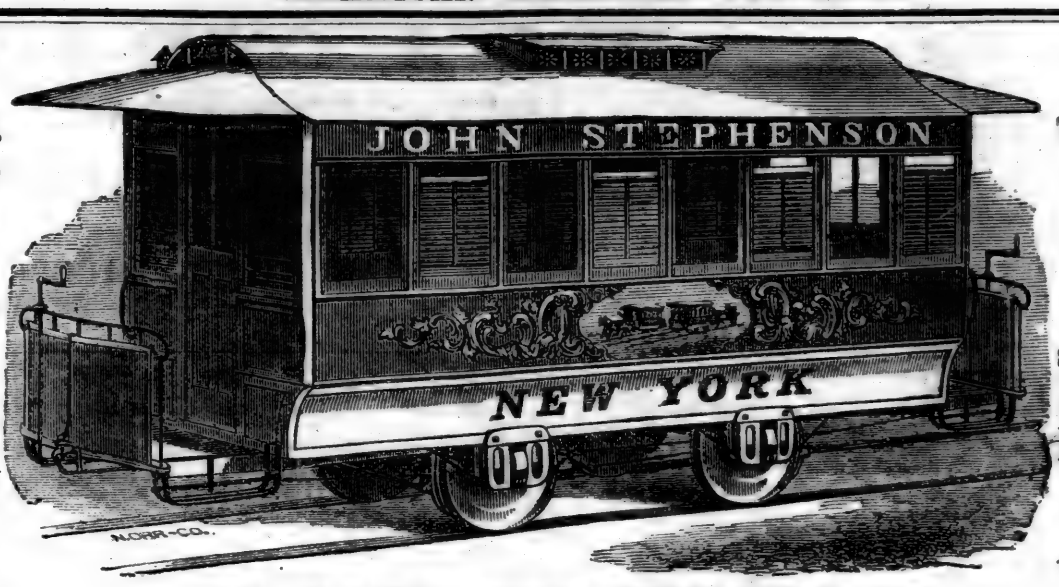
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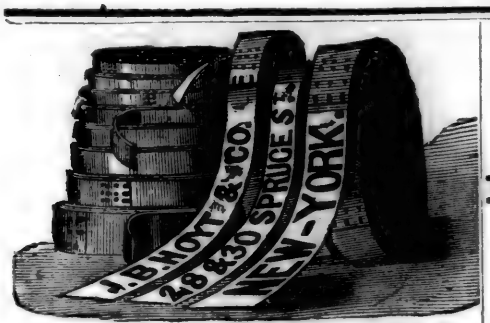
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ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURE

SECOND QUARTO SERIES VOL. XXXVI., No. 35.] AUGUST 27, 1880. [WHOLE No. 2,814, VOL. LIII.

American Railroad Journal,
PUBLISHED WEEKLY BY THE
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JOHN H. SCHULTZ, President.

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New York, Friday, August 27, 1880.

The New Hoosac Tunnel Contract.

Ever since the completion of the Hoosac Tunnel and the Troy and Greenfield Railroad by the State of Massachusetts, the widest diversity of opinion has existed in regard to the management of the State's property. Immediately after the passage of the first train through the mountain, the Legislature passed a law under which the entire property was placed in the hands of Mr. G. Clinton Gardner, formerly of the Pennsylvania Railroad, who was to report monthly to the Governor and Council, who were in turn to report annually to the Legislature. The main features of the bill were that all railroads, connecting directly or over intervening railroads, should have the right to enter upon and use with their own motive power the Tunnel and Troy and Greenfield Railroad; that the Governor and Council should prescribe tolls for the passage of cars through the tunnel and over any part of the above mentioned railroad, and that the tunnel and that part of the railroad lying within three miles from its mouth should never be sold, but should always enure to the benefit of the inhabitants of the State of Massachusetts.

The practical difficulties under this law arose in regard to the tolls prescribed for the use of the tunnel. The contracts provided that the State should receive a certain per cent of the receipts after deducting operating expenses. The railroads claimed that many items of expenditure should be charged to operating expenses, which items the State denied were in any sense so chargeable. After a great many hearings before the Governor and Council and many vexatious delays, the matter culminated in the reference of the whole subject matter to a commission who simply decided what sums should properly be charged to the State, by the railroad companies using the tunnel, as operating expenses, and what per cent of the receipts should be paid to the State as tolls, for the months in dispute and until notice given by either party.

This arrangement was understood to be only temporary and liable to be terminated at short notice, and so matters were still in an unsatisfactory condition. The State authorities felt that the question of what should constitute gross receipts would be reargued again and again, and the railroads felt that the next Legislature might pass a law which would completely upset any arrangements they might make, and for this reason they were unable to make permanent contracts with connecting roads. The question to be settled was, how the tolls should be adjusted and what permanent policy could be adopted for the transaction of business over the State's railroad.

Many schemes were submitted, and a law was passed almost at the close of the session of the Legislature last winter, which went further than all previous legislation, and provided that the Manager, by the direction of the Governor and Council, might contract for the operation of the road and tunnel for a term not exceeding seven years and make contracts for constituting through lines, and accept as compensation a pro rata of the through rates upon freight and passengers via such lines. By virtue of this law Manager Gardner, in behalf of the State of Massachusetts, has executed a contract with the Fitchburg Railroad which binds that corporation to become common carriers on the State road, with all the responsibilities thereto belonging for a term of seven years.

Laying aside the question of pecuniary return on the investment, the contract is an advantageous one for the State and a very important one for all railroads connecting with the tunnel. The State could never become a common carrier in a legal sense and many perplexing questions had already arisen. The Fitchburg Railroad by the award of the commission received nearly 53 per cent of the gross earnings; under the new contract it retains 50 per cent for adjustment, which is to be made annually each year in the month of February by the Railroad Commissioners of the State. Under the law as it now stands any connecting railroad can make a similar contract with the State of Massachusetts—at least at any time before the next meeting of the Legislature—and such contract when executed will be beyond the reach of statutes and can only be dissolved by the consent of the agreeing parties.

The troublesome toll question seems to be practically settled at last, and the railroads using the tunnel or connecting with it over intervening roads have for the first time an assurance that for seven years at least there will be no change in the system of management of the Hoosac Tunnel and the Troy and Greenfield Railroad. Capitalists can now safely provide for terminal accommodations, and facilities for tunnel traffic and developments which have long been kept in abeyance can now be made with confidence.

It is probable that contracts, similar to the one mentioned, will soon be made by the Troy and Boston Railroad and the Boston, Hoosac Tunnel and Western Railway, although the last named road is very restive under a recent decision of the Governor and Council, based upon and old an almost forgotten statute, by which they are not allowed to run Sunday

trains over the State's road. During the hot summer months Sunday trains have become a popular necessity in Massachusetts as elsewhere, and a strong effort will undoubtedly be made at the next session of the Legislature of that State to have this antiquated statute repealed.

Railroad Movement in Texas.

From Texas we learn that the Galveston and San Antonio Railroad Company have a corps of engineers locating the extension of their road from the San Antonio terminus to Eagle Pass on the Rio Grande, a distance of about 140 miles, and that contracts are being let for the construction. A portion of the rails for this distance is already landed. At the same time and in concert with the San Antonio Company are two or three parties of engineers between Eagle Pass and El Paso. One of them with headquarters at San Felipe has recently made an examination of the Rio Grande Canon above and below the mouth of the Pecos, and reports a very favorable route. Above the Pecos some distance the Rio Grande rues through a broad, fertile valley. This route would shorten the distance from El Paso to the Gulf down to about 750 miles.

At the same time also all the principal companies in Texas are busy extending their roads generally in a northerly and westerly direction; that is to say, from the Gulf ports and harbors northwestward, and from the north east corner of the State southward and southwestward. Texas is destined to be one of the great railroad States, as well as traffic in cotton, grain and meats.

Remedy for Alleged Abuses in our Transportation System.

At a conference of representatives of the agricultural and commercial interests of this State, held at Saratoga on the 5th inst. for the purpose of adopting measures to secure reforms in our transportation system, and to remedy existing abuses, the following platform or statement of principles was adopted:

We believe that railroads as public highways and common carriers should base their charges upon "cost and risk of service," and that no favoritism, either as between individuals or communities, should be tolerated. Created by the State to exercise the State's function of furnishing public highways, and under the express provision of the law, that when capital actually invested by the builders had been fairly compensated, the rest of the advantages resulting from the invention of railroads should accrue to the public in the shape of reduced charges for transportation, railroad companies cannot, with justice to the public, water their stocks and maintain charges at a point which will yield dividends upon fictitious values.

We believe that the use of money by railroad managers, as expressed by a committee of the New York Legislature, "to purchase the election of the people's representatives," is a practice which brings to the front the venal and least worthy element in politics, discourages honest and independent legislation, destroys the purity of our elections, and tends to undermine our system of Government. We believe it to be the duty of all good citizens to exert their influence in making such practices both unlawful and disreputable, and to this end, we recommend the greatest care in the selection and election of representatives in both our State and National Legislatures, who will have to deal with this subject in the near future.

The Committee on Resolutions also reported a series of questions on candidates for the next Assembly, which were adopted, as follows:

First. Will you, if elected, favor the enactment of laws compelling railroads to base their charges upon the "cost and risk of service," instead of the new theory enunciated by the railroad managers, "what the traffic will bear," of which question transporters are now sole judges?

Second. Will you, if elected, favor the enactment of laws prohibiting favoritism and unjust discrimirations, through secret rates or otherwise?

Third. Will you, if elected, favor the enactment of a law establishing a Board of Railroad Commissioners, to see that the laws relating to common carriers are executed, and to stand between the railroads and those whose interests compel them to use them.

Precautions Taken in Preparing Greenbacks for Circulation.

All paper money, both legal tenders and national securities, are now engraved, printed, and finished in the Bureau of Engraving and Printing at Washington. Under an act of Congress, a building has just been completed for the sole use of the Bureau. The process of making the greenback and other Government securities is this:

The paper is first taken to the wetting division. There it is counted and dampened. It is then delivered to the plate printers, each sheet being charged to them. They again count it in the presence of their assistant, who is a lady, and give a receipt therefor, the assistant certifying that she witnessed the count. The receipts are taken to the wetting division, where they are compared with the books before work is begun, and must agree. The paper is then given the first impression, which is on the back. This is done with a hand-press. Attached to all of these presses are registers, which keep count of each sheet of paper as it passes through, so it is impossible for the printer to secrete any without being detected. The note then passes into the examining division, where it is counted while wet and then placed in a drying box. When perfectly dry it is taken out and again counted, and the work examined by experts, all of whom are ladies. The sheets found defective in any way are canceled, and the perfect ones placed in a hydraulic press, where an immense pressure is given them. When taken out they are smooth. They are then sent back to the wetting division, where they are again dampened.

They are then taken to the printing division, where they receive the second impression, which is the black part of the face, after which they are taken to the examining division, the dry box, the hydraulic press, and back again to the wetting division, the same as at first. They are then taken to the State printing division, where the third impression is received, which is the large red seal on the face. After this they are taken to the examining room, dried, pressed, counted and examined, the same as on both previous occasions. They are then sent to the numbering division, where they receive the numbers that are seen on the upper right corner and left centre. Both legal tender and national bank notes are printed on sheets, and there are always four notes on each. After being numbered the legal tender notes are taken to another room, where the margin is trimmed from the paper and the notes separated. This is all done by machinery. After being separated they are again counted and placed in packages of 1,000 notes each. This is also done by ladies, who are experts. One lady will count 1,000 notes in five minutes. This is the final count. They are then ready for delivery to the parties authorized to receive them. The national bank notes are not separated, but are sent to the banks that issue them in sheets of four each, so that they may be the more readily signed. The rules governing the Bureau of Engraving and Printing are very strict. In fact, during working hours the employes are treated more like prisoners than they are like ladies or gentlemen. From 1,000 to 1,500 persons are employed there, the ladies outnumbering the gentlemen considerably.

"Material Men" — Railway Employes and Mortgages.

The following is an abstract of Mr. George Tucker Bispham's recent paper read before the Bar Association at Saratoga—being much fuller than any which appeared in the report of the proceedings:

The question, how far Material Men and Employes of Railroads are entitled to priority over mortgages has been somewhat discussed during the last few years in legal literature. It has also been the occasion of no little difference of views among members of the bar, and has been the occasion of some diversity of opinion on the bench. Since the case of Fosdick vs. Schall in 9 Otto, some of the points in dispute may be considered to have been settled; but it is desirable to refer to some of the earlier discussions in order to ascertain what was the state of the law at the date of this decision, and what qualifications, if any, are to be attached to the doctrines announced in that case.

One of the earliest cases upon the subject was Clark vs. The Williamsport and Elmira Railroad Company, decided in 1860 by Judge Strong, then of the Supreme Court of Pennsylvania, now of the Supreme Court of the United States. In this case Judge Strong refused to modify an order which he had made when the receiver was appointed, and which provided that payment of arrears due for current supplies should be paid out of income in the hands of the receiver—his refusal being based upon the theory that the mortgagees were, in any event, entitled to nothing more than the net income of the road, and that the road in their hands was, therefore, liable to

pay for the expenses incurred in running it. The next case was Douglass vs. Cline, in the Court of Appeals in Kentucky, reported in 12 Bush, where a similar order in favor of material men and employes was made, the order being based upon two grounds—first, on public policy, which required that a work of public convenience should be maintained; and second, on the rule that he who seeks equity must do equity. Other cases to the same effect exist; and, on the 9th of the present month, the Special Masters in the Philadelphia and Reading Railroad Company's case filed a report (which was approved by the Court), in which they recommend that an order for payment of the wages-and-supply claimants should be made. Judge McKennan accordingly made the order. On the other hand, in several cases such orders have been refused; and, in a case reported in 11 Wallace, the Supreme Court of the United States refused to admit that a material man in a railway case had a lien analogous to the maritime lien for repairs. The material man's lien has, indeed, been ridiculed, and has been termed an "admiralty lien on wheels."

The case of Fosdick vs. Schall has perhaps done much to put the doctrine on a proper basis, viz: that where current income, which would ordinarily be used to pay for current supplies, has been used to pay interest on bonded debt, or to pay for permanent improvements on the road, by which the value of the mortgagee's security has been increased, it is fair that the income which comes into the hands of a receiver, or even the proceeds of the corpus of the road when sold, should be used to make good the deficiency which has thus arisen. Beyond this, however, the doctrine should not be permitted to go. Considerations of public policy ought not to lead the courts to interfere with obligations of contracts or with the vested rights of bondholders; and the general rule that he who seeks equity must do equity should not be loosely applied. Hence, while orders in favor of laborers and material men may fairly be made whenever it is made to appear that the earnings, which would otherwise have gone to them, have been diverted for the benefit of the mortgagees, yet no such orders should be granted by the Court when no such diversion is shown to have existed. The tendency of the best considered decisions now seems to be in favor of restricting the grounds upon which such orders should be granted. This would seem to be apparent from a careful study of the cases of Fosdick vs. Schall (in the Supreme Court of the United States) and of Poland vs. The Lamoille Valley Railroad Company (recently decided by the Supreme Court of Vermont, but not yet reported.)

The subject is one which fairly demands legislation.

Duration of Ocean Cables.

The Electrician says that the life of a submarine telegraph cable is from ten to twelve years. If a cable breaks in deep water after it is ten years old it cannot be lifted for repairs, as it will break of its own weight; and cable companies are compelled to put aside a large reserve fund in order that they may be prepared to replace their cables every ten years. The action of the sea eats the iron away completely, and it crumbles to dust, while the core of the cable may be perfect. The breakages of cables are very costly, and it is a very difficult matter to repair them in comparison with a land line. A ship has to be chartered, at $500 a day, for two or three weeks, in fixing the locality and in avoiding rough weather, as cables can only be repaired in calm weather. One break in the Direct Cable cost $100,000.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of July, 1880 and 1879:

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic	$1,169,874 19	$10,079,964 14
Canal traffic	64,243 69	381,421 32
Steam colliers	40,158 50	390,376 52
Richmond coalbarges	8,558 59	63,128 04
Total Railroad Co.	$1,282,834 97	$10,914,890 02
Reading Coal & Iron Company	850,579 46	6,861,565 85
Total of all	$2,133,414 43	$17,776,455 87
Tonnage and passengers:		
Tons of coal on railroad	460,411 14	4,228,145 16
Tons of merchandise	463,137 08	3,919,789 18
Passengers carried	908,049	6,225,409
Coal transported by steam colliers	50,406 00	353,940 00
Tons of coal mined:		
By Coal and Iron Co.	211,634 01	2 021,452 09
By tenants	79,214 16	694,352 10
Total mined from lands owned and controlled by Co. & from leasehold estates	290,849 00	2,715,804 19

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic	$1,147,767 10	$7,886,089 88
Canal traffic	100 544 89	459,294 41
Steam colliers	40,201 59	435,125 45
Richmond coal barges	15,008 79	99,336 95
Total Railroad Co.	$1,303,521 87	$8,879,846 19
Reading Coal and Iron Co.	1,085,376 84	6,317,760 64
Total of all	$2,388,898 71	$15,197,606 83
Tonnage and passengers:		
Tons of coal on railroad	742,441 05	4,977,156 11
Tons of merchandise	487,897 19	2,728,057 08
Passengers carried	830,527	4,735,646
Coal transported by steam colliers	45,593 00	385,885 00
Tons of coal mined:		
By Coal and Iron Co.	412,490 13	2,607,984 11
By tenants	120,357 15	785,014 11
Total mined from lands owned and controlled by Co. and from leasehold estates	532,848 08	3,392,999 02

Comparative statement of business of the Philadelphia and Reading Railroad Company for July, 1880:

	1880. Month.	1880. Year to date.
Gross receipts	$1,282,834 97	$10,914,890 02
Gross expenses	996,577 95	8,486,083 81
Net profit	$286,257 02	$2,428,806 21

	1879. Month.	1879. Year to date.
Gross receipts	$1,303 521 87	$8,879,846 19
Gross expenses	956,813 04	6,721,227 98
Net profit	$346,708 83	$2,158,618 21

Comparative statement of business of the Philadelphia and Reading Coal and Iron Company for July, 1880:

	1880. Month.	1880. Year to date.
Receipts	$850,579 46	$6,861,565 85
Expenses	816,624 61	6,920,642 17
Profit	$33,954 85	Loss. $59,076 32

	1879. Month.	1879. Year to date.
Receipts	$1,085,376 84	$6,317,760 64
Expenses	1,195,264 32	6,900,015 02
Loss	$109,887 48	$582,254 38

Legal Notes.

RIGHTS OF RAILROADS.

An interesting point in the law of common carriers has been raised in England, which will be carried up to the highest courts. The circumstances were these: The manager of the Capital and Counties Bank bought a first class ticket by the Southeastern Railway, and traveled from Woolwich to London bridge, carrying a hand bag containing gold, silver and banknotes to the amount of £2000. Thereupon the railroad company sued the bank to recover £2 12s. 6d., the ordinary charge for transporting £2000, on the ground that bullion did not come within the meaning of personal luggage which the company agrees to carry free with each passenger. The preliminary decision was in favor of the railway company.

ACCEPTANCE.

A telegram authorizing the person addressed simply to draw on the sender for a given amount does not constitute an acceptance of a sight draft:—Franklin Bank of Baltimore vs. Lynde Maryland Court of Appeals.

LIABILITY OF RAILROADS.

A passenger who rides in a baggage car by permission of the conductor, but against the rules of the road, and is injured in consequence of riding there, cannot recover from the railroad company on the ground of its negligence. For the conductor cannot, in violation of a known rule of the company license a man to occupy a place of danger so as to make the company responsible. Pennsylvania Railroad Company vs. Langdon, Sup. Court Pennsylvania.

AGENCY.

An agent who deposits money of his principal in a bank to his own account without the assent of his principal assumes all the risk of the solvency of such bank. If the bank fails and the money so deposited is lost, the loss falls upon the agent. Sargent vs. Downey, Sup. Court, Wisconsin.

CHATTEL MORTGAGE.

The mortgagor must, at the date of the mortgage, have an actual interest in or concerning the subject mortgaged. There must be an interest in presenti of which the future acquisition is the product or in such wise incident to or connected with it as constitutes a tangible and substantial predicate of a contract. Morrill vs. Noyes Sup. Court, Maine.

☞ The Krupp Steel and Iron Works, of Essen, Germany, employ 17,000 men, and pay wages to the amount of $3,600,000 annually. Five thousand men are employed in mining coal and ore.

☞ Work on the extension of the Mobile and Ohio Railroad is progressing.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 5
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon,Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. '80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.* pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	960,000	J. & D	June'80 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,800	Oct. ber.	Oct.'79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. '78 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. '80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'80 3½
" " pref.....100	2,425,400	M. & S.	Sept.'80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	Sept. 80 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 1½
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,807	J. & D	June'80 3
" " pref.100	22,025,603	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 3½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,300	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	May '80 5
Concord and Ports.*..... 100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	July '80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk . 5	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Aug.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor.....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania* 50	1,409,200	J. & J.	July 80 3
East Mahanoy *..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	July '80 2½
Eel River..... 100	3,000,000	— & —	June'80 4
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	July '80 2
Illinois Central.....100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	June'80 1
Iowa Railroad Land Co.100	7,620,000	quarterly	Aug. 80 1½
Io. Ce. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central 1.9	4,500,000	J. & D.	June'78 1
" " pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug.'80 4
" " (guar.).100	533,500	F. & A.	Aug.'80 5
Lawrence*..... 50	450,000	quarterly	July '80 2
Lehigh Valley 50	27,332,555	quarterly	July '80 1
" " pref. 50	106,300	quarterly	July '80 2½
Little Miami*..... 50	5,871,456	quarterly	June 80 2
Little Schuylkill*..... 50	2,046,100	J. & J.	July 80 3½
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May'80 5
Marietta & Cincinnati.... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3½
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3½
Massawippi*.....	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	823,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800,000	M. & N.	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,416,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref....100	8,146,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,080,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,000	quarterly	Aug.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 1½
Panama.....100	7,000,000	quarterly	Aug. '80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*..... 100	996,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*..100	438,800	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Steelbridge and Pitts.*..130	448,700	J. & J.	July '79 3½
Stony Brook*..... 100	267,800	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,008	J. & D.	Aug.'79 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	July '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,452,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & Fl. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	500,000	— & —	Apl. '78 3
Continental (Phila.)..... 50	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. 2
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	232,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,192,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat. 50	10,348,850	J.S D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2,838,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....	2,836,600	.....	.....
" pref.....100	8,893,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Monongahela Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	July 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car....100	5,938,200	F.M.A.N	Aug.'80 3
Quicksilver, common....100	5,768,700	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual	Feb. '80 $3
Quincy K. R. Bridge....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '80 5
United States Express....100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	July '80 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,583
1877	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	769,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,896,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,458,833	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	1,760,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,391	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	428,543	602,624	537,326	602,132	609,255	670,317	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,753	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,529,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113,503
1879	1,105,093	982,377	1,071,738	1,018,755	1,171,303	1,160,963	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	229,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876	553,574	577,702	580,004	530,269	606,134	666,125	494,539	600,179	616,292	707,988	575,306	532,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,659	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,535	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,280,380	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,206,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,787	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,181	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	.....	.....	.....	.....	.....	.....
1880	334,494	330,660	415,325	386,130	329,788	419,193	450,293	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	526,304	4,500,422
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	409,100	587,337	713,200	656,195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1876	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	127,978	101,075	96,065	1,480,498
1877	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	90,086	90,687	1,106,668
1878	130,466	94,878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	92,044	1,243,960
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	91,981	1,242,316
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	.....	.....	.....	.....	.....	.....
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Aug. 1, 1880.					
Loan of June 14, 1858 .....registered	.....	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	$12,357 000	6	Jan. & July.	1880	102¾
.. ..coupon	2,900,000	6	" "	1880	102¾
Oregon War Bonds of March 2, 1861...coupon	741 850	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	115,603,850	6	Jan. & July	1881	104¾
.. ..coupon	41,310,750	6	" "	1881	104¾
Loan of March 3, 1863.....registered	49,026,100	6	Jan. & July.	1881	104¾
.. ..coupon	12,981,500	6	" "	1881	104¾
Loan of March 3, 1864....(10-40s)....registered	.....	5	Mar. & Sept.	1904	....
.. .. .. (10-40s).....coupon	.....	5	" "	1904	....
Loan of March 3, 1865...(5-20s).....registered	.....	6	Jan. & July.	1887	....
.. .. .. (5-20s).....coupon	.....	6	" "	1887	....
.. ..registered	.....	6	Jan. & July.	1888	....
.. ..coupon	.....	6	" "	1888	....
Funded Loan July 14, 1870.....registered	295,207,600	5	F. M. A. & N.	1881	102¾
.. ..coupon	188,922,650	5	" "	1881	102¾
.. ..registered	171,999,000	4½	M. J. S. & D.	1891	110¾
.. ..coupon	78,001,000	4½	" "	1891	111¾
.. ..registered	520,386,100	4	J. A. J. & O.	1907	110
.. ..coupon	207,794,350	4	" "	1907	110
Refunding certificates of Feb. 28, 1879.....	1,167,350	4	.....	.....	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	.....	.....	....
Debt matured and without interest.....(var.).	6,841,115	...	.....	.....	....
Debt bearing no interest.....	390,056,531	...	.....	.....	....
Pacific R. R. Bonds (registered)....(currency)	64,623,512	6	Jan. & July.	'96-'99	127
State Securities, latest dates.					
Alabama—($12,406,000):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	64¾
.. Substitution B) bonds; R. R. do.....	594,000	5	" "	1906	93¾
.. Substitution (C) bonds; Ala. & Ch. R.R	1,000,000	2	" "	1906	76
.. Funded obligations, July 1, 1874.....	1,000,000	8	" "	1884	46¾
Arkansas—($14,211,128):					
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25
.. * Levee Warrants or bonds of 1871.....	1,986,778	7	" "	1900	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	" "	1884	....
.. Sinking-fund (act of Dec. 1874) bonds...	376,000	6	" "	.....	....
.. * Railroad Aid (1869 and 1870) bonds...	5,150,000	7	April & Oct.	1900	5¾
California—($3,398,500):					
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....
.. State Capitol bonds, 1870 & 1872, gold..	500,000	7	" "	1885	....
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	" "	1893	....
Connecticut—($4,967,650):					
.. War Loan bonds (20-yr), coup. & reg.....	877,000	6	Jan. & July.	1883	105
.. War Loan bonds (20-yr), coup. & reg...	1,319,550	6	" "	1884	....
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....
Delaware—($1,119,000):					
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....
District of Columbia—($22,713,100):					
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....
.. Improvement (cur.) bonds, 1873.....	670,000	7	" "	1891	....
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	99¾
.. Washington Funding, gold, 1872	660,000	6	May & Nov.	1902	....
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....
Florida—($5,278,100):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	" "	1903	....
.. Consolidated (gold) bonds, 1873.....	300,000	7	" "	1903	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" "	1890	....
Georgia—($16,197,300):					
.. Atl. & Gulf R. R. bonds, 1858-60.	800,000	6	Feb. & Aug	'81-'86	100
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	....
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....
.. Funding bonds, (Act Feb. 19, 1873)....	800,000	8	April & Oct.	'75-'86	....
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	109¾
.. Exchange (endorsed bonds) 1877...	2,298,000	6	" "	1889	....
.. Funding (1879) bonds.....	500,000	4	January.	1885	....
Illinois—($808,742):					
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July	1880	....
.. Chicago Relief bonds, 1871.....	250,000	6	" "	1881	....
Indiana—($4,614,783):					
.. Loan (1876) bonds	200,000	6	June & Dec.	1879	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....
Iowa—($300,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,209,175):					
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....
.. Coupon bonds, 1861 to 1875, various....	739,000	7	Jan. & July.	'79-'99	....
.. Military Loan bonds, 1864 to 1869.....	289,000	7	" "	'84-'99	....
Louisiana—(about $15,000,000):					
.. Consols (Act Jan. 24, 1874).....	11,777,100	7	Jan. & July.	1914	49
.. * Loan to N. O. & P. R.R. ('78) $2,000,000	.....	...	.....	.....	...
.. * Levee (Act, 1866 and 1870) bonds.....	106,000	6	Various.	'93-'07	20
.. * Levee (Act, 1877) bonds.....	112,300	6	Various.	1886	20
.. * Various bonds ($182,000 not fundable)	450,000	6	Various.	var.	20
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept.	1909	20
.. * Various bonds ($150,000 not fundable)	160,000	8	Various.	var.	....
.. * Mex. & Mex. Gulf Canal bonds (not F)	260,000	7.3	Mar. & Sept.	1899	....
.. * Loan to N O., Mob & Tex. R. R. (n. f.)	2,500,000	8	April & Oct	1911	....
.. * Endorsements for N. O., M. & T. (n. f.)	875,000	8	.....	.....	....
Maine—($5,248,900):					
War and Bounty Loan bonds, 1863.....	385,000	6	Mar. & Sept.	1883	105¾
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug.	1880	100¾
.. Bounty Loan bond 1864.....	2,330,000	6	June & Dec.	1889	113¾
.. Municipal War Equalization bonds, '65	2,826,900	6	April & Oct	1889	....
Maryland—($11,325 675):					
.. Loans to Railroads & Canals, stg.....	4,512,555	5	Jan. & July.	1890	...
.. Loans to Railroads and Canals.....	186,684	5	Various.	'80-'90	....
.. Loan (1839) to Balt. & Susq. R. R.....	269,000	3	J. A. J. & O.	1890	....
.. Loans to Railroads and Canals.....	1,149,295	6	Various	'85-'90	108
.. Defense and bounty (1868) bonds.....	3,328.750	6	Jan. & July.	1883	106¾
.. State Loans (1870 to 1874).....	916,...	6	'	'87-'93	....

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland (continued):					
.. State Loans (10-15 year) 1872 to 1878...	$965,000	6	Jan. & July.	'85-'89	107
Massachusetts—($31,869,430):					
.. Defenses and Bounty (1862) loans, gold.	1,088,000	5	Jan. & July.	1883	....
.. Defenses and Bounty (1864) loans, stg..		5	May & Nov.	1894	108¾
.. War Loan, (1869) stg.....	8,383,244	5	Jan. & July.	1889	....
.. Troy & Greenfield R.R. bonds, '58 to '68.	6,873,453	5	" "	'88-'93	....
.. Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95	....
.. Southern Verm. R. R. bonds, 1860, gold	200,000	5	" "	1890	....
.. B., H. & Erie R. R. Loan, 1868 and 1869.	3,599,024	5	Jan. & July.	1890	....
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	....
.. Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96	....
.. State Institution bonds, 1874 to 1877 gld.	3,742,280	5	Various.	'94-'96	....
Michigan—($826,000):					
.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	....
.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
Minnesota—($2,575,000):					
.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. * Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
Missouri—($19,817,000):					
.. State Debt Proper, 1865 and 1866	439,000	6	Jan. & July.	1883	103¾
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	109¾
.. State Institutions, etc. bonds, 1872 to '74	401,000	6	" "	1892	106
.. Funding Bonds, 1874.....	1,104,000	6	" "	1894	111
.. Renewal (Act, March 29, 1875)..... ...	4,350,000	6	" "	'95-'97	108
.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	" "	'89-'99	110¾
.. Han. & St. Jo. R. R. Loans (& renewals	3,000,000	6	" "	'87-'96	105¾
Nebraska—($549,267):					
.. State (Act Feb. 7, 1877) bonds	549,267	8	April & Oct.	1897	....
Nevada—($640,000):					
.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
New Hampshire—($3,573,550)					
.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119¾
.. Municipal Equalization bonds, 1872.....	2,206,100	6	" "	'92-'05	115
.. State bonds, 1873.....	500,000	6	" "	'79-'80	....
New Jersey—($2,076,300):					
.. War Loan (tax free) bonds, 1861-1863..	1,500,900	6	Jan. & July.	'80-'96	....
.. War Loan (taxable) bonds, 1864.....	595,400	6	" "	'97-'02	....
New York—($9,276,000):					
.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	....
.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
North Carolina—($24,098,845):					
.. Refunded (Act Feb. 1879) bonds.....	.....	4	.....	1909	76¾
.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O.	'79-'98	30
.. * Railroad & Improvement (new) bonds	3,359,000	6	" "	79-'98	18¾
.. * Funding (new) bonds.....	3,888,600	6	" "	'98-'00	11¾
.. * Special tax bonds.....	11,366,000	6	April & Oct.	'98-'99	3
Ohio—($6,472,640):					
.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Reg. (1856) Loans, pay. after Jan. '86...	2,400,000	6	" "	1886	112
Oregon—($317,491):					
.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
Pennsylvania—($28,268,350):					
.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. Registered (15-25 year) bonds, tax free..	2,000,000	4½	" "	1904	....
.. Cou. & Reg. (1852) bonds, part 4½, gold.	472,000	5	Jan. & July.	1882	....
.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	....
.. Registered stock (1867) Loan..... ...	814,350	5	" "	'77-'92	115
Rhode Island—($2,544,000):					
.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
South Carolina—($.....):					
.. *State House Stock (1856-61) gold.....	289,172	6	Jan. & July	'77-'86	....
.. *State House bonds (1853-54).....	192,000	6	" "	'71-'80	....
.. *Funding bonds and stock (1866) gold.	238,933	6	" "	'87-'97	15
.. *Blue Ridge R. R. bonds (1854) gold....	469,000	6	" "	'75-'77	....
.. *Funding bills receivable (1868) gold....	74,000	6	April & Oct.	1888	15
.. *Funded interest (1868) gold.....	149,000	6	" "	1888	....
.. *Funded Bank bills (1868) gold.	242,350	6	Jan. & July.	1888	15
.. *Conversion stock and bonds (1869) gold	451,000	6	" "	1889	....
.. *Land Commission bonds ('69-'79) gold	13,000	6	" "	'89-'90	40
.. *Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J & O.	1868	....
.. *Fire Loan Stock, 1838, gold.....	181,780	6	" "	1868	....
.. *Relief (State Treasury) bonds, '869....	7,000	7	Jan. & July.	1889	15
.. *Reduction Public Debt stock 1873)...	241,257	6	" "	1883	....
.. *Consolidated bonds, 1873.....	4,023,000	6	" "	1893	....
.. *Consolidated stock, 1873.	149,254	6	" "	1893	....
.. *Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
Tennessee—($24,111,300):					
.. *Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July.	1914	32¾
.. *Funding (new) bonds, 1873, registered.	14,655,000	6	" "	'75-'00	....
.. *Funding (new) bonds, 1873, registered	292,300	5	" "	'75-'00	....
Texas—($4,939,974):					
.. Funded (1873) State Debt bonds.....	75,000	6	Various.	1891	....
.. Frontier Defense, 1871, (20-40s), gold....	697,000	7	Mar. & Sept.	1911	....
.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892	....
.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" "	1904	....
.. Veteran Pension (1874) bonds.....	1,353,000	10	" "	1894	....
.. Redemption bonds, 1876, gold.....	1,564,900	6	" "	1906	....
Vermont—($137,000):					
.. War Loan bonds, 1862.....	137,000	6	June & Dec.	1890	....
Virginia—($52,072 047):					
.. Old bonds (3rds fundable), registered...	6,139,250	6	Jan. & July.	'86-'95	27
.. Old bonds (3rds fundable) coupon.....		6	" "	Pleas.	....
.. Old bonds, not required to be refunded.	2,331,250	5	" "	1886	....
.. Consol. (coup receivable for taxes) 1871.	18,392,900	6	" "	1905	....
.. Consols (act, 1871) registered.....	1,641,615	6	" "	1905	....
.. Consols (act, 1872).....	2,359,500	6	" "	1906	....
.. Consols (act, 1872).....	923,646	6	" "	1906	....
.. Interest (sterling) funded (act, 1871)....	212,733	6	" "	1905	....
.. *Deferred Certificates, (W. Va.).....	15,239,370	....	Contingent.	.....	8
.. *Interest unpaid to Sept. 30, 1878.....	4,840,990	...	.....	.....	....
Wisconsin—($ .....):					
.. None on market; all in trust funds ...	.....	...	.....	.....	...
West Virginia (See Virginia.)					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112¾
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	109¾
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,800	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	[15]
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	[21
Special Mortgage to Penn.	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	32
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1903	114¾
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	116¾
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106¾
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	91
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R. assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	454,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	767,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	109¾
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):						
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	....
Consol. Mortgage for $2,000,000	1,224,000	7	Apr. and Oct.	Boston.	1893	105
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	42¾
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	117¾
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	123¾
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1905	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	116
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	93¾
1st Mort. (Minn. & St. Louis.)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114¾
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	108¾
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Camden and Amboy:						
Loan of 1833	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105¾
Loan of 1859	366,000	6	June & Dec.	Princeton.	1889	109¾
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112¾
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	108¾
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	93
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,300,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	[10]
Chattel Mortgage	[illegible]00	6	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Catasauqua and Fogelsville:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1900	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107¾
1st Mort. (W. to Minn. Lake)	1,[illegible]4,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1991	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	86½
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	109
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	112½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108½
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88-'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	106
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	13½
2d Mort., Consol. (").	1,500,000	7	June & Dec.	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	43
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	35½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	805,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	68½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Chesture:						
Coupon bonds (no Mort.).....	830,000	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	122
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	112
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	853,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,478	7	Jan. & July.	Boston.	1896	120
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 6 p.c. Mort. b'ds(Iowa D.)	600,000	6	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec.	Boston.	1903	125
1st Mort. (Dix., Peo. & Han)guar.	64,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
1st Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q. ..	1,500,000	8	Jan & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ..	2,500,000	7*	Apr. and Oct.	New York.	1900	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1 Mortgage for $2,200 000	2 200 000	7	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C.&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	450,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	114
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	111
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	119
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	130
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	116
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	110
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4 000,000	6	" "	" "	1907	104
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	114½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	972,200	7	Feb. & Aug.	New York.	1885	109
General 1st Mortgage (193 m.) ..	3,440,400	7	" "	" "	1885	110½
Funded coupons (193 m.).....	676,400	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	168,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	125½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	118½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	247,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1908	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	121
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C., H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by L.C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H.&D.	560,000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,900,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	96
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,256	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Liston)	600,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	83
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1836	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	631,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1890	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1891	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1893	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7		"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1861	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,446	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	496,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	6	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	114½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	120
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,403,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	101½
Des Moines and Ft. Dodge:						
1st Mortgage(coupon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,285,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit&Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1870	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1848	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	121
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	113½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	109
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'88	....
Company Bonds (" new)	135,400	6	" "	" "	1870	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	18,351,500	4½*	" "	Boston.	1906	96
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	125
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	109½
3d Mortgage.....	4,852,000	7	" "	" "	1883	111
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	109½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	114½
1st Consol. Mortgage gold...	16,656,000	7*	March & Sept.	NY&London.	1920	124½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	87½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1852	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	106½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1862	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & L.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.		1902	80
Construction Loan.....	230,000	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" " ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.).	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.).	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee.	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1809	....
2d Mortgage	500,000	8	" "	"	1806	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,092,000	7	Feb. & Aug.	New York.	1882	105
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	428,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"		....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	5	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	6½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1883	108½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	105
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	111½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1869	300,000	6	April & Oct.	Bost. & Bost	1889	....
Equipment Bonds	125,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	107½
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	105
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,369,500	7	May & Nov	"	....	95
Consolidated Mortgage	2,864,000	6	April & Oct.		1911	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1896	65
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	78
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	492,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (C., I. & D., L. & L. M.):						
1st Mortgage guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (" ")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed	500,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1860	....
3d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" ")gld	1,090,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.) conv.	887,000	7	March & Sept.	" "	1890	113
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.&G)						
1st Mortgage for $2,500,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	109½
1st Mort. (1,000,000 acres).....	—	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	118
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98½
La Crosse, Trempealeau & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	——
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,428,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	124½
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	118
Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1892	...
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S .& Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" Erie)	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	117½
1st Mortgage (")reg... }		6	" "	"	1898	118
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	130
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	112½
General Mort., registered.... }		6*	" "	"	1923	112½
Lewisb. Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,548,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	53
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101½
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah & S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1900	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1903	....
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,250,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $6,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	117
Louisville Loan.....	850,000	6	" "	" "	'86-'87	...
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	332,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,900	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 900	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'80-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farmington).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	115
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	115
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	81½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	45½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	3-10	Various.	" "	'92-'93	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,299,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,503,000	6*	Jan. & July.	New York.	1908	100
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	121½
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113½
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1880	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1894	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C.R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	106
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	66½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	3,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103½
First Preferred Debentures.....	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	79½
Second Preferred Debentures..	1,850,000	7		"		46½
Third Preferred Debentures...	600,000	7		"		34
Fourth Preferred Debentures..	900,000	7		"		36
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	134
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	113
Special Mortgage.....	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	111½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	109½
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	109½
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (NY. & OM.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1908	....
Income Mortgage.....	710,000	7	" "	"	1891	....
New Jersey Wes t Line						
1st Mort. gold for $3.00(000....	1,300,000	7	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	800,000	6	April & Oct.	New York.	1886	101½
2d Mortgage.....	600,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O. St.L. & C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106½
Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	.....	" "	1885	110½
Bonds of 1871, tax free.....	1,960,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	130
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	126½
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	100
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	118
North Pennsylvania:						
1st Mortgage.....	1,980,500	6	Jan. & July.	Philadelphia.	1885	106
2d Mortgage.....	1,500,000	7	May & Nov.		1896	115
General Mortgage.....	2,035,000	7	Jan. & July.		1903	113½
North Shore (Flush., N.S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
2d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	115
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	111½
Mortgage registered.....	206,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	108½
Consol. General Mort. Coupon.	1,833,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	87
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd....	400.000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,476,000	7	" "	" "	1898	111½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	115
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	101
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1886	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	103

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	102½
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (O., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107
2d Mortgage sinking fund	2,666,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	280,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T.W.& W.)						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	120
General Mortgage, registered.		6	" "	"	1910	120
Consolidated Mortgage	28,201,540	6*	Jan. & July.	London.	1905	113½
State lien for $1,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	5,200,000	6	J. A. J. & O.	"	1907	106½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	419,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia.	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	113½
General Mort. for $20,000,000	6,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mortgage Loan of 1836, stg.	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg.	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	114
Consolidated Mortgage June 1, 1871. — Dollar registered	3,339,000	7	" "	"	1911	114½
Consolidated Mortgage June 1, 1871. — Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	104½
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	663,000	6*	" "	" "	1911	104½
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S.F. ($60,000,000)	19,686,000	6*	Jan. & July.	" "	1908	67½
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	53
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,500	7*	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	71
Funding Income	315,933	7	" "	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	117½
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135½
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	120
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	117
1st Mort. (Turtle Cr. Div. 10½ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1893	....
Portland & Ogdensb (Me. & N.H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	436,000	4½	June & Dec	Boston.	1937	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1896	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	800,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	104½
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,327	6*	Jan. & July.	London.	'85-'9	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'9	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1900	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	62
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1898	65
General Mortgage	1,500,000	6	May & Nov.	"	1907	97½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M rtgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	8	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	106
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	117
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	106
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	106
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	118
Real estate & 2d M. for $3,000,000	2,995,000	7	March & Sept.	" "	1896	116
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans. D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	113
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	94
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	30
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,146,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	6	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	280,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	103
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H'rd):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	800,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,622,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,033,333	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	90
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	99
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	135
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	68
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1908	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	109
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	101
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	105
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	105
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	102
Consol. 2d mort. gold	2,184,100	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	121
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	115½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	120
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.E.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	79½
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.'	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105½
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112½
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.&Lynch.	1873	....
2d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	962,000	5	March & Sept.	" "	1900	....
Registered Certificates.....	84,141	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & B.).:						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	104
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1898	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	90½
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	105
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	109
3d Mort. " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " ")	700,000	8	March & Sept.	"	1880	53
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	119,913	....	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000	....	May and Nov.	New York.	1898	....
1st Mortgage for $2,31.,01)	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114½
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1891	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '88	2,920,000	7	"	"	1900	109½
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108½
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108½
2d Mortgage preferred.....	600,000	6	" "	"	1895	100
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	108½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	115
General Mortgage.....	1,200,000	7	....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	101
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	....
Wilmington and Western (Del.):						112½
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109½
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,313,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,800	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						59½
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,963,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,999,500	6	Jan. and July.	Baltimore.	1885	75
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. reg. — 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. reg. — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	114
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	102
1st Mortgage, registered	5,581,983	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110½
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec.	"	1897	106
Consolidated Mortgage.....	1,116,000	7	" "	"	1911	103½
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	90
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	..
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	85
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	....
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	70
Improvement bonds.....	260,000	6	May and Nov.	"	1880	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	"	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1888	....
West Branch & Susqun. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1874	....
2d Mortgage.....	299,000	6	" "	"	1881	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	¶96.0	—	4.2	—	13	8	3	90	Alabama Central	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	—	869.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,100	Albany and Susq. ¶(D. & H.)..New York.	7,374,745	1,699,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	110
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley¶..... Pennsylvania.	21,714,734	2,413,863	591,988	249,183	2,166,500	23,970,000	2,849,322	—	259.5	1,423,969	876,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland ¶ (3 ft.)..... Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,509	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	...
Dec. 31, 1878	146.6	52.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,973	217,105	611,086	3,950,868	2,035,676	—	100	117½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.8	35.8	219.0	—	165	40	32	2,591	Atlantic and Great West..N.Y. Penn.& O.	89,286,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,587	—	512.0	4,856,182	919,064	2,652,859	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	28	19	8	379	Atlantic and Gulf ¶ .. Georgia & Florida.	7,865,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,145	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio¶..Virginia.	19,396,206	*	7,082,955	2,051,625	7,121,900	14,965,800	3,706,158	2,427,860	428.0	1,433,025	149,577	840,866	1,781,716	706 964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	4,484,000	.....	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,081	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah..... Ga.	723,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio ¶ .....Md. & W. Va.	38,042,677	12,116,858	57,305,232	3,031,499	18,277,309	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	175
Sept. 30, 1878	31.0	—	37.8	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	114,332	1,650,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,785	696,010	37,836	64,638	5,533,250	6,500,000	288,368	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.)Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	—	71.0	395,390	184,988	478,648	506,459	98,352	—	100	....
Nov. 20, 1878	3.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	—	3.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	18	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,324	—	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	—	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	966,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	150
Sept. 30, 1878	86.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,762	721,201	158,229	40,219	—	100	....
Sept. 30, 1878	91.6	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,972,687	974,440	343,645	1,047,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	93.5	72.8	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.5	.....	.....	.....	590,550	201,619	6	100	....
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell..... Mass.	4,587,374	434,374	1,469,337	86,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,373	2	500	91
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,044	203,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	132½
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,650	—	100	47½
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	139½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	185,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	105
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany ¶.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	—	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	—	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.)..N.Y.	3,330,000	*	.....	.....	950,000	2,380,000	.....	—	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	13.3	—	25	15	5	1,049	Buff., New York and Philadelphia...Penn.	5,498,035	1,081,819	8,030	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	639,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,853,472	*	.....	.....	943,800	1,909,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,763	560,311	—	100	67½
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,883	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	137,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,495,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,889	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	228,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399.061	121,213	—	50	50
June 30, 1878	72.5	96.6	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,458	*	4,915,026	161,534	15,000 000	11,511,845	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,046	—	100	62
Mar. 31, 1879	142.0	—	15.1	—	22	17	6	278	Carolina Central.....N. C.	10,202,600	*	.....	.....	4,202,000	6,000,000	.....	—	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	—	75.6	.....	.....	.....	.....	113.370	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	.....	.....	7,020,000	3,614,000	.....	—	.....	.....	.....	.....	.....	654,999	7pf	100	133½
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	—	713.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,059	326,024	—	100	....
Dec. 31, 1878	73.4	55.9	188.9	—	253	220	64	18761	Central of New Jersey.....New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	—	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,802,770	—	100	76½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,963	425 587	389,182	104.796	2,858,550	2,500,000	42,592	456,386	187.3	1,281,787	297,472	646,572	829,253	265,448	6	50	91
Dec. 31, 1878	882.8	380.4	169.4	—	227	326	51	4,262	*Central Pacific*¶.....Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,258	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	76
Dec. 31, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,480	195.0	415,383	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	18½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,295,239	322,266	177,285	145,719	2,153,300	825,500	26,312	24,427	53.6	557,059	124,321	419,309	527,588	123,885	1pf	100	50
Dec. 31, 1878	243.5	121.9	126.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	13,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,405	781.991	1,967,306	4,891,519	2,156,385	7	100	113½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	181	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	66,146,212	*	1,592,685	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,365	6,586,530	8	100	132
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,636,109	*	.....	.....	6,156,600	.....	250,304	.....	221.6	313,592	67,572	236,933	538,595	260,947	—	100	79½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,078,985	*	.....	.....	978,985	1,096,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,510	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	*	.....	.....	3,916,200	779,700	.....	—	82.4	.....	.....	.....	1,454,765	545,537	10	100	134
Dec. 31, 1878	881.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.& M.	58,755,184	*	2,848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.5	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	87½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	18,420,606	6,816,812	7pf	100	99½
Mar. 31, 1879	600.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,960	2,236,270	19,409,838	4,829,961	10	100	114½
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,601	.....	.....	.....	8,665,650	17,247,851	120,695	.....	671.6	1,818,819	227,184	436,159	2,819,019	818,723	—	100	40

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc
Dec. 31, 1878	40.4	484.2	671 6	—	496	178	86	16282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,354	14,378,709	5,510,852	3,420,057	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,082	6,098,445	13,979,766	5,959,501	—	100	107
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.). Pa.	775,100	—	—	—	375,100	600,000	—	—	25.0	—	12,400	37,882	27,828	3,912	—	50	—
Dec. 31, 1878	105.0	49.7	96.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,233	1,178,763	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,053	961,579	—	50	....
Nov 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley.....Pa.	14,647,081	8,282,317	22,784,411	2,380,676	27,528,855	24,391,000	2,924,178	646,452	302.8	3,647,393	807,482	7,676,955	5,532,738	3,075,811	4	50	107
Dec. 31, 1878	120.4	—	65.2	—	45	39	13	679	Little Miami .....Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,971	850,950	624,564	1,226,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ‡ ..... Ark.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	53
Sept. 30, 1878	84.9	63.0	63.0	—	65	152	15	381	Long Island ‡ .....N. Y.	6,242,608	—	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	101.5	—	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	5,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,800	664,239	111,447	213.5	613,520	327,384	314,282	978.053	294,160	—	100	....
Jun. 30, 1878	185.0	—	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,562,673	3,304,766	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	129
Dec. 31, 1878	288.8	5.0	26.0	—	23	12	8	489	Louisville, N. Albany & Chicago....Ind.	2,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	57.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	187.3	1.5	183.5	—	66	33	11	1,378	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Jun. 30, 1878	98.2	25.4	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	—	200,000	3,844	.....	3,530,000	.....	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	18
Dec. 31, 1878	63.1	20.0	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	31
Dec. 31, 1878	183.0	—	3.0	—	15	6	4	212	Memphis & Charleston.....T., M. & Ala.	7,396,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,535	.....	292.0	646,928	.....	158,458	682,412	307,445	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock.....Arkansas.	4,419,584	*	408,169	1,500,000	2,850,000	402,217	75,536	.....	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	6.0	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n...T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	15.0	6.2	7.0	12	5	6	212	Michigan Central.....Mich.	28,437,938	*	6,159,161	345,178	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	94
Jun. 30, 1878	108.5	—	7.5	—	4	3	2	56	Milwaukee L. Shore and Western....Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,715	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.).....Minnesota.	2,529,000	—	.....	.....	2,000,000	36C,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Minnesota Valley (C. & N. W.)....Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	209.8	5.0	210.0	5	2	—	—	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	625,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	378,780	176,935	—	100	....
Dec. 31, 1878	576.0	13.0	96.0	—	88	34	25	1,477	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,140	*	.....	308,672	1,457,225	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	8,125	—	100	....
Dec. 31, 1878	283.5	—	84.0	—	110	52	30	2,499	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	—	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,483	—	100	38
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,445	1,660,067	—	100	17
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Girard.....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile and Montgomery .....Alabama.	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62.493	.....	660,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,778	238,067	186,688	2,098,500	279,351	—	100	22
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Montgomery and Eufaula .....Alabama.	3,142,909	*	49,967	77,273	1,149,354	1.810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Morris and Essex .....New Jersey.	17,710,791	13,144,940	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	110
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	369,726	271,417	497,456	158,403	2	100	116
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,030	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	96,932	45,278	5	100	59
Jun. 30, 1878	122.3	—	18.3	—	—	—	—	—	Nashv. & Chattanooga & St.L..T.Ala. &Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	72
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	93	Nashv. & Decatur (L.& N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,706	425,257	737,756	337.644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,090,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	987,400	800,000	149,102	.....	44.0	283,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick (3‡).....New Br.	2,021,000	—	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,541	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	23.7	—	20	18	8	458	Newcastle& Beaver Val.(Penn. Co.)..Pa.	834,083	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New Haven and Northamp.Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236.993	67,702	109.3	364,778	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New London Northern (C.V.).....Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New Orleans and Mobile..La., Miss. &Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	181,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	431.7	298.4	1,389	—	595	470	213	—	New York and Canada (D. & H.). N. Y.	8,158,683	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York Central & Hudson River.N.Y.	82,163,689	17,730,406	29,967,488	.....	89,428,300	39,801,283	582,050	.....	1,018.3	5,998.041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	130
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	New York City and Northern.....N. Y.	1,775,000	—	.....	.....	1,275,500	500,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y. City Line.....	17,096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in Lessees returns.						8	100	200
Sept. 30, 1878	460.0	96.5	1.179	—	476	311	96	11656	N. Y., Lake Erie & Western..N. Y. &Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	5.5	.....	.....	.....	743,964	427.3263	3	100	200
Sept.30, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	329,000	45,000	82,629	928.1	10,720,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	38
Sept. 30, 1878	35.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford..N.Y. C.& Mass.	12,889,584	2,164,455	1,373,773	1,537,029	15,500,000	.....	475.465	1,940,376	139.0	815,352	1,731,635	435,367	1,009,287	197.890	—	100	39
Sept. 30, 1878	50.0	12.5	67.7	—	24	31	12	253	N. Y., Providence & Boston..Conn.&R.I.	2,645,021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	166
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	.....	.....	1,000,000	.....	.....	.....	....	.....	.....	.....	.....	60.000	6	100	....
Sept. 30, 1878	102 0	—	8.1	—	13	13	5	—	Northeastern ‡ .....S. C.	2,148,131	*	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	93,763	98,763	494 022	159,659	6	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern .....New Hampshire.	3,068,400	*	47,317	47,417	899,350	1,742,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	532	Northern Central .....Md. & Pa.	12,184,605	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,532	.....	8.9	452.301	141,209	401,922	426,874	107,372	5	100	100
Aug. 31, 1878	449.0	136.5	26.0	180.0	48	22	24	5,296	Northern Pacific...Minn ,Dak.,Wash.&c.	19,588,650	1,115,373	130,694,587	120,347	100,000,000	.....	50,348,761	1,176,193	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	77
Oct. 31, 1878	56.6	32.6	79.5	—	68	63	32	1,196	North Pennsylvania (P. & R.).....Pa.	5,824,418	1,748,208	4,619,667	251,639	4,264,.50	6,000,000	2,041,255	148,329	646.0	.....	.....	.....	1,198,382	583,700	—	100	30
Sept. 30, 1878	69.4	7.0	13.9	—	21	15	7	1,143	Norwich & Worcester..... Ct.&Mass.	3,205,435	179,751	278,087	223,630	2,604,400	400,000	51,928	845,525	88.2	1,390,319	1,310,278	917,484	1,460,924	573.061	4	50	97
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	573	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	66.4	407,889	335,000	408.094	666,883	269,778	10	100	133
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	950	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,080.000	12,841,000	1,924,750	.....	122.0	462,739	115,018	269,843	642.670	144.325	—	100	25
Sept. 30, 1878	249.4	52.4	76.3	—	72	168	27	2,510	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,023	631,190	3,137.136	861,547	—	100	84
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	1,311	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742.000	.....	.....	74.2	.....	.....	.....	2,077,616	703,278	6	100	116
Sept. 30, 1878	85.0	—	15.6	—	14	13	6	285	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	— —	35.0	206,070	136,118	291,874	88,769	41,216	—	100	....
Jan. 31, 1879	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4,277,634	*	56,606	22,674	2,858,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	279,562	74,852	9	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	319,542	38,266	—	100	....
Dec. 31, 1878	67.4	—	7	—	—	—	—	128	Pekin Linc and Decatur..... ....Ill.	1,585,448	—	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,646	*	77,082,509	11,909,491	68,870,200	55,114,760	19,096,337	4,057,815	1,055.0	19,847,568	5,205,787	10,946,752	20,317,140	9,396,037	2	50	116
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,012	—	50	.....
Apl : 0 1878	44.0	6.0	3.0	—	6	3	1	86	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	.....
Jan. 30, 1878	53.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	53.0	293,285	94,911	148,964	227,501	32,818	—	100	.....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,224,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	...
Dec. 31, 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	927,823	*	.....	.....	300,320	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	.....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,620	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	131,308	257,870	86,849	—	50	.....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,704	17,656,000	1,330,539	.....	287.4	2,284,430	459,344	2,810,466	2,921,180	876,111	—	50	31
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,663	12	50	206
Nov. 30, 1878	93.4	228.6	763.4	—	416	334	54	605	Philadelphia & Reading	Penn	30,513,089	2,355,442	68,959,732	10,505,396	34,278,175	75,300,797	11,196,128	.....	799.4	3,092,849	6,376,413	8,766,979	11,539,563	6,307,921	—	50	28
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,999	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	39
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa. Co.)	Pa. & Ohio	12,942,295	*	1,249,156	1,814,337	8,481,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	.....
Sept. 30, 1878	149.6	1.9	37.3	—	16	16	—	296	Pittsb. & Connellsville (B. & O.)	Pa. Md.	12,018,671	470,698	42,697	3,302	1,955,741	10,518,500	4,045,687	.....	174.0	1,579,169	761,307	1,829,495	1,542,754	578,312	—	50	.....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,555	Pittsb., Ft. W. & Chicago	P., O., I. & I.	33,743,396	*	213,315	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	122
Dec. 31, 1878	68.0	2.5	8.5	—	20	10	4	605	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1878	95.0	25.0	33.0	—	32	19	6	268	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,406	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	822,402	826,701	184,563	—	50	25
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	599,393	*	.....	34,625	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,316	10,304	—	100	.....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,588	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	.....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	187	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,042	148,151	29,334	—	100	.....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000	.....	98,760	.....	.....	.....	.....	.....	.....	90,000	6	100	111
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,0.5	.....	47.5	76,803	51,040	18,647	53,296	11,121	—	100	.....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,497	41,812	—	100	.....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,963	800,539	59,340	186,853	2,000,000	1,176,000	629,180	110,585	66.7	456,923	1,627,427	624,722	870,876	290,815	4	100	.....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,600	97.0	.....	44.615	.....	242,478	107,185	—	100	.....
Sept. 30, 1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	118
Sept. 30, 1878	140.5	11.0	13.3	—	55	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	295,962	942,886	310,948	—	100	.....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,269	*	112,158	74,957	1,832,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	.....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,207	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	.....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	.....	.....	.....	480,100	278,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	.....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,846	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	184,771	214,444	82,402	—	100	.....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,689	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,369	191,428	366,489	96,278	3	100	.....
Sept. 30, 1878	141.1	239.2	54.9	—	54	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	408.9	1,053,605	576,974	370,905	1,213,785	350,747	—	100	23
Jun. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,758	—	100	74
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,044	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	.....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	100	St. Croix and Penobscot	Me.	311,986	52,066	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	38,683	38,566	15,425	—	100	.....
Dec. 31, 1878	257.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,688	157,266	641,391	61,181	—	100	.....
Dec. 31, 1878	289.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	175.2	895,890	184,988	473,648	506,459	239,621	—	100	23
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	55
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	.....
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1878	265.6	113.3	67.2	—	100	42	20	2,000	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,831	388,907	24,000 000	10,181,500	1,287,500	539,000	598.8	.....	499,441	960,466	3,824,496	1,347,500	—	100	.....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,542,100	5,292,000	289,435	180,431	327.3	872,626	63,132	254,380	1,201,652	603,517	—	100	36
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,203	183,359	.....	954,333	168,210	—	100	.....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	.....
May 31, 1878	156.0	—	19.5	—	11	10	4	513	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	6,882,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	32
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	36
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	116.3	841,442	191,069	781,146	657,632	234,247	—	50	.....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	26,046	—	100	.....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	.....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke. Va. & N.	Carolina	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	467,797	160,376	7	100	.....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	.....
Nov. 30, 1878	46.0	—	9.8	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,538	349,229	254,039	135,281	—	50	.....
Sept. 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	.....	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	.....
Dec. 31, 1878	107.4	—	12.6	—	18	8	6	160	*Sioux City and Pacific*	Neb. & Iowa	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	168.5	165,745	59,315	186,055	414,477	100,090	—	100	.....
Jun. 30, 1878	188.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	190.0	552,986	79,038	713,952	844,689	298,649	—	100	.....
Dec. 31, 1878	187.0	106.0	31.0	—	42	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,386	1,011,662	409,305	—	100	.....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	8,273,492	337,661	625,868	131,764	1,790,284	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462 906	142,850	—	100	.....
Sept. 30, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	643,086	311,152	—	100	.....
Dec. 31, 1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,827,086	1,155,704	—	100	.....
Aug. 31, 1878	144.0	166.6	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	.....
Sept. 30, 1878	48.5	—	8.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,576,126	53,399	49,800	26,278	816,486	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	.....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,688,600	236,500	.....	.....	24.0	104,230	.....	.....	98,538	38,118	—	100	.....
Dec. 31, 1878	81.0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,089,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,582	224,624	3	100	.....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,888,150	1,600,000	291,968	1,280,393	113.8	958,319	221,341	1,092,085	876,865	356,378	9	50	100
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (sf 1874)	Texas.	4,142,000	*	.....	.....	3.0 0.000	1,142.000	548,854	125,085	108.0	.....	86,398	220,137	74,284	.....	—	100	.....
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,743	955,455	—	100	25
Dec. 31, 1878	227.4	19.6	36.2	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	5,450,000	.....	.....	247.0	1,022,612	280,965	702,510	1,858,290	472 211	—	100	18
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	.....
Sept. 30, 1878	74.0	—	8.3	—	7	8	3	181	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,152,100	1,478,000	57,682	.....	74.0	104,753	82,965	85,467	168,158	31,058	—	100	.....
Dec. 31, 1878	275.5	—	369.8	—	255	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,985,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	1,583,229	10	100	167
Dec. 31, 1878	1 088	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	6,846,680	188,815	844,019	11,121,272	7,744,686	—	100	93
Apr. 30, 1879	216.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193.12	62.069	—	100	.....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	293,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	.....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,438	.....	118.0	211,252	108,566	88,120	147,542	def. 3,911	—	100	.....
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	8,283,328	*	476,311	49,427	2,960,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	122
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,978	38,474	.....	142.0	187,892	43,666	45,697	329,175	70,315	—	100	.....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,881	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	55.7	458,810	.....	507,922	1,604,443	725,092	12	100	.....
Dec. 31, 1878	462.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	36,311,468	*	191,442	884,887	16,000,000	20,311,467	884,018	172,291	678.0	5,316,700	358,879	1 952,003	4,798,372	1,664,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	31	39	14	476	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,266,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	.....
Sept. 30, 1878	51.7	—	2.6	—	4	7	0	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387.300	142,300	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	.....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541.105	200,250	447,922	65,156	821,300	1,100,000	95,601	237,455	26.3	258,976	756,469	84,953	312,487	146,127	8	50	.....
Dec. 31, 1878	59.5	—	18.4	—	20	52	11	222	West Jersey	New Jersey.	1,786,862	459,297	1,583,634	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,545	618,330	119,052	541,678	202,985	—	50	70
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	8	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	167,000	722,011	2,553,000	207,757	.....	167.0	292,586	.....	.....	514,107	176,652	—	100	.....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,406	*	30.000	48,701	682,250	3,075 000	5,147	287,610	90.0	419.331	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	318,114	308.864	16,294	4,000.000	3,500,000	387.629	256,688	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	.....
Sept. 30, 1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30.221	204,236	300.000	1,248,000	1,008,944	.....	189.0	.....	58,850	.....	509,698	98,658	—	100	55
Sept. 30, 1878	163.5	17.0	13.2	—	28	19	18	350	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,423	63.078	1,456,200	1,619,100	52,132	316.484	160.5	406,277	.....	.....	812,171	176,277	3	100	.....
Sept. 30, 1878	45 7	—	26.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,186,480	390,080	534,980	76,945	1,789,800	1,000,000	117,024	229,767	94.5	342,755	326,977	313,962	473,240	168,351	—	100	61

☞ We give elsewhere a carefully prepared abstract of the paper read by George Tucker Bispham, Esq., before the Bar Association at its recent session at Saratoga, on the present condition of the law applicable to "material men" and railroad employes, in the matter of priority of right to be paid over mortgagees when the affairs of railway corporations are in the hands of receivers. It is an important subject to all bondholders as well as to employes and those who furnish materials to the companies, and the name of the writer is full guarantee of the clearness and ability with which the subject is discussed.

Statement of the Public Debt of the United States, August 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$15,567,000 00	$77,785 00
6 per cent. bonds, 1881 (Oregon,) 1861.....	741,850 00	3,709 25
6 per cent. 1881 bonds, 1861..	156,914,600 00	784,573 00
6 per cent. 1881 bonds, 1863..	62,007,600 00	310,038 00
5 per cent. funded loan of 1881	484,129,550 00	6,051,619 37
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	735,180,450 00	2,460,601 50
Refunding Certificates.....	1,167,350 00	3,891 17
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00
Aggregate of debt bearing interest.....	$1,722,698,400 00	$11,602,217 29
Interest due and unpaid.....		3,489,470 57

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	386,650 00	3,930 13
6 per cent. 5-20 bonds, called June, 1864	68,200 00	774 41
6 per cent. 5-20 bonds, called 1865	114,250 00	50,343 90
5 per cent. 10-40 bonds, called, 1864.....	2,215,150 00	250,888 80
6 per cent. Consol. bonds, called, 1865.....	577,200 00	3,020 21
6 per cent. Consol. bonds, called, 1867.....	2,130,350 00	264,348 72
6 per cent. Consol. bonds, called, 1868	655,400 00	85,535 68
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,315 00	2,327 85
5 per cent. 2 year notes, 1863.	55,900 00	1,862 99
6 per cent. compound interest notes, 1863-64.....	241,770 00	49,171 10
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,960 00	5,377 02
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,841,115 26	$791,135 61

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,915 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	15,535,000 00	
Coin certificates, 1863.....	7,884,600 00	
Silver certificates, 1878.....	12,039,290 00	
Unclaimed interest.....		7,777 03
Fractional currency, 1862, 1863 and 1864. $15,521,044 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,205,710 37	
Aggregate of debt bearing no interest.....	$390,056,531 37	$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$235,221,050 00	
Bonds at 5 per cent.....	484,129,550 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	735,180,450 00	
Refunding certificates.....	1,167,350 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,722,698,400 00	$15,091,687 86
Debt on which interest has ceased since maturity.....	6,841,115 26	791,135 61
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,931 00	
Certificates of deposit.....	15,535,000 00	
Coin and Silver Certificates.	20,573,890 00	
Fractional currency.....	7,205,710 37	
	$390,056,531 37	
Unclaimed interest.....		7,777 03
	$2,119,596,046 63	$15,890,600 50
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,135,486,647 13

AMOUNT IN TREASURY.

Interest due and unpaid.....	$3,489,470 57
Debt on which interest has ceased.....	6,841,115 26
Interest thereon.....	791,135 31
Gold and silver certificates.....	20,573,890 00
U S Notes held for redemption of certificates of deposit.....	15,535,000 00
Cash balance available Aug. 1, 1880.....	151,659,793 76
	$198,890,405 20
Debt, less amount in Treasury, Aug. 1, 1880.	$1,936,596,241 93
Debt, less amount in Treasury, on the 1st ult.	1,942,172,295 54
Decrease of debt during the month.....	$5,576,053 61
Decrease of debt since June 30, 1880.....	$5,576,053 41

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	8,141 60
Totals.....	$64,623,512 00	$323,117 56

Interest paid by United States, $47,599,861 30; interest repaid by transportation of mails, &c., $13,642,884 54; interest repaid by cash payments: 5 per cent net earnings, $655,198 81; balance of interest paid by United States, $33,291,777 89.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Northern Central Railway.

The Northern Central Railway Company furnishes the following comparative statement of its gross earnings and operating expenses for the month of July:

	1880.	1879.
Gross earnings.....	$450,297 71	$324,424 95
Operating expenses..	288,774 15	292,613 78
Net earnings...	$161,523 56	$31,811 17

Seven months ended July 31:

	1880.	1879.
Gross earnings.....	$2,666,088 73	$2,158,945 47
Operating expenses.	1,815,849 83	1,636,137 94
Net earnings...	$850,238 90	$522,807 53

☞ The Waynesburg and Washington (Penn.) Railroad is to be sold under foreclosure proceedings on the 4th of September. It is considered probable that the Pennsylvania Railroad Co. may be the purchaser. This is a narrow gauge railroad, about 28 miles long, and if purchased will probably be run as a connection of the Chartiers Railroad, which is part of the Pittsburg, Cincinnati and St. Louis railway system.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 24.

	W. 18.	Th. 19.	F. 20.	Sa. 21.	M. 23.	Tu. 24.
Alleghany Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883.....	....	....	32	....	....	....
6s, 1889.....	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	114	114½	....
Elmira & Williamsport.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	31½	31½	32½	32½	31½	32½
6s, 1884.....	....	....	107	....	....	....
Gold Loan..... ..	106	....	....	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	....	....	....
Lehigh Valley	53½	53	53½	53½	53½	53½
1st mort. 6s, coupon.....	....	....	....	....	117½	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	....	....	....	....
Consol. mort. 6s.....	112½	....	....	....	....	112½
Consol. mort. 6s, reg..	112½	....	....	....	....	....
Little Schuylkill... ..	47	46½	....	....	....	47
Minehill & Sch. Haven....	....	....	....	....	....	56½
North Pennsylvania	48	48½	49½	....	....	48½
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	115	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central. ..	37	37½	37½	....	38½	38½
6s.....	....	....	....	....	....	....
Northern Pacific	31½	31	30½	30½	30	30
Preferred	55½	54½	53½	....	53½	53½
Pennsylvania R. R. ...	58	58	58½	58½	58½	58½
1st mortgage.....	....	....	....	....	....	....
Gen'l mortgage.....	....	....	120	....	120	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do, 3d series.....	106½	106½	....	....	....	106
do. 5s, new.....	....	....	....	....	....	115
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	12½	12½	12½	12½	12	11½
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	117	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s..	114½	....	114½	....	....	114
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s....	69½	70½	70	....	68	68½
Philadelphia and Erie.	15½	15½	....	....	....	....
1st mortgage, 6s.....	104	....	....	....	....	....
2d mortgage, 7s....	114	....	....	113	113½	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buf..	12½	12½	12½	12½	12½	12½
7s.....	....	....	....	....	....	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	6½	....	7	7½	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	70	....	....
United Co. of N. Jersey	167	....	167½	....	....	176
Hestonville, (Horse)	....	21	21½	....	....	....
Chestnut & Wal. (do)....	....	....	....	....	....	....
Green and Coates (do.)....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 24.

	W. 18.	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.
Baltimore and Ohio ..	174	175	....	177	175	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	....
Central Ohio ($50).....	....	....	....	....	48½	....
1st mortgage	....	....	....	112½	112½	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s..... ...	115	116	....	....	....	115
2d mortgage, 7s..... 78	79½	82½	82½	81	81½	....
3d mortgage, 8s.....	44½	47	47	45½	45½	....
Northern Central ($50).....	37½	37½	37½	38	38	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900. 115	....	....	....	....	....	....
6s, 1900, Gold.....	....	....	....	....	....	....
6s, 1904, gold.....	....	....	....	108½	108½	....
Orange and Alex. 1st....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	95	....	....	95
4th mortgage, 8s..... 52	58	....	....	....	....	....
O., Alex. & Manassas 7s 93	91½	88	91½	90½	90½	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	117½
Virginia 6s, Consol .. 57½	....	57½	58	58½	59	....
Consol. Coupons	89½	....	89½	90½	90½	....
10-40 bonds..... 41½	41½	42	42	....	42½	....
Deferred Certificates.....	....	6½	....	7	....	....
Western Maryland ... 9	....	....	....	....	....	....
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.... 38	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 25.

	Th.19	F.20	Sat.21	M.23	Tu.24	W.25
Adams Express	....	....	....	....	....	115
Albany and Susq	106	109	....	....	....	110
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	58½	58	57½	....	58½	
Atlantic & Pacific Tel	....	....	45½	44½	44½	
Burl., C.R. & Nor	....	....	69	....	68½	
1st mortgage 5s	92½	....	92½	....	93	
Canada Southern	64	....	63	....	....	
1st mortgage guar	92½	92½	93	93	99	93
Central of N. Jersey	76½	77½	78	77½	76½	77
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass	108½	108½	108½	....	....	....
7s, convertible, ass	107½	107½	....	....	108	
7s, Income	83	83½	85½	....	....	84
Adjustment	108½	....	108½	....	108½	....
Central Pacific	77	....	77½	....	....	75½
6s, gold	112½	....	....	112	112	112½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	19½	18½	18½	18½	....	.. .
Chicago and Alton	115½	....	116	117	....	113½x
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	111	....
Chic., Burl. & Quincy	130	130	131½	132½	133½	133½
7s Consol, 1903	....	124½	....	124	124	125
Chic., Mil. and St. Paul	89½	89½	89½	88½	88½	88½
Preferred	....	....	....	112	....	111
1st mortgage, 8s	130	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div	....	....	....	....	....	....
1st M. (I. and M. div	....	....	....	....	....	....
1st M. (I. and D. ext	111	....	....	....	....	....
1st M. (H. & D. div	....	....	....	....	....	....
1st M. (C. & M. div	....	....	....	119	....	....
Consolidated S. F	....	114½	....	114½	....	114½
Chic. & Northwestern	100½	100½	100½	100½	100½	99½
Preferred	120	120½	120½	120½	120	119½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	125½
Consol. Gold bonds	118½	....	118½	....	118½	....
Do. reg	....	....	....	118½	....	....
Chic., Rock Isl. & Pac	113½	114	114	114½	114	114½
6s, 1917, c	120	....	....	120	....	121
Clev., Col., C. and Ind	....	72	72	72	70½	72
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	125½	....	123	123	124	124½
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	17½	17½	17½	17½	17½	18½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	84	85	86½	85½	85½	85½
Reg. 7s, 1891	111	....	....	....	....	....
Reg 7s, 1884	....	....	....	106½	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	87½	89½	90½	89½	89½	91½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	111	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	106	....	106½	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	125½	125½	125	....
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	37½	37½	37½	37½	37½	38
Preferred	80½	81	81½	81½	82½	82½
8s, Convertible	....	....	....	....	....	....
Houston & Tex. Cent	64	....	....	....	62	....
1st Mortgage	....	....	107½	....	107½	....
Illinois Central	110½	111½	113	113½	113	113
Lake Shore & Mich So	108½	108½	109	108½	108½	108
Consol. 7s	....	....	....	....	....	124½
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	117	....	....	....	118	118
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	120	126½	130	131	130	130
7s, Consolidated	117	....	....	....	117	....
Manhattan	31½	30	28½	28½	28½	27½
Metropolitan Elevated	93½	92½	....	....	....	92½
1st Mortgage	....	100½	....	100	100	100½
Michigan Central	96	96½	96½	96	96½	95½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S.F	111	....	....	....	....	....
Morris and Essex	109½	110½	110½	110½	109½	112
1st mortgage	134	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	111	111	....	111½	111½
N. Y. Cent. & Hud. Riv	132½	132½	133½	132½	132½	131½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	130	130	....	130
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	113	113	111½	....	111	111½
1st mortgage	112	....	....	111½	....	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 25.

	Th.19	F.20	Sat.21	M.23	Tu.24	W.25
N.Y., Lake Erie & W	42	42½	42½	40½	40½	39½
Preferred	71½	....	71½	69½	69½	68
2d Consolidated	90½	90½	90½	89½	89½	88½
New 2d 5s fund	85½	85½	....	84½	84	84½
N.Y., N.Haven & Hart	165	....	165	....	....	165
North Missouri 1st M	....	....	....	....	....	....
Northern Pacific	30½	30½	31	30	30½	30½
Preferred	55	54½	54½	53	54	54½
Ohio and Mississippi	34½	35	36½	34½	35½	34½
Preferred	....	....	....	....	....	....
2d mortgage	113	113	113½	....	115	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	115½	....	....	....	....
Pacific Mail S. S. Co	41½	41½	41½	41	41½	40½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	107	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	185	185
Philadelphia & Reading	24½	24½	23½	23	23½	
Pitts., Ft. W. & Chi. gtd	123	....	122	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	120	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	114½	....	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	55½	54	55	54½	53	55½
St. Louis & San Fran	....	....	....	....	86	....
Preferred	....	....	....	....	....	49
1st Preferred	74	74	....	....	79	78
St. L., Alton and T. H.	23	23½	....	....	....	....
Preferred	75½	75	77	77	....	76½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	56½	56½	57½	56½	56½	56½
1st mortgage	106	106	....	106	....	106
2d mortgage	....	....	....	....	....	....
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div	....	....	....	....	....	....
Union Pacific	94½	95½	96½	94½	94½	94½
1st mortgage	112½	112½	....	112½	112½	112½
Land Grant 7s	....	115½	....	....	....	....
Sinking Fund 8s	119½	....	120	....	....	120
United States Express	47½	47½	47½	....	48	48
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	110½
2d mortgage	105½	106	105	....	105	....
7s, Consolidated	....	102½	....	....	....	....
St. Louis Division	106	....	....	....	....	105½
Wabash, St. L. & Pac.	40½	40½	41½	39½	40	39½
Preferred	71½	71½	71½	70½	70½	70½
New Mort. 7s	....	....	....	99½	99½	....
Wells-Fargo Express	110	....	....	....	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	106	106½	107½	106½	106½	106½
7s, S. F. conv., 1900	....	....	....	....	....	109½

Boston Stock Exchange.

Closing Prices for the week ending Aug. 25.

	Th.19	F.20	Sat.21	M.23	Tu.24	W.25
Atch., Top. and San. Fe	118	117½	117½	117½	117½	117½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	116½	....	....	....	....
Boston and Albany	150	150	....	....	....	....
7s, reg	....	....	....	....	123	....
Boston and Lowell	....	....	....	....	91	....
Boston and Maine	132	132½	....	132½	....	122½
Boston and Providence	....	....	....	139½	....	....
Boston, Hart. & Erie 7s	42½	....	....	42½	42½	42
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	....	....	....	....	....	110
6s, exempt	110	....	....	....	....	....
4s	87	....	....	....	....	....
Chi., Burl. and Quincy	130½	130	130½	132	132½	....
7s	....	....	....	....	....	....
Cin., Sand. and Clev	15½	15	15½	15½	14½	14½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	35	35	....	35½	35½	35½
New 4½ Bonds	94½	95	95	95	95	95
Fitchburg	....	....	....	126½	....	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	95	....	96½	96½	....	....
N. Y. & New England	39½	39½	....	....	39½	39½
7s	....	....	....	110½	....	110½
Northern, N. H	100½	....	....	....	100½	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	25	....	25½	25	....	....
Preferred	....	115	....	115½	115½	....
Old Colony	....	69½	....	....	....	69½
Ph., Wil. & Balt. ($50)	69½	....	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	112½	....	....	....	....	....
Pullman Palace Car	114	....	115	....	....	116
Union Pacific	94½	95	....	....	94	94½
4s	....	....	....	....	111½	111½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	115½	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	69½	....	69½	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	230	240	240	240	....	....
Quincy	28½	....	29	28½	29	30

New York Stock Exchange.

Closing Prices for the week ending Aug. 25.

	Th.19	F.20	Sat.21	M.23	Tu.24	W.25
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	....	....	....	....	....	....
U. S. 4s, 1907, coup	....	....	....	....	....	....
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	....	....	111½	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	....	....	....	....	104½	104½
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	99½	....	....	....
Dt. of Col. 3-65s, coup.	99½	99½	99½	....	99½	99½

London Stock Exchange.

	Closing Prices.— Aug. 13.	Aug. 6.
Atlantic & Gt. W. 1st mort., Certs.	69 — 71	69 — 71
Do. 2d mort., Certs	29 — 31	29 — 31
Do. 3d mort., Certs	13½ — 14½	14 — 15
Baltimore and Ohio (sterling)	117 — 119	116 — 118
Central of New Jersey $100 shares	75 — 80	75 — 80
Do. Cons. Mort. Oct. '79 coupon	112 — 114	108 — 110
Do. Adjustment bonds	109 — 112	109 — 112
Do. Income bonds	84 — 87	83 — 87
Det., Gd. Haven & Mil. Equip. bds.	113 — 115	113 — 115
Do. Con. M. 5 p.c. till '84 after 6 p.c	105 — 107	105 — 107
Erie shares $100 Recon. Ass. $6 pd.	44 — 44½	45 — 45½
Do Pref. Shares, R. T. Ass. $3 pd	72 — 75	74 — 76
Do. 1st Con. M. ex-Certs. 6 Cou.	124 — 126	126 — 128
Illinois Central $100 shares	112 — 114	116 — 118
Lehigh Valley Consol. mortgage	112 — 115	112 — 115
N. Y. Cent. & Hud. Riv. Mt. bonds	130 — 135	130 — 135
Do. $100 shares	137 — 139	137 — 139
Do. Mort. bonds (s	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	122 — 124	124 — 126
Do. do. 2d do.	88 — 90	88 — 90
Do. 2d Consol. Mort. bonds	93 — 95	94 — 96
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	59½ — 60½	60 — 61
Do. Con. Sink. Fund Mort	114 — 116	114 — 116
Philadelphia & Reading $50 shares	10½ — 11½	11 — 12
General Consol. Mortgage	107 — 109	107 — 109
Do. Improvement Mortgage	93 — 95	92 — 94
Do. Gen. Mort. '74, ex-defer'd. cou.	66 — 68	64 — 66
Do. Scrip for the 6 def. ₤ coupons.	60 — 70	60 — 65
Pittsbg, Ft. W. & Chic. Equip bds.	112 — 114	112 — 114
St. Louis Bridge 1st mort. gold bonds	109 — 111	109 — 111
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 — 118	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, August 26, 1880.

Money on call is 2@3 per cent. Time loans are 3 to 6 per cent. Prime mercantile paper is 4½@5½ per cent.

The market for foreign exchange is dull and weak, with free offerings of bankers' bills and a small appearance of cotton bills, which latter will not come in much volume until next month. The posted rates for prime bankers sterling are 4.82 and 4.84. The actual rates are 4.80¾@4.81 and 4.83@¼. Cable transfers are 4.83¼@4.84. Prime commercial bills are 4.79@½.

The offerings of Government bonds to the Treasury on Wednesday amounted to $7,122,350. The amount accepted was $2,500,000, as follows: $183,900 5s, 1881, at 102.77@102.78; $34,000 6s, 1880, at 102⅜@102½; $2,100,000 6s, 1881, at 104.77@104.80; of the latter amount $2,100,000 was purchased of the First National Bank at 104.80.

The quarterly interest on the 4½ per cent loan falling due at the Treasury on the 1st of September next, will amount to $2,800,000, and is the only accruing interest to be met by the Government in September.

The Secretary of the Interior has decided that, in payment for the Osage Trust and diminished reserve lands in Kansas, under the act of May 28th, 1880, settlers can only be charged interest upon deferred payments, provided for by the act and that no interest is properly chargeable for any default of payment under previous laws

The first instalment required to be paid consists of one-fourth of the purchase price of the lands and does not include accrued interest.

The Commissioners of the Freedman's Savings and Trust Company of Washington will commence paying a dividend of 10 per cent on the first of September. The amount required is $296,868 29, which, added to the 30 per cent heretofore declared and special deposits paid, aggregates the the sum of $1,258,936 47, which has been divided among more than 61,000 creditors of the 38 branches of the company. The Commissioners expect to be able to pay another dividend of 10 per cent when the company's remaining assets are disposed of.

Railroad Bonds, at the close were irregular; State Bonds, dull; Governments were strong throughout; and Railroad Shares, compared with the quotations of the previous week, have varied considerably in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 44@45; Canada Southern, 61@62½; Central of New Jersey, 76⅛@76⅜; Central Pacific, —@76; Chicago and Northwestern, 99¾@99⅞; do. pref., 118½@119½; Chicago, Burlington and Quincy, 132@132½; Chicago and Alton, 113½@114½; do. pref., 122@126; Chicago, Milwaukee and St. Paul, 87¾@88; do. pref., 109½@110; Chicago, Rock Island and Pacific, 114¼@114½; Chicago, St. Louis and New Orleans, 37½@38; Columbus, Chicago and Indiana Central, 17⅞@18¼; Delaware and Hudson Canal, 84⅝@84¾; Delaware, Lackawanna and Western, 90¾@90⅞; Hannibal and St. Joseph, 39⅛@39⅝; do., pref., 82⅜@82½; Houston and Texas Central, 61¼@63½; Illinois Central, 112@113; Lake Erie and Western, 30¾@31¼; Lake Shore and Michigan Southern, 107⅝@107¾; Louisville and Nashville, 130@132; Manhattan Railway, 27½@27½; Morris and Essex, 110@101¾; Metropolitan Elevated, 90½@91; Michigan Central, 94½@95; New York Elevated, 111@112; New York Central and Hudson River 130¼@130⅜; New York, Lake Erie and Western, 38⅝@38¾; do. pref., 69¼@—; New York, Ontario and Western, 25⅜@25⅝; Northern Pacific, 30@30¾; do. pref., 53½@54; Ohio and Miss., 34@34¼; do. pref., 70@74½; Pacific Mail, 40⅛@40⅜; Philadelphia and Reading, 23@23¼; St. Louis and San Francisco, 34@36; do. pref., 47@47½; do. 1st pref., 78½@79; St. Louis, Iron Mountain and Southern, 55¾@55⅞; Union Pacific, 93⅝@93⅞; Western Union Telegraph, 105¼@105½; Wabash, St. Louis and Pacific, 38⅞@39; do. pref., 69⅜@69¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, ass., 111; Albany and Susq. consol., 115½; Boston, Hartford and Erie 1st, 42¼; Baltimore and Ohio 1st Parkersburg Br., 110; Cedar Falls and Minnesota, 19; do. 1st, 110; Chicago, St. Louis and New Orleans, 40; do. 1st, 108; Chicago, St. Paul, Minn. and Omaha, 44; do. pref., 83½; do. consol., 99; Cincinnati, Indianapolis, St. Louis and Chicago, 80; Chesapeake and Ohio 1st pref., 25½; do. 2d pref., 20; do. 1st, Series B, 68¾; do. cur. int., 39; Col., Chi. and Ind. Cent. inc., 42½; do. 1st mort. Trust Co. certif. ass. sup., 88½; Central Iowa 1st, 104; Cairo and Fulton 1st, 108½; Chicago and Alton inc., 106; Central Pacific State Aid Bonds, 105; Chicago and Northwestern Int. bonds, 107; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 101¾; Denver and Rio Grande, 72; do. 1st, 104⅞; do. 1st consol., 95¾; Delaware and Hudson 1st, Penn. div., 119; Galena and Chicago 1st, 103½; Houston and Texas Central 1st, Western div., 105; do. Inc. and Ind., 95; Hannibal and Central Missouri 1st, 110; Ind., Bloom. and Western, 29; Indianapolis, Decatur and Springfield 1st, 102; do. 2d inc., 65; International and Gt. Northern 1st, 102⅛; do. 2d inc., 75; Illinois and Southern Iowa 1st, 101; Kansas Pacific 1st consol., 96; do. 6s, J. & D. with coupon certif., 118; do. 6s, Denver Div., ass., do., 109⅞; Keokuk and Des Moines 1st, 98⅜; Lake Erie and Western, 31¼; do. inc., 64½; Lehigh and Wilkesbarre consol. ass., 98⅜; Laf., Bloom. and Muncie 1st, 104; Louisville and Nashville 2d, 104½; Marietta and Cincinnati 1st pref., 8½; do. 2d pref., 5; do. 1st mort., 115; Missouri, Kansas and Texas, 86⅝; do. consol. ass., 106; do. 2d, 67; Mobile and Ohio, 21; do. 1st deben., 79½; do. 2d deben., 46¾; do. 1st mort., 103½; Nashville, Chattanooga and St. Louis, 72; New York, Ontario and Western, 25⅜; Ohio and Mississippi 1st, Springfield div., 102; Ohio Central, 22; do. 1st, 91; do. inc., 48; Oregon Railway and Nav., 119¾; do. 1st, 99¾; Peoria, Decatur and Evansville, 26; do. 1st, 100¾; do. inc., 62¾; Quincy and Toledo 1st, 106½; Rome, Watertown and Ogdensburg consol., 62; St. Louis and San Francisco 2d, class A, 94¼; do. Equip., 101¼; St. Louis, Vandalia and Terre Haute 2d, 107; St. Paul and Sioux City 1st, 105; St. Louis, Kansas City and Northern R. E. 7s, 110; do. St. Charles Bridge 1st, 108¼; Southern Pacific of California 1st, 99⅞; St. Louis and Iron Mt. 1st pref. inc., 87½; do. 2d pref. inc., 81; Syracuse, Binghamton and New York 1st, 116; Texas and Pacific Inc. L. G., 68½; do. construction, 82¼; Toledo, Peoria and Warsaw 1st E. D., pur. com. rec., 133; Union Pacific Col. Trust, 105; Alabama, Class C, 76; do. A, 63¼; Louisiana 7s, consol., 48; Missouri 6s, 1889 and 1890, 110½; North Carolina consol. 4s, 76¼; do. 6s, old, A. & O., 30; Tennessee 6s, new, 32½; Am. Dist. Tel., 75½; Climax, 1¾; Central, 9¾; Colorado Coal and Iron, 24¼; Caribon, 1½; Cumberland Coal, 25; Deadwood, 14; Excelsior, 15⅞; Little Pittsburg, 4¼; La Plata, 5½; Montauk G. & C., 58¾; Maryland Coal, 19; New Central Coal, 28⅛; Sutro Tunnel, 1¾; Standard, 28¾.

Philadelphia.—Am. S. S. Co., 29½; do. 6s, 107⅜; Chesapeake and Delaware Canal 6s, 81; Central Transp., 49¼; Delaware Division Canal, 35; Erie and Western Transp., 51; Huntingdon and Broad Top Mt. consol., 7s, 65; Lehigh Nav. scrip, 92; Nesquehoning Valley, 56; Northern Pacific 6s, Mo. div., 97¼; Oil Creek 1st mort., 102½; Pittsburg, Titusville and Buffalo pref., 25; Philadelphia and Reading R. R. scrip, 30; do. consol. gold, 6s, coupon, 104½; do. Income 7s, 53; Pennsylvania dividend scrip, 116½; Pennsylvania Canal 6s, 85; Pennsylvania and New York Canal 7s, 1906, 123; Railway Car Trust 5s, 101; Texas Pacific consol. mort. 6s, 93¼; Union and Titusville 7s, 79½; Warren and Franklin 7s, 104; Western Pennsylvania 6s, Pittsburg Branch, 105. The latest quotations are: City 6s, 110@115; do. free of tax, 125@127; do. 4s, new, 105@109; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 105½@106; do. 5s, new loan, 114½@115, do. 4s, new, 107@110; Philadelphia and Reading, 11⅝@11¾; do. consol. mort. 7s, coup., 113½@114; do. reg., 114½@115; do. mort. 6s, 110@—; do. 7s, 1893, 116@117; do. 7s, new conv., 30@32; United New Jersey R. R. and Canal, 168½@170½; Pittsburg, Titusville and Buffalo R. R., 12⅝@12¾; do. 7s, 70@71; Camden and Amboy mort. 6s, 1889, 109½@110; Pennsylvania R. R., 58⅜@58½; do. 1st mort., 101⅜@101½; do. gen'l mort., coupon, 119½@120; do. reg., 120@120½; do. consol. mort. 6s, reg., 115@117; Little Schuylkil R. R., 47½@49; Morris Canal, pref., 150@—; Susq. Canal, 1@4; do. 6s, 50@—; Schuylkill Nav., 2@4; do. pref., 6@8; do. 6s, 1882, 65@71; do. 1872, 94@98; Elmira and Williamsport pref., 50@54; do. 6s, 106@110; do. 5s, 86@90; Lehigh Coal and Navigation, 31⅞@32; do. 6s, 1884, 107@111; do. R. R. loan, 110½@111; do. Gold Loan, 106@107; do. consol. 7s, 103@104; Northern Pacific, 30½@31; do. pref., 53⅛@53¾; North Pennsylvania, 48@48½; do. 6s, 106@108; do. 7s, 113@114; do. Gen'l mort. 7s, reg., 114@114½; Philadelphia and Erie, 15@15¾; do. 6s, 103½@104; do. 7s, 113@114; Minehill, 56@59; Catawissa, 8¾@10; do. pref., 42@—; do. new pref., 38¾@40; do. 7s, 1900, 115@—; Lehigh Valley 53½@53¾; do. 6s, coupon, 118@120; do. reg., 118@120; do. 2d mort. 7s, 128@130; do. consol. mort., 112¾@113½; Fifth and Sixth streets (horse), 115@120; Second and Third, 106@110; Thirteenth and Fifteenth, 75@80; Spruce and Pine, 56@57; Green and Coates, 100@101; Chestnut and Walnut, 80½@82; Hestonville, 20½@21½; Germantown, 65@68; Union, 111@115; Lombard and South, 12@18; West Philadelphia, 73@80; People's, 12¾@13½; Ridge Av., 80@90; Continental, 98@100.

Baltimore.—Atlantic Coal, 1.25; Baltimore City 6s, 1886, 110; do. 6s, 1890, 117; do. 5s, 1894, 114⅛; Baltimore and Ohio 2d pref., 111; Cincinnati 7.30s, J. & J., 125½; Chesapeake and Ohio Canal 6s, 75; Marietta and Cincinnati 1st Sterling, 115; Northern Central 5s, 87; North Carolina 4s, 77; People's Pass. R. R. bonds, 102½; South Side (Va.) 2d, 99; Virginia 10-40 coupons, 95⅝; Virgicia Peelers, 25; Wilmington, Columbia and Augusta 6s, 101. The latest quotations are: Central Ohio pref., 51@—; do. 1st, 112¼@—; Baltimore and Ohio, 175@176; do. 6s, 1885, 109@110; Northern Central, 88@88⅛; do. 6s, 1900, 114@—; do. 6s, 1900, gold, 111½@—; do. 6s, 1885, 108@108½; do. 6s, 1904, gold, 109@110; do. 5s, 87@88; Marietta and Cincinnati 1st mort., 1892, 115@116; do. 2d mort. 7s, 81@81½; do. 3d mort. 8s, 45½@45⅝; do. 1st mort. Sterling, 115@116; Pittsburg and Connellsville 7s, 117¼@117¾; Orange, Alex. and Manassas 7s, 90@91; Orange and Alexandria 3d, 95@96; do. 4th, 55@56; Virginia consol. 6s, 59¼@59¾; Virginia Consols coupons, 90½@90¼; Virginia 10-40 bonds, 42¼@42⅜; Virginia 10-40 coupons, 94½@95; City 6s, 1886, 110@111; do. 6s, 1890, —@117; do. 6s, 1900, 121@—; do. 6s, 1902, 121@—; do. 5s, 1894, —@116; do. 5s, 1900, —@117; do. 5s, 1916, 117@—; Wilming-

ton, Columbia and Augusta 6s, 101@105 ; Union Canal indorsed by Carlton Co., 115@— ; Western Maryland 2d pref., 100@100½ ; do. guar. by Washington Co., 112@114 ; Chesapeake and Ohio Canal 6s, 75@80 ; City Passenger R. R., 37½@ 38½.

Boston.—Atchison, Topeka and Santa Fe guar., 111½ ; Boston Water Power, 6¾ ; Boston Land, 6⅝ ; Brookline Land, 8⅞ ; Burlington and Missouri River in Nebraska def., 72 ; do. 6s, non-exempt, 103 ; Boston, Clinton, Fitchburg and New Bedford pref., 100 ; Boston, Revere Beach and Lynn, 105 ; Boston, Concord and Montreal pref., 93 ; Boston and Lowell 7s, 1892, 117¾ ; Boston and Maine 7s, 1894, 123¼ ; Chicago and West Michigan 68¼ ; Connecticut and Passumpsic Rivers pref., 68½ ; Chicago, Clinton, Dubuque and Minnesota, 79½ ; Cincinnati, Sandusky and Cleveland 2d, 96 ; Cedar Rapids and Missouri River, 133¼ ; do. 7s, 1916, 117½ ; Dixon, Peoria and Hannibal 8s, 1889, 113⅞ ; Granite Railway, 83½ ; Iowa Falls and Sioux City 7s, 1917, 109 ; Kansas City, Fort Scott and Gulf, 53 ; do. pref., 100 ; Kansas City, St. Joseph and Council Bluffs 1st, 113 ; Kansas City, Lawrence and Southern, 90 ; do. 4s, 92 ; Little Rock and Ft. Smith, 53½ ; do. 7s, 101¾ ; Maine Central, 81 ; Manchester and Lawrence, 153¾ ; New Mexico and Southern Pacific, 92 ; do. 7s, 111⅜ ; Nashua and Rochester, 59 ; Republican Valley def., 71¾ ; do. 6s, E. D., 102 ; do. W. D., 102 ; Rutland pref., 29 ; do. 5s, 65 ; do. 6s, 1902, 97½ ; Summit Branch, 10 ; Vermont Central 7s, 1886, 133¾ ; Wisconsin Valley pref., 76 ; do. 7s, 110 ; Wisconsin Central, 8½ ; Massachusetts 5s, 1893, reg., 115 ; New Hampshire 6s, 1892, 112¼ ; Cleveland 6s, 1896, 116½ ; Chicago 7s, 1881, 101¾ ; do. 1892, 118 ; Boston 5s, 1882, reg., 102½ ; Providence 5s, 1900, gold, 113 ; do. 1881, gold, 102 ; Hartford 6s, 1891, 115½ ; Allouez Mining Co., 3¾ ; Atlantic, 19 ; Aztec, 1⅜ ; Brunswick Antimony, 28 ; Blue Hill, 3⅞ ; Copper Falls, 15¼ ; Contentment, 1¾ ; Catalpa, 1¾ ; Douglass, 3⅞ ; Duncan, 2⅜ ; Franklin, 16 ; Great Basin, 4¾ ; Harshaw, 45¾ ; Huron, 7¾ ; National, 2⅝ ; Osceola, 41½ ; Pewabic, 223¼ ; Phœnix, 3¼ ; Ridge, 6¼ ; Silver Islet, 35 ; Sullivan, 9½ ; Wauheag, 3½.

☞ A dispatch dated Portland, Oregon, August 13th, says that T. F. Oakes, the new Vice President of the Oregon Railway and Navigation Company's Railroad, has been interviewed in relation to the truth of the report that this company had purchased the San Francisco and North Pacific Railroad, with a view of extending the same to meet the Williamette Valley road. He stated to the Associated Press agent that the report has no foundation. With regard to the Oregon Railway and Navigation Company, he says he understands that a syndicate of New York capitalists have purchased what is known as the Donahue road, probably with the intention of extending it northward to a junction with one of the roads from this valley.

☞ One of the provisions in the sundry civil appropriation bill before Congress, was for a survey of the Atlantic and Gulf of Mexico coasts, with the Gulf Stream, from its entrance into the Gulf, its course through the Caribbian Sea, and into and around the Sargasso Sea. This last—a sea of weeds in the Atlantic Ocean, covering several thousand square miles—is not much better known than when, nearly 400 years ago Columbus ran his ships into its tangled masses of floating, but stationary, vegetation islands of the gulf weed, from a few feet to a few yards across, or sometimes like broad acres of drowned meadow.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 14, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	120,942	4,465,139	5,349,837
Schuylkill Canal....	9,777	249,323	560,685
Lehigh Valley.....	80,597	2,901,230	2,884,658
Del.,Lack. & Western.	60,105	1,954,513	2,236,872
Shamokin Valley	19 950	485,115	550,280
Central New Jersey..	68,637	1,014,279	2,858,497
United R. R. of New Jersey	23 723	629,903	542,968
Pennsylvania Coal ..	21,642	596,486	871,185
Delaware and Hudson	46,743	1,722,309	2,006,567
Huntingdon & Broad Top Mt.....	7,985	280,347	202,411
Penn. and New York.	17,787	744,112	822,494
Clearfield, Pa.....	38,292	929,928	937,871

The total tonnage of anthracite coal from all the regions for the week ending August 14, as reported by the several carrying companies, amounted to 416,637 tons, against 520,093 tons in the corresponding week last year, a decrease of 103,456 tons. The total amount of anthracite mined for the year is 12,878 700 tons, against 15,473,543 tons for the same period last year, a decrease of 2,594,-843 tons. The quantity of bituminous coal sent to market for the week amounted to 87,851 tons, against 86,653 tons in corresponding week last year, an increase of 1,198 tons. The total amount of bituminous mined for the year is 2,557,518 tons against 2,132,253 tons for the corresponding period last year, an increase of 425,265 tons. The total tonnage all kinds of coal for the week is 504,488 tons, against 606,746 tons in corresponding week last year, a decrease of 102,258 tons, and the total tonnage for the coal year is 15,436,218 tons against 17,605,796 tons to same date last year, a decrease of 2,169,578 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of August was 136,780 tons, of which 99,599 tons were coal and 37,181 tons coke. The total tonnage for the year thus far has been 4,251,668 tons of which 3,192,613 tons were coal and 1,059,055 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 14 were 39,-882 tons, and for the year to that date 1,264,070 tons —260,557 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 20,569 tons, and for the year 804,414 tons, an increase of 236,654 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 14,350 tons, and for the year 317,424 tons, a decrease of 4,604 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 4,963 tons, and for the year 142,231 tons, an increase of 37,506 tons as compared with 1879. —Phil. Ledger, Aug. 23.

☞ The annual meeting of the stockholders of the Danville and New River Railroad was held at Danville, Va., on the 20th inst. President Sutherlin's report shows that the prospects of the company are highly encouraging. Trains will be running on a portion of the road in thirty days, and the road will be completed to Martinsville in one year from date. President Southerlin and all of the old directors were re-elected.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for July, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of.....	$666,738
An increase in expenses of.....	363,848
An increase in net earnings of...	$302,890

The seven months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of.....	$1,682,752
An increase in expenses of.....	2,135,308
An increase in net earnings of....	$2,551,444

All lines west of Pittsburg and Erie for the seven months of 1880 show a surplus over liabilities of $1,611,963, being a gain over the same period in 1879 of $2,034,721.

☞ The net earnings of the Oregon Railway and Navigation Co. for the year ending June 30, 1880, were $1,657,230 19, leaving (after deducting bond interest and sinking fund charges during the year, as paid, $371,140 09) a balance available for dividends of $1,286,090 09. Of the amount earned the directors have decided to pay only 8 per cent dividend, the remainder to be used in improving and enlarging the company's property.

☞ The Anglo American Cable Company has accomplished the work of laying their new cable, which will be known as the cable of 1880, from Heart's Content to Valentia. To meet this the Western Union Telegraph Company has for some time past been constructing, but has not quite completed, a direct wire of the large No. 4 size, to be worked as quadruplex on cable business alone.

☞ Riehle Bros. have orders on hand for several of their well known make of Testing Machines from Iron and Steel Works. Their Cement Tester has been adopted by the New York City Department of Locks. Orders from blast furnaces are also coming in for Charging Scales and their new Pig Metal Scales.

☞ The statutes of Illinois require sixty days' notice by publication in every county through which the road runs, and a sixty days' previous notice to every stockholder, of the calling of a stockholders' meeting to authorize a mortgage on a railroad.

☞ The Postmaster General has ordered that the second annual count of mail matter originating in the United States shall be made in the first seven days of December next. The count last year was made in the first seven days of November.

☞ The Fifth Street Railroad Company, of Dayton, Ohio, has been incorporated. Capital, $50,000, in shares of $50.

☞ W. H. Harrington, late chief engineer, has been appointed General Manager of the Memphis and Little Rock railroad.

☞ Track laying on the Grand Southern Railway between St. John and St. George has commenced.

Texas and Pacific Railway.

(Continued from page 949.)

LAND DEPARTMENT.

Under grants from the State of Texas and from other sources, your company has acquired title to lands as follows:

	Acres.
To 8,083 25-88 certificates of 640 acres each, acquired by the construction of 404 967-5280 miles of railway and sidings, under an act of the Texas Legislature, passed May 2, 1873.	5,173,302
To 286 certificates of 640 acres each, acquired by purchase, with other property of the Southern Pacific Railroad Company	183,040
To 211½ certificates of 640 acres each, acquired by purchase, under an order of sale by the United States Circuit Court	135,360
Total, 8,580 69-88 certificates, or	5,491,702
Less 1,000 certificates transferred to the Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia, in trust	640,000
Total number of acres owned by the company	4,851,702

About 80,000 acres of the lands now held by the Fidelity Insurance, Trust, and Safe Deposit Company in trust will, it is believed, be reconveyed to this company, on a final adjustment of accounts under the terms of the trust.

The following is a list of unsold lands and the counties in which they are located:

County.	Acres.	County.	Acres.
Bowie	22,038	Rains	2,452
Red River	6 456	Parker	9 892
Lamar	795	Palo Pinto	2,338
Fannin	450	Jack	1,280
Collin	89	Clay	14,030
Denton	5,349	Cooke	1,920
Wise	3,217	Wilbarger	13,320
Tarrant	3,770	Baylor	2,040
Van Zandt	1,710	Brown	6,460
Stephens	18,628	Fisher	23,674
Callahan	73,708	Stonewall	6,260
Eastland	5,160	Mitchell	107,083
Commanche	1,180	Scurry	5,103
Taylor	37,229	Kent	1,965
Jones	12,762	Howard	218 781
Dimmit	53,120	Bordon	170,889
Edwards	10,500	Martin	200,832
Crockett	5,500	Dawson	106 336
Hall	60,982	Andrews	42,693
Briscoe	38,847	Tom Green	1,116,852
Floyd	3,440	Pecos	553,150
Motley	26 011	Presidio	342,848
Childress	26,880	El Paso	1,309,814
Nolan	59,108		
Total			4,736,994

	Acres.
Total number of acres unsold	4,736,994
Lands sold prior to June 1, 1880	95,840
Unlocated certificates and balances in Texas State Land Office	18,868
Make a total of	4,851,702

Of the unsold lands, 33,990 acres, mostly timber lands, are on or near the company's completed lines, in the counties of Bowie, Red River, Rains and Van Zandt.

Between Fort Worth and the one hundredth meridian, a distance of about 185 miles, 180,973 acres are located, and as this portion of the road will be completed by March next there is every reason to believe that these lands will be rapidly taken up by settlers at fair prices.

From the east line of Callahan County to the centre of Howard County, a distance of 150 miles, your company has 532,345 acres of as fine agricultural lands as can be found in the State; and as your road will be constructed through those counties within the next 12 months, a large immigration will naturally be drawn into this section to settle along your line of road, where the soil and climate combined offer greater inducements to settlers than in the more southern portions of the State.

During the year 65,226 15-100 acres of land have been sold at an average price of $1 76 per acre. This low average was because most of the lands sold were situated in western counties, remote from transportation facilities, having been taken up in anticipation of the completion of your road, and of the flood of immigration that will naturally flow into that section of the State when your road shall be completed.

All expenses necessary in perfecting the company's title to its lands have now been made, except the patent fees for a portion of those last surveyed west of the Pecos River, the field notes for which have all been filed in the State Land Office, and the patents are ready for delivery whenever the company shall call for them.

MINERALS.

Under a joint arrangement between the Texas and Pacific Railway Company, the International and Great Northern Railway Company, and the Galveston, Houston and San Antonio Railway Company, an exploring party was sent into Presidio County to examine that section of country with reference to its mineral deposits. The party remained in the field from December until May, confining their explorations to what is known as the Chinati mountain region. A full report of the engineer in charge of the expedition has not yet been received, but enough is known to demonstrate the existence of silver mines in the Chinati mountain district, from which ore can be taken in paying quantities. The assays, made from surface outcroppings taken from various leads in and around the Chinati range, yielded from 16 ounces to 299⅛ ounces of silver per ton of 2,000 pounds, a majority averaging from 35 ounces to 60 ounces per ton. Copper, bismuth and argentiferous galena were also found, and there is every indication that these mountains are capable of very rich mineral development.

COAL.

There is no doubt that a good quality of bituminous coal can be profitably mined in Palo Pinto, Young, Stevens, and Eastland Counties, and adjoining counties west. The completion of your road into Eastland County will, it is believed, develop a large business, as the coal seems to underlie all that section of country—so much so that it gives no special additional value to lands upon which it is discovered. Not only will these deposits furnish a cheap fuel of good quality for the use of the road, but it is believed a large local business will be done in distributing it for manufacturing purposes, and for domestic use in the prairie country, where wood is not easily obtained.

IMMIGRATION.

It is believed that the completion of your road through these northern counties, that are notably healthy and have never been visited by an epidemic, and the opening up of such an extent of rich agricultural and mineral territory, will turn the tide of emigration in this direction, as there is no section of country where such fertile lands in a genial, semi-tropical climate, can be procured at so low cost to actual settlers as in this part of Northern Texas, where cotton and tobacco, corn, wheat, and other cereals, with apples, pears, peaches, plums, figs, grapes, and other fruits, and nearly every kind of vegetable can be grown in the same field in quantity, and of a quality equal to that grown in any part of the world.

Active steps are being taken to direct the tide of immigration into Texas. One of the most important of these is the recent organization of The Southwestern Immigration Company, in Texas, by the united action of your own and other railroad corporations in that State. It is a joint stock company, limited, with its principal office at Austin, and its President is the Hon. W. W. Lang, a prominent and intelligent citizen of Texas, who brings with him to this important work a degree of energy and enthusiasm which promises most satisfactory results in the near future. Its object is to supply as far as possible the great need of a State Bureau of Immigration, which cannot be fostered by the State because of an inhibitory clause in the Constitution of Texas. The general work of this company will not interfere with the individual efforts of your company to secure immigration to its own lines.

There is a marked improvement in the material development of Texas. The growing crops promise the largest yield of corn and cotton ever produced in the State, and there is reasonable expectation of a largely increased tonnage on your lines from this source alone, without mention of the rapidly increasing trade and commerce of this growing and prosperous country.

CONSTRUCTION.

At the last meeting of stockholders, your board was directed to arrange for the construction and equipment of an extension of your line from Fort Worth to El Paso, a distance of about 600 miles, and an issue of stock at the rate of $20,000 per mile of road, and of first mortgage bonds at the rate of $25,000 per mile, was authorized to provide for this work.

In accordance with these instructions, a contract has been entered into on behalf of your company, with the Pacific Railway Improvement Company, a corporation organized under the laws of the State of Connecticut, with a capital of $1,000 000, to complete and fully equip the Rio Grande Division of your road between Fort Worth and El Paso, and a first mortgage upon this portion of the line has been executed and placed on record in the several counties. The railway and telegraph is to be constructed and equipped by the Improvement Company, in conformity with our present standard for replacement, the work to be commenced on or before the 5th of March, 1880, and 100 continuous miles from Fort Worth west to be completed by the 1st day of October, 1880, and at least 50 miles additional on or before the 1st day of April, 1881, the whole line to be completed and equipped, according to the specifications of the contract, on or before the 1st day of January, 1883.

The contract provides that as sections of 20 or more continuous miles of road and telegraph west of Fort Worth shall be completed by the Improvement Company, they shall be examined by an officer of the Texas and Pacific Railway Company, and, if found to be constructed in accordance with the contract, they are to be accepted and paid for at the rate of twenty thousand dollars ($20,000) per mile in bonds, out of an issue of twenty-five thousand dollars ($25,000) per mile authorized, and twenty thousand dollars ($20,000) per mile of the capital stock of the company.

The work was commenced promptly under this contract, and has been vigorously prosecuted; and although no portion of the new road was actually turned over to the company within the limits of the fiscal year just closed, 70 miles in all have since been constructed and accepted by the company, and there is every reason to believe that the first 100 miles will be completed within the time required by the contract.

With the completion of this 600 miles of line to El Paso, your company will own 1,140 miles of road, subject to an indebtedness of but $25,000 per mile of 6 per cent interest bearing bonds, and $7,814 per mile of income and land grant bonds, that have as additional security a first lien upon $4,851,702 acres of land along the line of road under construction. The proceeds of sales of these lands, that under the provisions of the mortgage must be applied to the payment of these income and land bonds, will, it is believed, retire them all within a very few years, leaving the mortgage debt of $25,000 per mile, and $20,000 per mile of capital stock as the capitalized cost of your road.

Under the construction contract for the completion of the Rio Grande Division, $20,000 per mile of bonds out of an authorized issue of $25,000 per mile, is to be paid over to the Improve-

ment Company for the construction and equipment of the road. This will leave subject to the control of your company $5,000 per mile, $3,000,000 in all, of these first mortgage bonds, and there will also be a surplus of about $600,000 of the income and land grant bonds; and as your company has no floating debt, this reserve of securities will not only insure a well constructed and fully equipped road, but will enable your company to maintain the very strong financial condition which it now enjoys.

NEW CONNECTING LINES.

During the past year the property of the Dallas and Wichita Railroad Company has been sold out under foreclosure proceedings. The projected line of this company, commencing at an intersection with your road at Dallas, extends northwestwardly to the town of Denton and beyond. About twenty miles of road from Dallas was completed by the old company, but the equipment necessary to operate it has been furnished by the Texas and Pacific Company. By the sale this property has been relieved from embarrassing liens, and is now in the hands of strong parties, who will at once put the old line in good condition and complete the road to the town of Denton, about 40 miles from Dallas. In view of this extension contracts have been made for completing an extension of your north line from Sherman, via Whitesboro, to Denton, so that before the close of the current calendar year it is believed that this through connection between Dallas and Sherman will be made.

The New Orleans Pacific Railway Company, owners of a projected line from Shreveport to New Orleans, of which about 165 miles are already graded, have recently contracted with responsible parties for the completion of their road, and work will be commenced at once at Shreveport and at the Atchafalaya River bridge. It is expected that this road will be completed, so as to give your company an all-rail connection from Shreveport, via Alexandria, to Baton Rouge, on the Mississippi River, and to New Orleans, within the next 15 or 18 months. The completion of this New Orleans Pacific Railway will not only furnish to your lines a good connection to the Mississippi River and to New Orleans, but will make via your road and the Missouri, Kansas and Texas and Missouri Pacific lines, the shortest all-rail connection between Kansas City and points west from there and New Orleans, and it is believed that a very large through business will pass over this line, in both directions, between the two sections of country.

The completion of your road to El Paso will, it is believed, secure a very important trade from the Republic of Mexico, a nation with a population exceeding 10,000,000 of people or more than ten times that of the Pacific Coast States and Territories. A line of railway extending from El Paso southwardly to the City of Mexico, with a branch westwardly to the Gulf of California, will undoubtedly be constructed within a few years. Such a road will develop a rich mineral and agricultural country and furnish transportation facilities to this vast population; and, via your road, it will open new markets to the trade and commerce of the United States, and enable American merchants to compete for the trade and commerce of more than 10,000,000 of people that are now almost entirely supplied by foreign merchants, via the coast. It is believed that this Mexican traffic will, within a very few years after the completion of your road, be of greater volume and more remunerative than the Pacific coast business.

CONGRESSIONAL LEGISLATION.

The original charter under which your company was organized authorized the construction of a railway and telegraph line between the eastern boundary of Texas and the Bay of San Diego, in the State of California. Section 9 of the act makes an absolute grant of land in the following language: That for the purpose of aiding in the construction of the railroad and telegraph line herein provided for, there is hereby granted to the said Texas and Pacific Railroad Company, its successors and assigns, every alternate section of public land, &c.

There is nothing in the act or in any supplementary legislation making this grant conditional or subject to forfeiture, nor is there any reservation of the right to alter, amend, or repeal the act. There are conditions subsequent—in section 5 of an act amendatory, approved May 2, 1872—requiring the completion of the whole line from "the eastern boundary of the State of Texas to the Bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act * * * and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion."

The best legal opinion as to the rights of your company is that the grant of land to your company is absolute, and that title to the lands vested by this grant is not liable to forfeiture in any contingency; that the lands cannot revert to the national domain without abandonment by or consent of the company; that any claim to take back lands must be based on unequivocal words of reservation that do not appear in the act; that the penalty for a breach of the conditions as to the time for the completion of the road is not forfeiture, but that "Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion."

NEW ORLEANS PACIFIC RAILWAY.

By an arrangement with the parties who have undertaken the construction of the New Orleans Pacific Road, stockholders of the Texas and Pacific Railway Company, and in the companies forming one of its connecting lines, the Missouri, Kansas and Texas, and the Missouri Pacific Railway Company, or their assigns, have the option to subscribe for $2,000,000 of bonds, and $1,000,000 of capital stock, offered by the Construction Syndicate, to be paid for at the rate of $900 in cash for a $1,000 6 per cent gold bond, and $500 par value of the capital stock of that company.

The New Orleans Pacific Railway Company is organized under special acts of the Louisiana Legislature, and its charter is perpetual. The main line of road of the company extends from Shreveport via Alexandria—which is below the rapids on Red River—to a crossing of the Mississippi River near Baton Rouge, and from thence to New Orleans, about 325 miles, and is the longest line of road, projected or constructed, in the State of Louisiana. It passes through the oldest and most thickly settled and the finest agricultural portion of the State, and has directly tributary to it the rich parishes of Caddo, De Soto, Red River, Natchitoches, Sabine, Rapides, Avoyelles, and St. Landry on Red River and the Atchafalaya; and Point Coupee, Iberville, Baton Rouge, Ascension, St. James, and St. John Baptist, on the Mississippi River.

The line has been well located, and as about 165 miles are already graded, it can be completed at a very reasonable cost. The maximum gradients are but 30 feet, and these in favor of the heavy traffic; it is practically a descending grade for its entire length to tide water, and as there is very little curvature, it may be considered one of the most favorably located lines for economical working. There is but one truss bridge on the line, crossing the Atchafalaya River, which will secure cheap cost in operation and maintenance.

From Shreveport to Cotile, to a point on Red River, north of Alexandria, is a fine agricultural country, and along this part of the line a bale of cotton to the acre, and from 30 to 40 bushels of corn, together with wheat, oats, tobacco, hemp, and live stock, are easily raised. From Cotile south, the line passes through what is known as the Delta of Red River, the richest and most productive portion of the State, extending for upward of 200 miles along the Valleys of the Red and the Mississippi Rivers. It is through this section of country that the enormous crops of sugar, cotton, corn, &c., have been produced for years without any impoverishment of the soil. On many of the sugar plantations 2,300 pounds of sugar and 3 barrels of molasses per acre have been readily made, year after year for many years, and from a bale to a bale and a half of cotton, and good crops of corn and small grains are grown in the same localities. The country is well settled, and it is believed that the local business alone will more than provide for the fixed interest charge on the construction bonds of the company, that are limited to an issue of $20,000 per mile of road.

The distance from Shreveport to Baton Rouge is about 230 miles, and the completion of this road to that point will make tributary to the Texas and Pacific lines the enormous traffic of the Mississippi, the Ohio, and Missouri Rivers, and their tributary streams. At New Orleans the largest vessels can discharge and receive freights alongside the railway company's warehouses; and besides the cotton, hides and wool from Northern and Western Texas that will naturally seek this outlet for foreign ports, it is believed that a very large business will be done in the shipment of provisions, grain, &c., from the country naturally tributary to Kansas City; and that return freights of sugar, coffee, and other imported articles intended for distribution through Northern and Western Texas, the Indian Territory, Kansas and Western Missouri, will be forwarded via this line, as it will be the shortest all-rail route, worked in a common interest, between navigable waters and these different sections of country. There will also be a large and valuable traffic in the interchange of business between this New Orleans line and the St. Louis, Iron Mountain and Southern Railway and its connections; and via this road it will furnish another all-rail highway between St. Louis and New Orleans.

As the interchange of business between your company and this New Orleans Pacific Railway Company will be so large, and the business relations so intimately connected, your board recommend to the stockholders that the officers of your company be authorized to negotiate for a control of the corporation as the road shall be completed and equipped, either by a consolidation and merger of its corporate property and franchises, or by an exchange of Texas and Pacific Railway Company capital stock for the stock of the New Orleans Pacific Railway Company; provided, however, that no issue of capital stock shall be made in excess of $20,000 per mile of road so acquired.

The thanks of the company are due to the officers and employes for the able and efficient manner in which their duties have been performed during the year.

By order of the Board of Directors,

THOMAS A. SCOTT, President.

☞ A new railroad route to Rockaway Beach was opened to the public on the 26th. It is known as the New York, Woodhaven and Rockaway Beach Railroad, and trains are run through from Hunter's Point, Bushwick and the Flatbush avenue stations. By the new route 12 miles are saved between Brooklyn and the Beach. The trip will be made in 30 minutes.

☞ According to the Canada Gazette, the total revenue of the Dominion for the year which ended on June 30th, last, was $24,768,585, and the total expenditures $25,161,712, showing a deficit of $393,127.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Aug. 3, 1880.

THIS COMPANY WILL PAY SEPT. 1, 1880, the THIRTY-SIXTH SEMI-ANNUAL CASH DIVIDEND on its entire share capital, being a dividend of THREE (3) PER CENT., to all shareholders registered as such at 2 P. M. on the 13th inst., after which and until the 4th September the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

Immigration.

From information furnished by the Chief of the Bureau of Statistics we learn that there arrived in the Customs districts of Baltimore, Boston, Detroit, Huron, Key West, Minnesota, New Orleans, New York, Passamaquoddy, Philadelphia, and San Francisco, during the month ended July 31, 56,123 passengers, of whom 49,922 were immigrants, and 3,922 citizens of the United States returning from abroad. During the year ended June 30, 457,243 immigrants arrived in the United States, an increase of 279,417 over the number arrived during the preceding fiscal year. The year of greatest immigration was the fiscal year 1873, when 459,803 immigrants arrived, exceeding the immigration of the last fiscal year only 2,560.

☞ A mortgage for $250,000 on the Pittsburg Southern R. R. has been filed in the Recorder's offices at Pittsburg and Washington, Pa. The board have authorized the issue of $250,000 in six per cent bonds, running thirty years, and fully state the form of these securities. The mortgage, for the consideration of $1, secures the railroad complete, with all its corporate rights, to the mortgagees. It is thought that an effort will be made to push the sale of the bonds in sums to suit purchasers, and use the proceeds in the extension of the road to the Virginia ore field.

☞ The town of Highgate, Vt., will pay September 1 its $50,000 outstanding bonds, issued in 1869, 1870 and 1871.

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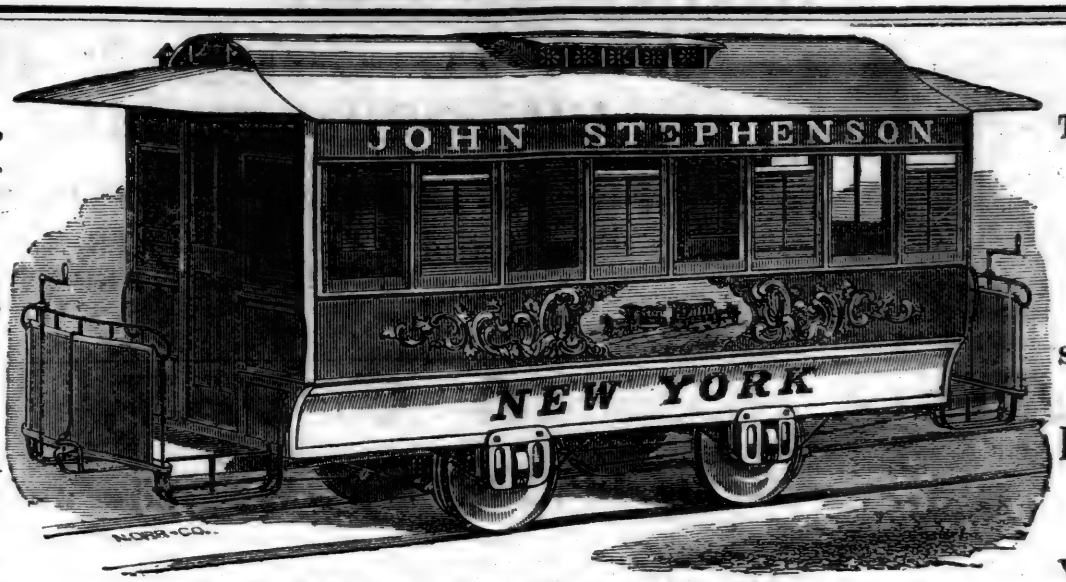
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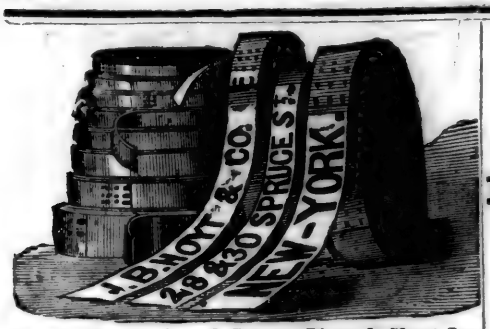
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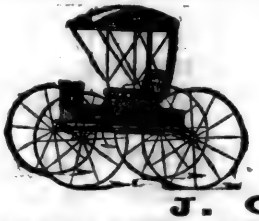
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ESTABLISHED 1831.

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SECOND QUARTO SERIES, VOL. XXXVI., No. 36.] NEW YORK, SEPTEMBER 3, 1880. [WHOLE No. 2,315, VOL. LIII.

American Railroad Journal,

PUBLISHED WEEKLY BY THE

AMERICAN RAILROAD JOURNAL COMPANY,

No. 31 PARK ROW, NEW YORK.

JOHN H. SCHULTZ - - - - President.

Terms of Subscription, Five Dollars per annum.

☞ Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

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New York, Friday, September 3, 1880.

☞ A CERTIFICATE OF INCORPORATION was filed at Albany, N. Y, on the 17th of August, of the AMERICAN RAILROAD JOURNAL COMPANY. The names of the Trustees for the first year are: John H. Schultz, S. Proctor Thayer, Edward A. Wright and John H. Schultz, Jr. The officers are:

President.—JOHN H. SCHULTZ.
Vice President.—S. PROCTOR THAYER.
Treasurer.—EDWARD A. WRIGHT.
Secretary.—JOHN H. SCHULTZ, JR.

AN IMPORTANT CONVENTION.

A National Convention of ship owning and other commercial bodies interested in the extension and development of our ocean commerce will be held at Boston on the 6th of October. The call is issued through the New York Board of Trade and Transportation, and all bodies interested in the important object of the Convention are invited to attend, and requested to send their names, number of members, list of officers, and list of delegates appointed, to D. R. JAMES, Secretary N. Y. Board of Trade and Transportation, as soon as possible. The rules regulating the number of delegates are the same as those which govern in the National Board of Trade. The leading railroads will probably afford all traveling privileges possible to delegates.

The American Railroad Journal Rounding its Half a Hundred Years.

Half a century ago, when the advisability of trying to introduce into this country some method of inland communication more desirable than that afforded by canals and stage coaches was being discussed, the AMERICAN RAILROAD JOURNAL was established. Railroading was then an experiment. The new paper, the first railroad paper the world had ever seen, in its first editorial introducing itself said, "A fair experiment should be made of the utility of railroads. Such experiments are now in progress in several States; and all information, therefore, upon the comparative value of railroads and canals, which may be generally diffused amongst the people, must be valuable, as it may prevent a premature and useless expenditure of capital upon works concerning which sufficient data for a correct judgment are not possessed."

Railroading existed then not only as an experiment but as a very doubtful one, with strong opposing interests mustered about the existing canals and stage lines, with their robust and argumentative constituency extending from legislative halls and banking houses to city hostelries and country taverns. It was a bold step, however it may seem now; the starting of a paper that should face the opposing conservatism and prejudice of the time and take an independent stand in behalf of free discussion and the dissemination of ideas and theories pertaining to the embryotic railway system, then so crude and faltering, but which was destined to develop into the most gigantic and stimulating element of American progress before the JOURNAL should reach one-half its present age.

That the founder of the first railroad paper realized the boldness of his step, while having faith in the ultimate benefits to result from it, is seen in the careful way in which he warded off too sudden an outburst from the opposition, through the use of the well chosen closing words of the extract from his inaugural as quoted above. But the first step taken, there was no inclination to retrace it, the paper drawing to itself a liberal support from the best business and financial circles of the period, and after its first issue numbering among its contributors and patrons the ablest and most enterprising constructors and founders of American railroads, the trustworthy negotiators of their securities and the most solid investors in them at home and abroad. Starting with the first one hundred miles of railroad on this continent, the JOURNAL grew up with the present railroad system and walked by its side as the exponent of its most substantially progressive ideas, the encourager of its enterprise, its introducer to capitalists and its careful weekly chronicler; the fostering watcher and historian of its rapid web-like growth. To give faithful reports of the development of American railroads and the interests allied with them, and reliable summaries in tabulated form of the results of their management came to be the chief aim of the paper, and into this work has been put so much of honest endeavor and skilled labor that no more complete history of railroading in this country can be found than is furnished by the files of the AMERICAN RAILROAD JOURNAL, to which as an authority Chambers Encyclopædia recommends its readers for reference. Foreign capitalists soon appreciated the value of a paper that should place before them systematically and without undue coloring the doings and condition of the American enterprises for which their investments were solicited, and the JOURNAL became their guide, early in its history being a recognized necessity for the counting rooms of the leading European banking houses among which, especially in Great Britain and Germany, it now has an unequaled list of world renowned financiers as patrons.

Since the inception of the paper in 1831 by D. K. MINOR, remarkably few changes have been made in its proprietorship and none of importance in its policy and purpose. Mr. MINOR was succeeded in proprietorship in 1848 by Messrs. POOR and SCHULTZ, Mr. POOR being the present compiler of that invaluable, and to railroad men indispensable publication, *Poor's Manual*, which under Mr. POOR's able editor-

ship has become a recognized authority around the world. Previous to Mr. POOR's connection with the JOURNAL it was for several years under the management of Mr. SCHULTZ, who upon the retirement of Mr. POOR, in 1861, after a partnership of thirteen years, assumed the sole proprietorship which he has held until recently for nearly twenty years. Mr. SCHULTZ entered the office of the JOURNAL under Mr. MINOR when a mere boy, and so has been connected with the paper continuously almost from his own and the paper's infancy. As the field for the JOURNAL has widened with the development of the interests for which it has so long labored, the demands upon its efforts and the requirements of its constituency seem to have increased to such an extent as to make it desirable that the paper should no longer rest solely upon shoulders overburdened for years with work of unrelenting exaction.

As announced in another column, the AMERICAN RAILROAD JOURNAL COMPANY was formed, August 17th. It is the purpose of the organization to conduct the JOURNAL on the basis on which it was originally started and which has characterized its many years of strength and reliability. Mr. SCHULTZ, as the president of the company, remains, as will his work, a familiar and well known element of the JOURNAL. The others joining him, one of whom is his son, unite their efforts with his to maintain the prestige and usefulness of the paper, and to broaden its scope in directions consistent with its character. We have few announcements to make as to what the JOURNAL is to do under its new regime; no startling statements as to policies to be adopted. New features, to be sure, are to be added to the paper from time to time, and improvements made we trust that will be readily visible, but we shall plan and strive to make them such as shall enhance the old features, making the old and new in harmony with each other and with the new era in which the JOURNAL finds itself as it rounds its half a hundred years. To be a faithful recorder of events within our province, to place before our readers such information as may be of service to them, to do justice so far as is within our power to the interests intrusted to us, to aid, as of old, whatever tends to the substantial development of the industries brought under our range, to make the JOURNAL not only a valuable paper to the constituency we especially represent, but welcome to others as well, and of interest to those who would be entertained and through being entertained be led into studying the manifold resources for self improvement that lie back of these tables of figures and counting room phrases—are the aims we hold before us. Free from all entanglements or pressure or influence of any circle or sect, we shall strive to keep the AMERICAN RAILROAD JOURNAL worthy of the classification recently given it by *Herapath's Railway Journal*, of London, the leading paper of our kin in England, which ranks the JOURNAL "among the most honest and outspoken of American papers," than which we ask no higher praise.

The New Trunk Line.

The much discussed extension of the Delaware, Lackawanna and Western Railroad is not a new project nor is it, we apprehend, a speculative one. Ever since the company opened its tunnel through Bergen hill, it has been desirous of controlling a trunk line from Buffalo to New York. The company's main and leased lines already give it an outlet on Lake Ontario at Oswego, and an old plan was to build west along the southern shore of the lake. The unexpected depression of business prevented the development of any such scheme for several years, and very little has been said, until the recent increase in business revived the interest in the matter and occasioned the formation, last week, of the New York, Lackawanna and Western Railroad Company. The new road is to consist of a main line running from Binghamton in a general northwesterly direction, through the counties of Broome, Tioga, Tompkins, Schuyler, Steuben, Livingston, Wyoming and Erie, to Buffalo and to or near the International Bridge, and thence to the Niagara River to connect with the Suspension Bridge, with a branch from the main line running, probably from Danville, through the counties of Livingston and Monroe, to Rochester. The length of the road and branches will be about three hundred miles, but the distance from Binghamton to Buffalo will not exceed one hundred and sixty miles. This will make the total distance from New York less than four hundred miles, considerably shorter than Erie or the New York Central. The amount of the capital stock is ten millions of dollars, ten per cent of which has been deposited in cash and one thousand dollars per mile for every mile to be constructed has been subscribed.

The following officers have been elected for the ensuing year: Samuel Sloan, president; Frederick F. Chambers, secretary; F. H. Gibbons, treasurer; A. D. Chambers, assistant treasurer; executive committee, Samuel Sloan, P. R. Pyne, Benjamin G. Clarke, George Bliss, Jay Gould, Russell Sage, Solon Humphreys.

It is announced that the engineers have been on the ground for three weeks past and that their surveys have been accepted, although there is a difference of opinion as to two proposed routes, one of which follows the valley of the Susquehanna and the line of the Erie to Corning, the other skirting the lower end of Cayuga, Seneca Lake, and taking in the towns of Ithaca and Watkins. It is also said that the road will be double tracked throughout and ground be broken at Binghamton some time in September, and work carried westward.

Of the future of the new trunk line it is too early to predict. To build a new through line to the west in direct competition with Erie and the New York Central and in the face of recent disastrous developments in the history of certain coal roads, is a very bold undertaking to say the least.

The new trunk line, however, passes through the Genesee Valley, and the richest and thickest settled portions of Western New York; and the recent business on the through trunk lines would seem to justify the hope that a new road might be successful. Its grades are easy, the road bed for the most part following valleys and water courses, and its connections at Buffalo with the Great Western of Canada and the Wabash system make a strong through line to the lakes and the West.

The new company is closely identified with the Delaware, Lackawanna and Western Railroad, and there can be no question of the great advantage that must result from this combination to the latter road. It affords it an opportunity to develop its valuable terminal facilities at Hoboken, and an excellent chance to extend its coal business. It has been managed of late with great energy and ability; its Syracuse line now pays handsomely, and there seems to be no reason why its Buffalo connection should not be equally profitable.

Sunday Excursions.

The crusades of Rev. Leonard W. Bacon, of Norwich, Conn., against the Sunday excursions of the steamer Ella, have attracted more attention than the recent controversy between the officials of the State of Massachusetts and the various railroads using the Troy and Greenfield road, but the same principle is involved in both cases. In most of the States in the Union the law provides that whoever travels or does any work on Sunday except from necessity or charity shall be punished, and yet in every town is this law utterly disregarded and ignored. The laws of New York and Connecticut are exactly similar in this respect, although not all of the New York Dailies seem to be aware of the fact. Mr. Bacon's object of attack has been, he says, the excursions of the steamboat Ella, "which have been characterized by the filthiest debaucheries." In this movement he was successful, for the trips were discontinued in response to public sentiment which he succeeded in bringing to bear upon the steamboat company, and we have no doubt that a similar result would have been reached had the Ella made her trips from New York or Boston.

The Sunday controversy in Massachusetts arose in this wise: the Fitchburg Railroad and the Boston, Hoosac Tunnel and Western Railway, with the consent of the State authorities, issued a time-table calling for one Sunday train each way between Boston and Saratoga. Certain people at Greenfield, the eastern terminus of the State's road, at once petitioned the Governor and Council to forbid the passenger trains over the Troy and Greenfield Railroad. The object of the petition, some say, was to discourage Sunday travel to Lake

Pleasant, a spiritualistic summer resort, and counter petitions followed from every town along the line of the road, but the State officials took the ground that they were sworn to obey the law as they found it, and that running Sunday railway passenger trains was neither "from necessity nor charity." The proprietors of the Boston Sunday *Herald*, the most enterprising and the best newspaper in New England, however, secured permission to run a baggage train to carry their newspapers from Boston to Saratoga on the ground that newspapers were freight and that freight trains had been allowed to run through the mountain on Sunday since the completion of the tunnel. This distinction made between freight and passenger trains has occasioned much discussion and has not given general satisfaction. People cannot understand why it is called lawful to carry merchandise to Boston on Sunday but unlawful to carry ill or tired mortals from the cities to Lake Pleasant or Saratoga, on the same day.

The recently published statement of Mr. Bacon's views on the Sunday question, from a secular point of view, will surprise and gratify liberal men who have been disposed to criticise his course as too puritanical. It certainly is taking a great step in advance, for an orthodox clergyman, to say that the Sunday law "ought not to interfere with any one's enjoyment or amusement, except so far as such interference is required for the sake of the general rest and the interests of public order and morals." It ought not, he thinks, to try to enforce any religious duty of Sunday observance, nor to try to help the church by any discriminations in favor of church going, expressed or implied, for the reason that every such favor hurts the church more than it helps it. Mr. Bacon is ready to join in a petition to the Legislature "for a careful inquiry as to whether the Sunday laws can be so modified as to permit Sunday steamboat excursions without seriously infringing the right of weekly rest, and without detriment to good order and morals."

Mr. Bacon's ideas should be proclaimed far and wide. Sunday newspapers and Sunday outdoor excursions during the hot summer months have become popular necessities. Both need more than anything else the moral guidance of good and strong men like Mr. Bacon. The laws on this subject are antiquated, and should be and will be changed. It would be vastly better in every respect to have liberal statutes well executed than the present strict ones openly defied and universally disregarded.

☞ **The Chester Evening News says that workmen are now replacing with iron the vast wooden span of the Philadelphia, Wilmington and Baltimore Railroad bridge over the Susquehanna river, at Havre de Grace, and when this is completed the whole bridge will be of iron. The change from wood to iron has been going on for six years. The bridge is one of the greatest structures in the country. With its approaches it is a mile and a quarter long, and the water in the channel is 75 feet deep. The total cost of the bridge has been $2,000,000.**

Flint and Pere Marquette Railroad.

Additional particulars in reference to the purchase of this road—the sale of which took place on the 18th of August—have been obtained, viz:

The Purchasing Committee take the property in trust, pursuant to a plan arranged, for bondholders who have deposited bonds with them for that purpose.

The sale was made subject to prior securities, amounting in the aggregate, including all interest computed to May 1, 1880, with interest on coupons in arrear, to the sum of $4,025,634 45, which amount of prior securities, however, is liable to be reduced by land assets when the same shall have been realized and applied by the trustees of the prior trusts. The land assets referred to consist of about 160,000 acres of land unsold, which it is estimated will produce at least the sum of $1,000,000. For lands already sold there is due to the trustees about another million, and the trustees have in hand to use for retiring bonds something over $200,000. So that the prior debts mentioned above will be reduced by the application of these land assets to about $2,000,000—probably a trifle less. The purchasers also take the property charged with the indebtedness outstanding against the receiver, which amounts at this date approximately to the sum of $500,000.

The sale was made at the instance of the holders of the consolidated bonds, who by this process and by reorganization will convert their bonds into preferred stock. The plan of reorganization contemplates the issue of preferred stock to the amount of $6,500,000, and the plan also recognizes common stock to the amount of $3,500,000, which will not be issued, however, until the preferred stockholders shall have received from the net earnings of the road five consecutive annual dividends of 7 per cent or semi-annual dividends equivalent thereto. When that contingency shall arise then this common stock is to be issued and delivered to the holders of receipts for common stock given by the bondholders' committee. To pay this dividend of 7 per cent to the preferred stockholders will require a net income of $445,000, after providing for the interest on prior securities. The earnings of the road in the hands of the receiver for the first seven months of 1880 amount to $856,604 95. If the earnings continue for the remainder of the year at the same ratio the gross earnings for the year 1880 will be the sum of $1,468,465 60, and allowing 60 per cent for operating expenses the net income will be $587,396 24. It is considered probable, however, that earnings may fall off somewhat towards the close of the year.

The purchasing committee consists of H. A. V. Post, of the firm of Clark, Post & Martin, 34 Pine St., New York, Chairman; L. Snow, Jr., and Francis Hathaway, of New Bedford, Mass.; H. H. Fish and Dr. A. G. Brower, of Utica, N. Y. The total amount of consolidated bonds outstanding, with interest computed to May 1, 1880, together with interest on coupons in arrear to the same date, is the sum of $6,236,368 80, represented by 4,470 bonds, of which there have been placed in the hands of the committee by their owners 4,381 bonds, leaving only 89 outstanding. All those who have surrendered their bonds into the hands of the committee will be entitled to share in the reorganization in accordance with the programme of the committee. The committee who have become the purchasers will proceed at once to procure a confirmation of the sale and will then organize a new company, which it is expected will be called the Flint and Pere Marquette Railroad Company, to take charge of and manage the property. The committee will associate with themselves Jesse Hoyt, Cornelius D. Wood and James C. Parrish, of New York; William W. Crapo, of New Bedford, and Henry C. Potter and W. L. Webber, of East Saginaw, as directors, so that the new board will consist of eleven members.

It is expected that arrangements will be completed so that the new company will take possession of the road on the 1st day of October, 1880.

The first rail of the road was laid at East Saginaw on August 19, 1859, so that the day of sale completed 21 years of the history of the road. The property conveyed now consists of 300 miles of road and 74 miles of sidings. Two hundred miles of the main line have steel rails. The equipments transferred to the new company will consist of 51 locomotives, 42 coaches, 12 baggage, mail and express cars, 332 box freight cars, 561 flat cars, 20 conductors' cars and 5 boarding cars.

The Messler System.

The Pittsburg Chronicle says that where the Messler system of keeping railroad accounts is enforced, settlements are made daily and weekly as well as monthly. At 4 o'clock any afternoon an auditor can drop in upon an agent, and in 20 minutes, if his books are properly kept, learn what shape matters are in. This accounts for the fact that seldom do you hear of an agent or official in the financial department of the Pennsylvania Railroad Company being a defaulter, or ever short in his account, so completely does the Messler system check any irregularities or show up any mistakes. It is spoken of as being an expensive mode of keeping accounts, but, in the long run, it is not so expensive to a railroad company as are the leaks and stealings which are never brought to light where the ordinary method of keeping railroad accounts is in use.

☞ **The contracts for furnishing mail locks and keys as advertised for have been awarded by the Postmaster General as follows: the Smith-Eggi Manufacturing Company, Bridgeport, Conn., for iron mail locks and keys at 52 cents for each lock and 9 cents for each key; for city mail locks and keys at 34 cents for each lock and 9 cents for each key; for through mail locks and keys at 75 cents for each lock and 12 cents for each key; for inside locks and keys for street letter boxes at 85 cents each for locks and 15 cents each for keys. To the Western Lock Company, Geneva, Ohio, for padlocks and keys for street letter boxes at 50 cents each for locks and 9 cents each for keys.**

☞ **Since the construction of the Ohio and Mississippi Railroad there has been scarcely any inflation in the capital stock. The common stock is still the same. Four millions of preferred stock have been issued, and four millions of bonds, but in the meantime the gauge of the line has been changed, and the entire railroad permanently improved.**

☞ **The Dan Valley and Yadkin River Railroad Co. was organized at Danville, Va., on the 31st ult., thus securing the charter from the Legislatures of Virginia and North Carolina. The road will be constructed speedily from Danville to connect with the Cape Fear and Yadkin Valley Railroad west of Greensboro, N. C.**

☞ **Judge Burton, of Iowa, granted an injunction on the 27th ult., against the Missouri, Iowa and Nebraska Railroad Company issuing any more bonds for the extension of that road. This will prevent the extension of the line until January 1, 1881.**

☞ **The track of the Southern Pacific Railroad is now within 196 miles of El Paso, and it is the intention to reach that point on or before January 26, 1881. The boundary line between New Mexico and Arizona will be reached by the 10th inst.**

☞ **The agent of the Texas and Pacific Railway at Dallas, Texas, has been instructed to push the road with all possible speed and have it completed to El Paso by January 1, 1882, instead of January 1, 1883, as originally contemplated.**

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 21, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	122,841	4,587,980	5,512,056
Schuylkill Canal	9,331	258,654	580,182
Lehigh Valley.....	90,943	2,992 174	2,965,804
Del.,Lack. & Western.	60,804	2,015,317	2,313,205
Shamokin Valley	18,595	503,710	572,617
Central New Jersey..	69,121	2,083,400	2,434,423
United R. R. of New Jersey	27,441	657,344	555,247
Pennsylvania Coal ..	20,784	617,220	897,714
Delaware and Hudson	45,541	1,767,850	2,079,385
Huntingdon & Broad Top Mt.....	5,793	286,141	208,914
Penn. and New York.	19,697	763,810	844,178
Clearfield, Pa.....	35,333	965,261	967,827

The total tonnage of anthracite coal from all the regions for the week ending August 21, as reported by the several carrying companies, amounted to 424,388 tons, against 525,811 tons in the corresponding week last year, a decrease of 101,422 tons. The total amount of anthracite mined for the year is 13,303,088 tons, against 15,999,390 tons for the same period last year, a decrease of 2,696,302 tons. The quantity of bituminous coal sent to market for the week amounted to 85,889 tons against 84,127 tons in corresponding week last year, an increase of 1,762 tons. The total amount of bituminous mined for the year is 2,643,295 tons against 2,246,850 tons for the corresponding period last year, an increase of 396,445 tons. The total tonnage all kinds of coal for the week is 510,277 tons, against 609 938 tons in corresponding week last year, a decrease of 99,661 tons, and the total tonnage for the coal year is 15,946,383 tons against 18,246,240 tons to same date last year, a decrease of 2,299,857 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of August was 136,780 tons, of which 99,599 tons were coal and 37,181 tons coke. The total tonnage for the year thus far has been 4,251,668 tons of which 3,192,613 tons were coal and 1,059,055 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 21 were 41,217 tons, and for the year to that date 1,305,286 tons—254,693 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 23,697 tons, and for the year 828,111 tons, an increase of 223,451 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 14,099 tons, and for the year 331,533 tons, a decrease of 5,535 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,421 tons, and for the year 145,652 tons, an increase of 36,773 tons as compared with 1879. —Phil. Ledger, Aug. 30.

Illinois Central Railroad.

An analysis of the reports of the Illinois Central Railroad Co. and other statistics shows that in the five years from 1875 to 1879 it has spent $2,200,000 on construction account, and by the last balance sheet it had accumulated $1,600,000 first mortgage bonds of the Chicago, St. Louis and New Orleans Railroad, in addition to about $5,000,000 second mortgage bonds previously acquired, and that it had also built branches about one hundred miles in length out of its income. Thus this company has added to its property and and to its assets about $4,500,000 under the foreign policy, besides paying off $500,000 of its sterling 5 per cent bonds at the rate of $100,000 per annum, complying with the sinking fund established upon the block of sterling bonds, thus making the company $5,000,000 better off than it was at the commencement of 1875. Besides, it has been laying steel rails, ballasting its road bed, &c., placing the property in a first class condition in every respect. The New Orleans line is also taking care of itself. It has 300 miles of track laid with steel, and it is understood that its managers contemplate completing it with steel within two years.

Louisville, Cincinnati and Lexington R. W.

The following statement of the financial condition of the Louisville, Cincinnati and Lexington Railway Company is from advance sheets of the report for the year ending June 30, 1880:

Cost of road			$5,752,999 27
Construction and improvement account..			242,353 32
			$5,995,352 59
Sundry assets—			
Cash in hands of treasurer..	$96,609 20		
Cash in hands of paymaster.	2,374 33		
Cash in transit from agents.	20,291 00		
			119,274 53
Due by station agents.....	$17,130 09		
Due by Post Office Department.....	9,858 65		
Due from sundry roads and persons	21,079 39		
			48,068 12
Stock of supplies on hand..	$123,350 00		
Stock of steel rails on hand.	42,574 48		
Louisville, Cincinnati and Lexington Railroad express equipment.....	8,109 74		
			174,034 22
Elizabethtown, Lexington and Big Sandy Railroad renewals.....	$2,581 35		
Louisville Railway transfer construction.....	1,169 40		
Five thousand dollars railway bonds.....	4,900 00		
Due by city Louisville for fill Beargrass.....	13.490 65		
Narrow-gauge Railroad....	30,500 00		
			52,641 40
Total			$6,389,376 87
Bonded debt—			
First Mortgage 7 per cent			$2,900,000 00
Second do., reissued.....	$1,000,000 00		
Less canceled.....	108,000 00		
	$892,000 00		
Less bought of Co.'s funds and held.....	127,300 00		
Issued to the public.....			764,700 00
City of Louisville 6 per cent bonds ...			100,000 00
			$3,764,700 00
Stock liabilities—			
Preferred stock.....	$1,364,591 49		
Common stock.....	496,011 58		
			1,860,603 07
Bills payable—			
For purchase of Narrow-gauge, payable from one to five years.....	$25,000 00		
For purchase of land.....	6,145 80		
For express equipment.....	6,170 18		
Loans (temporary).....	45,000 00		
			82,315 98
Sundry liabilities—			
Vouchers and pay rolls.....	$191,866 88		
Due connecting roads.....	15,101 44		
Due State and city tax account	13,377 14		
Louisville Railroad Transfer Co.'s funds in trust.....	15,750 30		
			236,095 76
Unpaid coupons.....			2,750 00
Coupons due July 1, 1880.....			104,500 00
Cumberland and Ohio Railroad construction fund.....			93,177 12
Receiver's unadjusted accounts.....			3,657 66
Balance from income account.....			241,567 28
Total, as above.....			$6,389,370 87

The income or profit and loss account for twelve months ending June 30, 1880, is as follows:

Operating expenses, State and city tax and rents.....		$742,217 48
Interest paid on bonds.....		263,282 04
Premium paid on $5,000 first mortgage bonds, canceled.....	$5,970 38	
Premiums and discount paid	3,066 92	
		9,037 30
Balance to credit of general account..		241,567 28
Total.....		$1,255,104 10
Gross earnings and profits on leased lines.....		$1,164,428 89
Balance general account, July 1, 1879.		91,680 21
Total, as above.....		$1,256,104 10

Railroads in South Africa.

We are indebted to E. B. Biggar, Esq., of Capetown, for the following interesting article upon Railroads, etc., in South Africa :

As American railroad cars and engines and railway plant are now finding their way abroad not only to Europe but to the Australian colonies it may be of interest to manufacturers in this important line of American commerce to note what has been and what is being done in the now progressive colonies of South Africa in the way of railroad enterprise. Especially will these facts be of interest when it can be shown that the railroads of South Africa are of such a character as to afford an easy introduction for cars of American manufacture, if not for railroad engines and plant. The first railroad undertaking in South Africa was begun in 1859 at Capetown, the metropolis of the British possessions there, and was opened to the town of Wellington, some 60 miles inland four years afterwards. About the same time a short line of some 20 miles was constructed at Port Natal leading to the Natal sugar plantations. At Capetown, in 1862, a small line of eight miles was commenced connecting the city with its suburbs towards Simon's Town. In the meantime the main line from Capetown was pushed on and through many natural obstacles to surmount which the road had at last to be reduced to a narrow gauge, was pushed over the Tulbagh and Hex River mountains by various stages until in February of this year it was opened to the town of Beaufort west 350 miles from Capetown. From this line there is a branch of 40 miles through the grain districts of Malmesbury, and a loop line taking in the town of Stellenbosch with its fruit and wine producing district. For the first hundred miles this main line runs through a level well settled and exceedingly fertile country, and then for a hundred miles through wild, majestic and rugged mountains, with gradients in many places marked one in 40, but probably more, and reaching a height of 1,000 feet above the sea. Then the road winds through low undulations of "Karoo" country, unproductive from its dryness, to Beaufort West. From here it is to be carried in a straight line to the Diamond Fields of Kimberley, over a generally level country of pastoral lands, thinly inhabited as yet. Within the last eight or ten years other railway undertakings have been prosecuted in other parts of the Cape Colony.

From Port Elizabeth, which is called the "Liverpool" of the Cape, a line runs northwest through a portion of the ostrich farming districts to the town of Graaff Reinet 200 miles inland. This

line, as well as the other roads about to be mentioned in the Cape, is, if my memory serves me right, a broad gauge line. It is to be carried forward to form a junction with the Capetown line to the Diamond Fields which are about 700 miles from these seaports. Another line runs from Port Elizabeth northeast and having a branch to Grahamstown, on old settled and wealthy district about 100 miles from the port, runs northward to Cradock, another rich ostrich farming tract about 200 miles or more inland. Another line is now open from East London, the eastern most port of the Cape, to Queenstown, about 150 miles north. These last two lines are to be prosecuted from their present termini through the northern districts of the colony and thence through the Free State to the Diamond Fields also. All these lines are to bring the seaports into direct connection not only with the rich diamond mines of Guiqualand West, but will draw down more quickly the native produce of the interior country, and bring civilized trade to the very borders of the rich tracts of Central Africa. Again in Natal a new line was begun in 1876 and is now about completed from the seaport to Pietermaritsburg, the capital, a distance by rail of 70 miles. This, a narrow gauge line, is to be continued at some future time towards the Transvaal territory, thus opening another route towards Central Africa. A railroad is also projected from Delagoa Bay, but that may be postponed indefinitely.

To sum up these remarks there are now in operation in South Africa about 1,000 miles of railroad, and the extensions to the Diamond Fields will increase this to two thousand. These extensions were brought before the Cape Parliament during its recent session—all the railroads in the colony being government enterprises—but apparently owing to the weakness of the present ministry in listening to the clamorings of local greed and local jealousy the whole scheme was postponed. As they must, however, shortly be continued, and a large amount of rolling stock required, the subject is well worth attention in this country, for the reasons hereafter given. In the first place there are no railroad workshops in the country beyond small repairing shops, and although some few carriages have been made in the colony there is not sufficient wood of the proper kind to produce them there at a reasonable rate. At present all the cars on all the lines are of English style, chiefly from Birmingham, and yet the character of the routes, with their stations far apart and roads in many regions requiring reduced speed and therefore long timed journeys, is such that once the American cars could be introduced they would be certain to be appreciated and generally adopted. They would be certain to be adopted not only on these accounts but on account of the climate as well. The weather being generally very warm and the stations far apart, great distress is often suffered, particularly by lady passengers, for want of drinking water and the other conveniences to be found on American railroads. The ill-suited style of the English cars is a frequent subject of complaint among the more traveled colonists, and some of the newspapers have frequently advocated a change of late. The only thing remaining in the way of the introduction of American cars is the natural prejudice of the engineers and managers in favor of the English system and style. This, as I remarked before, would be removed upon the superiority of the American cars being demonstrated by actual proof. The engines mostly in use in the colonies are the Fairley, but as to these and railroad plant generally it might be doubtful whether American work could successfully compete with the English, iron work being largely used for bridges and all other work as there is little liability to rust in the dry climate of Southern Africa. But whatever the difficulties in American trade in this branch here there can be none of any consequence in the way of a large trade in railway cars, and the subject is well worth the inquiry of men interested in this great branch of manufacture.

Note and Comment.

The National Board of Steam Navigation are now holding their ninth annual meeting at Norfolk, Virginia.

The Buffalo and Southwestern railroad, lately leased by the Erie, is to be attached to the western division of that road. J. S. Beggs will act as superintendent and C. A. Brown as assistant.

The board of public works of Jersey City tried last week to compel the Pennsylvania Railroad to lower their tracks to the street base but Judge Knapp will hear what the railroad has to say about it.

U. S. Receiver Price of the Brattleboro' Vt., bank says that the responsibility for the failure of the bank must rest in a great measure upon those senators and representatives of the State of Vermont at Washington who maintained in office an incompetent bank examiner.

Practically the only thing that the Joint Executive Committee of the trunk lines and their western connections, did at the last meeting was to adopt the following schedule for East-bound cotton, uncompressed, per 100 pounds, all rail, to New York, from the points named: Memphis, Tenn., 74 cents; Nashville, Tenn., 67; St. Louis, Mo., 66; Hannibal, Mo., 66; East St. Louis, Ill., 62; East Hannibal, Ill., 62; Cairo, Ill., 65; Evansville, Ind., 63; Louisville, Ky., 56; Jeffersonville, Ind., 56; New Albany, Ind., 56; Cincinnati, Ohio, 53. The rate per 100 pounds from Memphis, Tenn., to New York, by river and rail, was fixed at 72 cents, and then the report of the committee was adopted, and will go into effect on Sept. 7.

Philadelphia and Reading Railroad.

A movement is now on foot in Pittsburg to make a Western outlet for the Philadelphia and Reading railroad and to secure for that corporation a new source of trade. The general idea is to start at a convenient point on the Cumberland Valley railroad, which connects at Harrisburg with the Reading system of roads, and make by a course due west, Shade Gap in the Broad Top range. Dieter's Gap in the Allegheny mountains proper, towards Bloody run and Bradford, thence via Berlin, in Somerset county, down Indian creek into the Connellsville coal basin, where the line would meet either on the Youghiogheny, or the Monongahela, the extension of the Pittsburg and Lake Erie railroad. A short link from Shippensburg to the Western Maryland road would put the project in complete rapport with the splendid terminal facilities at Canton, below Baltimore, now used by the Northern Central railroad, thus securing tidewater connection with New York, Philadelphia and Baltimore. The amount of money required is estimated at between five and six millions of dollars.—[Pittsburg Post.

Legal Notes.

"Ignorance of the Law Excuses No One."

INSANE PERSONS.—JUDICIAL SALE.

A judicial sale of a lunatic's property will be valid though the statutory term be not complied with, for the notice is there required for the benefit of adversary parties. Mohr vs. Manierre. U. S. Supreme Ct. April, 1880.

MORTGAGES.—PAYMENTS.

The general rule is that payments made in an open running account are presumably to be applied to the extinguishment in the order of their dates; but where the earlier items of an account are secured by mortgage, and the later items unsecured, payments made after the expiration of the time for payment mentioned in the mortgage should be applied to the liquidation of the unsecured amount.

MORTGAGES.—TO SECURE FUTURE ADVANCES.

A mortgage given to secure future advances is valid, there being no present indebtedness subsisting at the time of its execution. Schuelenburg vs. Martin. U. S. Circuit Court, Kansas, June 14, 1880.

LIENS.

Liens given by State law can be enforced in admiralty and the court will follow the ruling of the district court of another State as to the construction of a State statute. White vs. The Cynthia. U. S. Circuit Court, E. D. New York, July 12, 1880.

EVIDENCE.

In an action for penalties and forfeitures the defendant cannot be compelled to *subpoena duces tecum* to produce books and plates to be used as evidence against himself.

COPYRIGHT.

A copyright secures the proprietor against copying by others of the original work, but does not confer upon him a monopoly in the intellectual conception which it expresses. Johnson vs. Donaldson. U. S. Circuit Court, S. D. New York, July 19, 1880.

VALIDITY OF PATENT.

On motion for an injunction in a suit upon a patent: *held*, that as the plaintiff proceeds on the ground that there is no license and that the defendant is at liberty to contest the validity of the patent. Mayo vs. Whitney. U. S. Circuit Court, S. D. New York, June 19, 1880.

INSURANCE.—TOTAL LOSS.

A policy of insurance upon a building is an insurance upon the building as such, and not upon the material of which it is composed. Whether a total loss occurred depends upon the question whether, after a fire, the thing insured still exists as a building, not whether the materials of which it is composed were physically destroyed. Williams vs. Hartford Fire Ins. Co. Supreme Court, California, March 29, 1880.

QUIT CLAIM DEED.—EFFECT IN PASSING TITLE.

A deed of release and quit claim will as effectually pass the title and the covenants running with the land, as a deed of bargain and sale, if the deed itself contains no words restricting its meaning. Brown vs. Banner Coal Co. Supreme Court, Illinois, June 17, 1880.

LIABILITY OF LANDLORD.

When portions of a building are let to different tenants and the landlord retains control of the general passage way and stairs, he may be liable to tenants for injuries received from want of repair therein, known to the landlord and not communicated to the tenant. Looney vs. McLean. Supreme Court, Mass., June, 1880.

CONTRACTS.—CONSIDERATION.

The agreement to undertake the claim is a consideration to support a contract for a percentage of the amount collected. Lawson vs. Bachman. N. Y. Ct. of Appeals, May, 1880.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,922,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,237,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May '80 4
Attleborough Branch..100	134,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*..100	960,000	J. & D	June'80 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa*.....50	1,159,600	Oct.-ber	Oct.'79 $1½
" pref.....50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J & D.	June '80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 76 2½
Central Ohio*.....50	*2,425,000	J. & J.	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific.....100	54,275,500	F. & A.	Aug. '80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'80 3
" " pref.....100	2,425,400	M. & S.	Sept.'80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Sept. 80 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi, Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '80 3
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	June'80 3
" pref.100	21,625,353	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Aug.'80 1½
Clin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Cleve., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	May '80 5
Concord and Porta.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv...1 0	2,175,700	F. & A.	Aug.'80 2
Connecticut River.....10.	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	July '80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*....100	1,584,400	quarterly	Aug.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor.....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.10	2,603,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*..... 50	1,309,200	J. & J.	July 80 3
East Mahanoy*.....50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga....100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,927,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & D.	June'80 2½
Ed River.....100	3,000,000	— & —	Sept.'80 4
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,000,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. prof..100	5,183,924	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	July '80 2
Illinois Central.....100	22,000,000	M. & S.	Sept.'80 1
Iowa Falls & Sioux City*100	4,625,000	quarterly	Aug. 80 1½
Iowa Railroad Land Co 100	7,620,000	quarterly	May '80 2
Io. Mo. & Mo. Northern, 2d	600,000	quarterly	May '80 1½
Jeffersonv., Mad. & Ind..100	600,000	quarterly	June'80 1½
Joliet and Chicago*.....100	1,500,200	quarterly	May '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	June'78 1
Kentucky Central.....100	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	Aug.'80 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug.'80 5
" " (guar.)100	633,500	F. & A.	July '80 2
Lawrence*.....50	420,000	quarterly	July '80 1
Lehigh Valley.....50	27,332,555	quarterly	July '80 2½
" " pref. 50	106,300	quarterly	June 80 2
Little Miami*.....50	5,871,450	quarterly	July 80 3½
Little Schuylkill*.....50	2,644,100	J. & J.	

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester .100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,266	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. '74 8
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	July '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,145,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 6
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Nia. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,088,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,000	quarterly	Aug.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7,000,000	quarterly	Aug.'80 4
Paterson and Hudson*.100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	July '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 50	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	578,050	J. & J.	July '80 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific prof..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	Jan. '79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '77 3
Summit Branch*..... 50	4,125,000	F. & A.	Aug.'79 2
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'80 4
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '78 4
Troy and Boston.....100	1,000,000	F. & A.	July '80 1½
Union Pacific 100	36,745,000	quarterly	July '80 2½
United Cos. of N. J*...100	20,490,400	quarterly	May '79 3
Utica, Chenango & S. V.100	4,000,000	M. & N.	Mar. '79 2
Utica and Black River...100	1,666,000	J. & J.	Apl. '80 3
Vermont and Mass 100	3,050,000	A. & O.	

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	321,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y.)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Phila.) 50	600.00e	A. & O.	Apl '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 5
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.&D.M.	Sept.'76 1½
Monongahela Navigat*..50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 80 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	6,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common....100	5,708,70[illegible]	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & L.F. L. & L. Co.100	800,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,056,000	quarterly	July '80 1½

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	6*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	" "	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	111
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	115½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	122
Special Mortgage to Penn.	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	108
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	32
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	114½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	116½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	95
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,016,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1880	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1863-'95	1,710,000	6	April & Oct.	"	1885	109½
Loan of 1856-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	463,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1883	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	...
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	104½
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	106½
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	41
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	117½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	123½
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	123
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	93½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	108½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	112½
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	108½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sk g fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	93½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	110½
Chattel Mortgage	299,850	6	May and Nov.	"	98-'99	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York	1901	...
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1899	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	95,000	7	April & Oct.	New York	1854	107½
1st Mort. (W. to Minn. Lin.)	34,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	...
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1890	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1859	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	109
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	84
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	108
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	112
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	103
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	107
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	13
2d Mort., Consol. (").	1,500,000	7	June & Dec.	"	1891	....
1st Mort. (Stan., Sheff. and Ch.'	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,000	8	May & Nov.	"	1902	43
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,900	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	68
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	122
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	112
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	553,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	123
Bonds of 1875, Sinking Fund...	416,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec.	Boston.	1903	127
1st Mort. (Dix., Peo. & Hannibal.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,500,000	3	Jan. & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes.						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500,000	2,200,000	8	Jan. & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1883	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	...
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	114
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1906	112
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	...
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	130
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	110
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1907	104
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,483,000	7	Jan. & July.	" "	1905	114
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	271,400	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	109
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	" "	1852	....
1st Mort. (Menominee River) ..	500,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	125
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	119
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	246,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	...
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	120
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	...
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	66,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	96
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108
2d Mortgage.....	538,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d) Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	90½
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	112
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage.....	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R)						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	114½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	120
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	106½
Des Moines and Ft. Dodge:						
1st Mortgage (ecrpon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1886	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,285,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1846	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	12½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	113½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1893	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	100
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1906	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	2884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	95
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	..
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	125
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	109½
3d Mortgage.....	4,852,000	7	" "	" "	1883	111
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	106½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	109½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	114½
1st Consol. Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	124
1st Consol. Mort. Coup. Bonds.	3,638,000	7*	" "	" "	1920	86½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	105½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & R.dag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		902	86
Construction Loan.....	280,400	8	Jan. & July.		1876	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	800,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremon: Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,092,000	7	Feb. & Aug.	New York.	1882	103½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	428,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	9	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	105
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.& W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	109
1st Mort. (Q. & Palm. R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1862	300,000	6	April & Oct.	Bost. & Best.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	106
1st Mortgage (Western Div.)	2,905,000	7*	" "	" "	189	106½
1st Mort. (Waco & N W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,500,500	7	May & Nov	"	....	95
Consolidated Mortgage	2,864,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	65
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	78
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1883	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	375,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. (I., L. & L. M.):						
1st Mortgage, guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,250,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (230 m.)	1,943,000	8	March & Sept.	" "	1891	106½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	6	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1896	....
Consolidated Mort. (260m.) conv.	887,000	7	March & Sept.	" "	1899	113
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L.L.& G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118
1st M.(3dD 244.66m.& 3,000,000m)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	109¼
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	...
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	124½
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	118
Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1892	..
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1890	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	3,534,000	7	April & Oct.	" "	1898	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1893	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,400,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg... }		6	" "	"	1898	119
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	130
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	113½
General Mort., registered.... }		6*	" "	"	1923	113½
Lewish., Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" " "	1905	101½
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al.)						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch).....	1,000,000	7	Mar. & Sept.	" "	1907	110
Consol. M. for $5,000,000(392 m.).	1,070,000	7	April & Oct.	" "	1898	117
Louisville Loan.....	850,000	6	" "	" "	'95-'97	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1898	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,490,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 000	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1899	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	90
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1895	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1898	93½
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	115
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	116½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	82½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	46½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1903	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1902	113½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1902	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	96
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1899	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1895	...
2d Mortgage.....	150,000	6	June & Dec.	"	1899	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1899	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1999	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1889	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1895	90
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'76	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1899	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated.						
1st Mortgage $ or £.....	8,403,000	6*	Jan. & July.	New York.	1908	100½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assu'd	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	124
1st Mort. (Mich. Air Line)assu'd	1,000,000	8	Jan. & July.	" "	1890	113½
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110½
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New York.	1898	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1900	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C.R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage...	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage...	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage...	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold...	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A...	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B...	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m...	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,845,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F..	349,000	7*	June & Dec.	" "	1903	...
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	66½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage...	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage...	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds...	33,500	8	" "	Savannah.	1887	...
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage...	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103
First Preferred Debentures.....	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	80
Second Preferred Debentures..	1,850,000	7		"		45½
Third Preferred Debentures...	600,000	7		"		34
Fourth Preferred Debentures..	900,000	7		"		36
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage...	750,000	7	.....	" "	....	....
Income Mortgage...	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage...	127,000	7	May & Nov.	New York.	1888	...
2d " ...	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	134
2d Mortgage guar...	3,000,000	7	Feb. & Aug	" "	1891	116
Convertible bonds...	384,000	7	Jan. & July.	" "	1900	103
Construction bonds...	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	114½
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	111½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	...
New Mortgage...	4,700,000	7	" "	"	1913	110
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1900	111
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103
Newark & New York (C. of N.J.).						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold..... ...	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage...	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimn.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage...	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage...	1 000,000	7	Jan. & July.	N. Y. & N. H.	1900	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage...	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage...	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage...	2,000,000	7	May & Nov.	New York	1889	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000 000.....	5,200,000	7	April & Oct.	"	1905	....
Income Mortgage...	750,000	7	" "		1891	....
New Jersey Wm. Line						
1st Mort. gold for $2,000 000....	1,300,000	7	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage...	300,000	6	April & Oct.	New York.	1885	101½
2d Mortgage...	500,000	7	June and Dec.		1902	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O. St.L. & C.):	$					
1st Mortgage...	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106½
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	108½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	110½
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	150
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	...
New York Elevated:						
1st Mortgage...	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage...	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000...	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	...
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage...	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage...	157,000	7	" "	" "	1877	....
2d Mortgage...	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage...	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage...	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage...	232,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage...	3,000,000	7	Jan. & July.	New York.	1895	118
North Pennsylvania:						
1st Mortgage...	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage...	1,500,000	7	May & Nov.		1896	115
General Mortgage...	2 035,000	7	Jan. & July.		1903	114
North Shore (Flush., N.S. & Cent):						
1st Mortgage...	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,800,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	116
Mortgage coupon.....	2,500,000	6*	Jan. & July.	Baltimore.	1900	111½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	108½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	" "	Baltimore.	1926	90
Second General Mort. coupon..	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage...	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & K.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage...	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage....	3,475,000	7	" "	" "	1898	117½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	118
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	...
1st Mort. (Springfield Division.)	1,916,000	7	May & Nov.	" "	1905	101
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	266,500	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	102½
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	...
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	...
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108
2d Mortgage sinking fund	2,656,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	...
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (T W & W)						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Rights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	120
General Mortgage, registered		6	" "	"	1910	120
Consolidated Mortgage	28,301,540	6*	Jan. & July.	London.	1905	116
State lien for $1,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,250,000	6	J. A. J. & O.	"	1907	106½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	119,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.)						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	113½
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	...
Philadelphia and Reading:						
Loan of 1868, debentures	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-46 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871. { Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	113½
Consolidated Mortgage June 1, 1871. { Dollar registered	3,339,000	7	" "	"	1911	114½
Consolidated Mortgage June 1, 1871. { Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	104½
Consolidated Mortgage June 1, 1871. { Gold or stg reg.	663,000	6*	" "	" "	1911	104½
Consolidated Mortgage June 1, 1871. { Dollar coupon	305,000	6*	" "	Philadelphia.	1911	102½
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9,364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S. F. ($60,000,000)	19,686,000	6*	Jan. & July	" "	1908	66½
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	52
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000.	13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	71
Funding Income	315,933	7	" "	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	...
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	117½
Consolidated 2d Mortgage	2,600,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135½
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	129
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July	Baltimore.	1898	117
1st Mort. (Turtle Cr. Div. 10½ m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,865,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1890	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	496,000	4½	June & Dec	Boston.	1937	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St. Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	...
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1890	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,237	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	7½	Jan. & July.	New York.	1920	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Stg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	61½
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1893	65
General Mortgage	1,500,000	6	May & Nov.	"	1901	51½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lowey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M. (W. D) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	106
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	106
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	104
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	106
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	118
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H. & I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	115
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	94
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	78
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1891	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hartf.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,627,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	98
3d preferred bonds	452,800	6	" "	" "	'84-'90	91
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	800,000	7*	March & Sept.	"	1882	109
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	69
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1890	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	360,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1891	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	135
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,700,225	7	July.	N. Y. & Phil.	1915	67
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	102
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	101
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	103
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1879	105
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	105
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	105
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	103
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	121
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	115
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	120
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	....
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & R.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	91
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	109
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	109
3d Mort. " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " ")	700,000	8	March & Sept.	"	1880	53
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	211,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $9,30.,.11	256,500	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	120
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1851	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	109
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	108
2d Mortgage preferred.....	600,000	6	" "	"	1895	101
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	108
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	115
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1867	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1800	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	102
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1861	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	112
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,719,000	7	Jan. and July.	New York.	1887	109
2d Mortgage $12,000 p. m.....	1,610,000	7	May and Nov.	" "	1907	116
Extension mortgage bonds.....	4,225,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,800	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1861	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	75
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	106
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	114
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	116
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	107
1st Mortgage, registered	5,381,953	6	J. A. J. & O.	"	1884	107
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	106
Consolidated Mortgage.....	1,116,000	7	" "	"	1911	104
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1890	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	..
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	85
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	....
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	70
Improvement bonds.....	260,000	6	May and Nov.	"	1930	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,211,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	824,810	6	" "	"	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1874	....
2d Mortgage.....	296,000	6	" "	"	1881	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Companies.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Dec. 31, 1878	Alabama Central	106.0	—	4.2	—	13	8	3	90	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	Alabama and Gt. Southern. Ala. Miss. &c.	290.0	—	15.4	—	21	15	6	388	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	Albany and Susq. †(D. & H.)..New York.	142.6	—	37.2	—	51	25	14	2,160	7,374,745	1,698,693	846,023	.....	3,500,000	6,045,000	373,461	—	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	111
Dec. 31, 1878	Allegheny Valley†.....Pennsylvania.	242.0	17.5	68.0	—	78	28	17	1,985	21,711,734	2,413,868	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	Arkansas Midland †(3 ft.).....Arkansas.	48.0	—	4.0	92.0	4	2	1	31	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	62.6	—	†6.2	—	—	—	—	—	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,523	271,658	102,650	—	50	....
Dec. 31, 1878	Atchison and Nebraska.....Kan. & Neb.	142.1	12.1	—	—	10	6	3	361	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,068	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80
Dec. 31, 1878	*Atchison, Topeka and Santa Fe*.....Kansas.	470.4	—	41.6	—	80	41	19	1,806	23,854,000	*	1,130,481	664,993	8,616,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,096	3,950,868	2,035,676	—	100	119
June 30, 1879	Atlanta and West Point .....Georgia.	80.7	—	4.5	—	21	5	5	162	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	Atlantic and Great West. N.Y. Penn. & O.	387.5	35.8	219.0	—	166	40	32	2,591	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,587	—	512.0	4,356,182	919,064	2,662,839	3,745,207	675,849	—	100	....
Dec. 31, 1878	Atlantic and Gulf †.. Georgia & Florida.	237.0	113.2	17.9	—	26	19	8	379	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	Atlantic, Mississippi and Ohio†..Virginia.	408.0	20.0	34.7	100.0	84	29	17	895	19,396,206	*	7,052,965	2,051,625	7,121,900	14,965,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706,964	—	100	....
Dec. 31, 1878	Atlantic and St. Lawrence. Me., N.H. & Vt.	149.5	—	28.0	—	—	—	—	—	3,484,000	—	.....	.....	5,000,000	3,484,000	268,359	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	Augusta and Savannah.....Ga.	53.0	—	5.6	—	—	—	—	—	723,000	—	.....	.....	723,000	.....	.....	.....	53.0	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	Baltimore and Ohio †.....Md. & W. Va.	379.0	56.0	456.5	—	560	229	185	11414	38,042,577	12,116,238	57,305,282	3,031,492	18,277,309	37,670,360	5,319,729	37,111,919	557.8	8,303,055	.....	.....	8,563,357	4,039,612	8	100	176
Sept. 30, 1878	Washington Branch † .....Maryland.	31.0	—	37.3	—	—	—	—	—	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	Parkersburg Branch..... W. Virginia.	104.0	—	26.0	—	—	—	—	—	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,746	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	Baltimore and Ohio and Chicago. O., I. & Ill.	262.6	—	38.9	—	—	—	—	—	8,854,271	—	.....	.....	1,508,460	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,659	429,548	—	50	....
Dec. 31, 1878	Baltimore and Potomac.....Maryland.	24.4	65.8	18.6	—	25	47	6	268	8,403,786	696,010	37,838	64,038	3,533,250	6,500,000	288,365	—	90.2	571,460	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	Bath and Hammondsport (3 ft.).....N. Y.	9.6	—	1.0	—	2	3	1	6	131,906	—	.....	.....	75,250	38,000	1,500	—	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	Belleville & So. Illinois (St. L., A. & T. H.) Ill.	56.4	—	4.4	—	—	—	—	—	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,890	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	Bell's Gap (3 ft.).....Penn.	8.3	—	1.3	10.0	2	2	—	3	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,606	41,570	22,145	—	50	....
Dec. 31, 1878	Belvidere Delaware (Penn. Co.).....N. J.	67.6	1.1	52.2	—	43	28	13	950	3,115,867	1,130,788	.....	.....	994,050	3,444,500	157,324	.....	68.8	.....	.....	.....	639,034	182,755	—	100	....
Dec. 31, 1878	Bennington and Rutland.....Vt.	54.0	5.0	5.2	—	10	6	5	161	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,271	(9) mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	Boston and Albany..... Mass. & N. York.	201.6	48.0	173.6	—	248	184	55	4,907	24,368,716	3,145,400	2,433,360	956,304	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	150
Sept. 30, 1878	Boston, Barre and Gardner.....Mass.	36.5	—	6.3	—	7	7	4	87	1,347,404	155,962	1,162	82,101	869,002	554,300	263,133	—	52.5	135,063	104,762	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	Boston, Clinton, Fitchb. & New B..Mass.	91.0	34.5	36.5	—	39	54	27	1,084	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.0	766,719	688,488	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	Boston, Concord and Montreal .....N. H.	93.8	72.3	19.0	17.0	39	27	16	572	4,319,000	*	380,905	222,687	1,800,000	2,627,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	....
Sept. 30, 1878	Boston and Lowell.....Mass.	26.7	19.2	52.7	—	44	64	22	1,152	4,587,374	434,374	1,469,337	88,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	507,873	2	500	91
Sept. 30, 1878	Boston and Maine.....Mass., N. H. & Me.	115.5	11.0	107.5	—	77	133	32	1,690	9,513,216	1,242,230	1,040,044	203,359	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	134
Sept. 30, 1878	Boston and New York Air Line.....Conn.	50.0	—	4.4	—	9	11	5	140	3,522,798	*	9,164	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	47
Sept. 30, 1878	Boston and Providence.....Mass. & R. I.	44.0	19.7	42.5	—	46	97	17	642	4,490,774	207,400	698,898	144,393	4,000,000	800,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	368,490	6	100	139
Sept. 30, 1878	Boston, Revere Beach & Lynn (3 ft.) Mass.	8 8	—	1.5	—	6	23	—	15	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	106
Dec. 31, 1878	Brunswick and Albany †.....Ga.	172.0	—	8.6	—	13	12	6	142	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	Buff., Bradford and Pittsb. N. Y. & Penn.	25.9	—	6.6	—	—	—	—	—	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	Buff., N. Y. & Erie. (N. Y., L. E. & W.). N. Y.	139.9	—	183.7	—	—	—	—	—	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	Buff., New York and Philadelphia..Penn.	120.5	—	18.3	—	25	15	5	1,049	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	139,122	599,265	864,419	450,750	—	100	....
Sept. 30, 1878	Buffalo and Southwestern....New York.	67.3	—	6.5	—	9	9	2	136	2,558,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	Burl., Cedar Rapids and Northern..Iowa.	262.6	183.1	30.0	22.0	37	24	5	1,081	11,783,770	344,016	150,000	263,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	66
Dec. 31, 1878	*Burlington and Missouri River in Nebraska.*	190.7	—	40.5	—	29	23	5	1,230	20,541,852	*	60,449	2,000 377	9,390,900	10,953,300	1,776,111	502,467	416.2	469,122	168,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	Burlington and Northwestern (3 ft.)...Ia.	19.8	—	1.3	—	2	1	—	39	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,246	—	100	....
June 30, 1878	Burlington and Southwestern.....Iowa.	142.3	—	4.8	—	6	3	2	103	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	—	142.3	233,048	.....	.....	187,955	df. 9,129	—	100	35
Dec. 31, 1878	Cairo and St Louis (3 ft.)..... Ill.	146.5	—	7.3	—	19	11	3	389	7,828,520	*	.....	.....	4,465,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,889	df. 9,917	—	100	....
Dec. 31, 1878	Cairo and Vincennes .....Illinois & Ind.	157.0	—	9.5	—	—	—	—	—	7,624,300	—	.....	.....	2,624,300	5,000,000	228,171	.....	157.0	.....	.....	.....	232,352	3,522	—	100	....
Dec. 31, 1878	California Pacific (C. P.).....California.	60.2	53.0	19.2	—	12	16	6	198	18,800,673	391,014	131,150	390,890	12,000,000	6,350,000	1,496,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	Camden and Atlantic.....New Jersey.	60.0	7.0	11.2	—	13	60	9	134	1,919,649	540,935	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	Canada Central..... .....Canada.	72.5	86.5	6.7	—	12	10	4	208	3,378,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	43,388	60,231	283,865	76,691	—	100	....
June 30, 1878	Canada Southern..... .....Canada.	29.2	69.0	61.6	—	42	25	17	2,035	22,829,453	*	4,915,025	164,534	15,000,000	11,511,843	1,012,263	294,965	226.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	61
Mar. 31, 1879	Carolina Central.....N. C.	242.0	—	12.3	—	22	17	6	278	10,262,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	Catawissa (Phila. and Reading).....Penn.	92.6	—	4.5	—	—	—	—	—	6,206,668	—	.....	.....	4,359,500	1,802,350	....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	Cedar Falls and Minnesota (Ill. C.)..Iowa.	75.6	—	8.0	—	—	—	—	—	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	19
Dec. 31, 1878	*Cedar Rapids and Mo. Riv.* (C. & N. W.). Ia.	271.6	—	13.9	—	—	—	—	—	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	133
Sept. 30, 1878	Central, of Georgia.....Georgia.	294 5	—	27.0	—	116	90	32	1,697	7,800,000	*	3,581,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2	100	....
Dec. 31, 1878	Central, of Iowa.....Iowa.	189.1	—	19.3	—	24	9	7	630	9,726,624	*	.....	.....	4,921,055	4,325,000	180,546	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	Central of New Jersey.....New Jersey.	73.4	56.9	188.9	—	253	220	64	18762	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	76
Dec. 31, 1878	*Central Branch, Union Pacific*.....Kan.	100.0	—	5.6	—	6	6	3	127	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	Central Ohio (B. & O.)..... Ohio.	187.3	—	36.2	—	31	19	8	341	4,937,963	425,557	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	91
Dec. 31, 1878	*Central Pacific*†.....Cal. Nev. & Utah.	882.8	330.4	109.4	—	227	326	51	4,262	134,650,598	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,290,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	3,744,740	—	100	76
Sept. 30, 1878	Charlotte, Col. & Augusta..N. C. & S. C.	195.0	—	13.0	—	22	17	8	218	5,182,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,580	195.0	415,253	58,570	97,948	441,857	152,228	—	100	....
Sept. 30, 1878	Chesapeake and Ohio.....Va. & W. Va.	427.8	6.8	77.6	—	76	34	16	2,150	34,496,195	2,975,421	108,602	486,035	15,950,402	28,258,820	2,127,589	—	435.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	18
Sept. 30, 1878	Cheshire..... .....N. H. & Mass.	53.6	—	14.0	—	31	22	10	417	2,395,229	322,266	177,285	145,719	2,153,300	825,500	26,312	24.427	53.6	557,659	124,321	419,300	527,586	123,885	1pf	100	54
Dec. 31, 1878	Chicago and Alton.....Illinois.	243.5	121.9	129.0	—	160	75	28	3,281	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	115
Dec. 31, 1878	Chicago, Burlington & Quincy.....Ill. & Ia.	486.5	1,117	455.8	109.6	341	131	70	9,419	65,146,212	*	1,592,685	3,327,446	27,956,816	27,058,725	13,283,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	138
June 30, 187	Chicago, Clinton, Dub. & Minn. Io. & Minn.	64.0	43.6	191.6	—	12	9	4	418	6,636,102	*	.....	.....	6,156,600	.....	250,334	.....	221.6	313,592	87,572	236,938	538,595	260,947	—	100	79
Dec. 31, 1878	Chic., Det. & Can. Grand Junction. Mich.	50.3	—	13.1	—	19	17	4	—	2,073,985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	Chicago and Eastern Illinois...Ill. & Ind.	108.4	24.0	25.0	—	28	6	8	1,226	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	99
May 31, 1879	Chicago, Iowa and Nebraska (C. & N. W.). Ia.	52.4	—	27.6	—	—	—	—	—	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	.....	1,454,765	545,537	10	100	134
Dec. 31, 1878	Chicago, Milwaukee & St. Paul. Wis. I. & M.	831.3	581.0	182.6	122.0	226	121	67	5,229	58,755,184	*	2,848,298	1,480,429	27,683,744	32,088,500	791,593	2,820,074	1,585.8	5 991,705	1,412,663	1,955,699	8,451,768	3,859,454	7pf	100	89
May 31, 1879	Chicago & Northwestern. Ill. Wis. & Mich.	1,200	—	326.7	149.5	350	184	86	9,220	72,373,029	*	3,977,992	2,334,069	36,514,220	34,588,000	3,241,088	4,342,772	1,616.5	11,123,636	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	102
Mar. 31, 1879	Chicago, Rock Island & Pacific. Ill. & Iowa.	500.2	222.0	161.7	39.0	259	110	37	5,657	34,558,540	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,126.0	7,546,000	1,500,000	2,286,270	9,409,833	4,329,961	10	100	114
Dec 31, 1878	Chic., St. Louis & N. O. Ky., T., M. & La.	549.0	22.6	60.0	—	100	34	26	1,703	25,911,501	—	.....	.....	8,663,850	17,247,851	120,695	.....	571.6	1,318,819	227,184	[436,158]	2,819,019	318,723	—	100	40

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(Dec. 31, '78.) Figures occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Date ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484.3	671 6	—	495	178	86	10282	L. S. & Mich. S.N.Y.,P.,O.,Mich.,Ind.& Ill.	68,866,854	14,378,709	5,510,852	3,429,037	80 000.000	37,024,000	1,925,820	3,246,132	1,176.8	8,767,042	2,746,032	6,098,445	13,979,766	5,969,501	—	100	107¶
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.).Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,802,956	—	16,035,233	1,178,753	11,193,550	15,619,276	1,616,813	2,587,304	202.9	1,420,382	358,536	275,994	1,874,058	961,579	—	50	....
Nov 30, 1878	161.0	192.3	346.6	—	235	72	36	....	Lehigh Valley.....Pa.	14,647,081	2,282,317	22,784,411	2,360,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,398	807,482	7,676,955	5,582,738	3,075,811	4	50	104
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,875	*	490,632	27,121	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,223,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	8,000,000	*	.....	.....	5.000,000	3.000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	53¶
Sept. 30, 1878	64.9	—	68.0	—	65	152	15	381	Long Island ¶ .....N. Y.	6,242,608	*	.....	.....	3,280,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	101.5	63.0	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)....Mo.	3,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10¶
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington.Ky.	5,772,640	*	94,988	144,182	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,083	294,160	—	100	..
Jun. 30, 1878	185.0	280.6	98.8	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	7,500,120	803,930	9,007,819	17,400,722	2,5e2,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	128
Dec. 31, 1878	288.8	—	26.0	—	22	12	8	459	Louisville, N. Albany & Chicago....Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	88.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1.373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	187.3	87.9	188 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	*	2 584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,545,798	266,980	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland...Ohio.	3,530,000	*	200,000	3 844	.....	3,530,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	50	..
Dec. 31, 1878	63.1	25.4	20.4	—	30	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742 200	102.586	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	18
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4.220.000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	31
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2.850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n...T. & Ky.	(No report	*	since re	organiza tion.)	.....	.....	.....	.....	115.0	156,468	.....	.....	203,671	€3,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,938	*	6,159,161	345,178	18,788,204	13,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,737	6,872,094	2,707,353	4	100	95¶
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	182,088	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	2.000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	336,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	138,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324.445	.....	100.0	187,457	.....	.....	378,780	176,985	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,149	*	.....	308,672	1,457.223	1,800,000	329,969	559,678	85.0	116,920	29,000	105,000	98,827	3,125	—	100	36¶
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M.K.& Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,692	348,438	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800.000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,448	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery .....Alabama.	3,166,261	557,454	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.8	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,128,865	*	2,437,577	859,751	5,320,000	15,484,249	719.739	.....	528.6	1,166,773	232,037	186,638	2,098,500	279,3:1	—	100	23¶
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,999	*	49,967	77,273	1,149,354	1,810.000	1,129,688	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,469	Morris and Essex ..... New Jersey.	17,710,791	12,144.240	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	109¶
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell.....N.H.& Mass.	948,146	201,638	.....	257,163	800,000	200,000	.....	.....	53 7	424,629	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	216,188	48.8	.....	.....	90,764	95,932	45,276	5	100	59
Jun. 30, 1878	321.0	132.5	48.1	—	47	28	16	1,030	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,097,296	*	679,152	329,726	6.575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	70
Jun. 30, 1878	122.8	—	13.8	—	—	—	—	—	Nashv. & Decatur (L.& N.)...Tenn.& Ala.	3,747,557	—	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.3	356.841	77,766	425,257	737.756	337,644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	93	Naugatuck .....Connecticut.	1,928,845	254,087	108.797	57,969	2,000,000	.....	20,396	309,002	61.2	286,538	274,412	178,203	493.470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,956	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50.749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3½).....New Br.	2,021,000	—	.....	.....	200,000	1,772,000	99,000	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle& Beaver Val.(Penn. Co.)...Pa.	834,083	—	55.358	52,472	605,000	—	881	336,032	14.9	193,381	130,508	952,560	268,148	126,789	24	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp.Conn. & Mass.	4,005,261	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,762	109.3	364,773	268,243	273.437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470.455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile..La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	181,489	161,046	672,986	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	—	.....	126,058	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept.30, 1878	441.7	298.4	1,389	—	596	470	213	—	New York Central & Hudson River.N.Y.	82,168,689	17,736,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	1,018.3	5,998 041	8,927,565	7,695,413	26,405,017	10,269,040	8	100	130¶
Sept.30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N.Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept.30, 1878	126.9	—	60.7	—	—	951	—	—	N. Y. and Harlem (N.Y.C.&H.R.)N.Y.	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in		Lessees r	eturns.	.....	.....	8	100	200
Sept.30, 1878	5.5	—	5.5	—	—	—	—	—	City Line.....									5.5				748,964	427.326	3		
Sept. 30, 1878	460.0	96.5	1.179	—	476	311	96	11656	N. Y., Lake Erie & Western. N. Y. &Pa.	118,049,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	16,716,231	4,896,327	6,150,468	15,644,978	5,009.114	—	100	39¶
Sept.26, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,056,871	16,740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	65	13	319	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,852	1,731,635	435,867	1,096,287	197,890	—	100	28¶
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	—	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	166
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston..Conn.& R.I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133¶
Sept. 30, 1878	98.5	5.5	———	———	———	———	———	———	Niagara Br. & Canan. (NYC&HR.).N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	60.000	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) .....N.C.	4,933,778	—	466,223	59,020	4,000,000	293,500	185,742	1,024,719	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	92.0	—	8.1	—	13	13	5	—	Northeastern ¶ ..... S. C.	2,148,131	*	47,317	47,417	899.350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern .....New Hampshire.	3,068,400	*	387,960	498,637	5,068,400	100	396,617	484,880	8.9	452,301	141,209	401,922	426,874	107,372	5	100	100
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	532	Northern Central .....Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,986,668	1,380,393	5,903,371	3,723,456	1,118,960	—	50	77¶
Aug. 31, 1878	449.0	136.5	26.0	180.0	48	22	24	6,296	Northern Pacific...Minn .Dak.,Wash.&c.	19,588,650	1,115,373	130,694 587	120,347	100,000,000	.....	50,348,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	30¶
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,396	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,208	4,619,687	251,639	4,264,450	6,000,000	2,041,555	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	97
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	1,143	Norwich & Worcester..... Ct.&Mass.	3,205,436	179,751	276,087	223,630	2,604,400	400,000	81.928	845,525	66.4	407,889	335,000	403.094	666,883	269,778	10	100	138
Dec. 31, 1878	118.0	4.0	14.0	—	34	15	6	573	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	24¶
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	960	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,787	24.030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	35¶
Sept. 30, 1878	249.4	62.4	76.3	—	72	168	27	2,510	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,950,023	631,190	2,077,616	703,278	6	100	116¶
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	1,311	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	35.0	—	15.6	—	14	13	6	286	Oswego and Syracuse.....N.Y.	1,762,540	*	.....	.....	1,320,460	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,882	9	100	....
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown.....Ky.	4.277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24.921	152,478	2,114,859	1,569,515	12	100	191
Dec. 31, 1878	67.4	—	7	—	—	—	—	128	Pekin Line. and Decatur..... ....Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,885	—	100	....

| | | |

Iron and Steel.

According to the report of the United States Bureau of Statistics, the following table shows the stocks of foreign iron of all descriptions and steel rails remaining in bonded warehouse in the United States at the end of the fiscal year June 30, 1880.

	At New York.	Other Ports.	Total U. S.
Pig iron tons	79,545	80,189	150,734
Bar iron	1,420	13,111	14,531
Band, hoop & scroll iron	1,370	2,061	3,431
Iron rails	29,314	3,964	33,278
Sheet iron	776	278	1,054
Scrap iron and old rails	96,501	25,064	121,564
Steel rails	9,453	3,147	12,600
Total	218,379	127,813	346,192
Invoiced value	$5,750,429	$3,152,709	$8,912,138
Add $10 per ton for duty, freight &c.	2,183,790	1,328,130	3,511,920
Apparent gross value	$7,943,219	$4,480,839	$12,424,058

Public Debt of the United States.

The following is a recapitulation of the public debt statement issued September 1, 1880:

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$229,440,150 00	
Bonds at 5 per cent	480,410,250 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,241,350 00	
Refunding certificates	1,106,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,713,198,400 00	$15,672,400 80
Debt on which interest has ceased since maturity	6,128,035 26	771,412 11
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,896 00	
Certificates of deposit	11,300,000 00	
Coin and Silver Certificates	20,835,940 00	
Fractional currency	7,181,995 37	
	$386,059,831 27	
Unclaimed interest		7,327 03
	$2,105,386,266 63	$15,851,139 94
Total debt, principal and interest to date, including interest due and unpaid		$2,121,237,406 57

AMOUNT IN TREASURY.

Interest due and unpaid	$2,964,803 76
Debt on which interest has ceased	6,128,035 26
Interest thereon	771,412 11
Gold and silver certificates	20,835,940 00
U S Notes held for redemption of certificates of deposit	11,300,000 00
Cash balance available Sept. 1, 1880	154,668,141 10
	$196,369,332 23
Debt, less amount in Treasury, Sept. 1, 1880	$1,924,869,074 34
Debt, less amount in Treasury, on the 1st ult.	1,936,896,241 92
Decrease of debt during the month	$12,027,167 59
Decrease of debt since June 30, 1880	$17,603,221 00

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64	1,628,320 00	16,282 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,643,333 04; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,291,329 39.

☞ The Ohio and West Virginia Railroad is now open for freight and passenger business between Columbus and Gallipolis.

☞ Farish and Randolph, contractors, have commenced work on the Richmond and Alleghany railroad on the sections between the mouth of North river and Buchanan, Va.

British Agricultural Returns.

James Caird, the eminent agricultural authority, writes to the London Times that agricultural returns from Great Britain and Ireland show, as compared with 1879, a slight increase in the acreage of wheat, a decrease of 7½ per cent in that of barley, an increase of 5 per cent in that of oats, and scarcely any change in that of potatoes. The quality and yield of wheat will be so greatly superior that if the present splendid harvest weather continues a fortnight longer we may reckon on a crop of from three to four million quarters, or nearly two months consumption better than in 1879. Potatoes promise favorably. The dry, clear weather will, it may be reasonably hoped, go far to check further progress of disease. Grass and green crops, except mangold, are abundant. The first hay crop was light and much damaged by rain, but it will be largely supplemented by a heavy second crop. Cattle are deficient to the extent of 90,000 head, and sheep nearly two millions, or 5½ per cent, in consequence of rot resulting from the excessive wet of the last season.

☞ The Costa Rica government has formally protested against "the validity of the contract for the construction of an interoceanic canal concluded in Managua, the capital of Nicaragua, May 25th last." It does not protest because the material interests of the country would suffer by the completion of the work, but believes the signing of such a contract without the previous consent of Costa Rica "is an offense against the honor and dignity of the nation." This protest is dated June 28, and is answered by Nicaragua July 23 by a denial of Costa Rica's claims. Costa Rica claimed equal interest and a common right with Nicaragua to the free use of the San Juan river and harbor, and the treaty between them provided, under certain circumstances, that Nicaragua should grant no concessions for canal construction without previous consultation with Costa Rica.

☞ The Post Office Department has ordered the transportation of United States mails over the recently completed portion of the Southern Pacific Railroad from Yuma to Benson, Arizona, a distance of 300 miles. This completes a continuous route of mail transportation by rail from San Francisco through the entire length of the State of California and nearly across the southern portion of Arizona, a distance of over 1,000 miles. The transportation of the mails over the Arizona end of the route will begin on the 20th of September, and will be the first railroad mail service ever performed in the Territory.

☞ The sale at Philadelphia of the Galveston, Brazos and Texas narrow gauge railroad, which was to have taken place on the 24th ult., has been postponed until Nov. 30.

☞ The annual meeting of passenger agents will be held in Baltimore on the 8th of September.

☞ J. A. Banner has been appointed Superintendent of the Pittsburgh and Western Railroad.

☞ The survey of the Annapolis and Baltimore Short Line Railroad has been completed.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 31.

	W. 25	Th. 26	F. 27	Sa' 28	M. 30	Tu. 31.
Alleghany Val. 7 3-10s	....	....	122	....	....	....
7s, Income	....	....	....	....	....	....
Camden & Am. 6s, 1885	105½	....	....	....	....	32
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	31	31½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	108½	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	46	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	31½	31½	32½	32½	31½	32
6s, 1884	....	101½	....	....	....	....
Gold Loan	....	....	100½	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	104½	104½
Lehigh Valley	53½	53½	53½	53½	53½	53½
1st mort. 6s, coupon	118	....	....	....	....	....
1st mort. 6s, reg	119	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	47	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	48½	48½	48½	48½	48	48
1st mortgage 6s	....	108	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	38½	38½	38½	38½	38	37½
6s	85	87½	88	....	....	90
Northern Pacific	30½	30½	30½	30½	29½	29½
Preferred	....	53½	....	53½	53	53½
Pennsylvania R. R.	58½	58½	58½	58½	58½	58½
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	120	....	....	....	119½
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	116	....	116	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	106	106½	....	....	....
do. 5s, new	115	....	....	....	....	114½
do. 4s	....	....	....	....	....	....
Phila. and Reading	11½	11½	11½	11½	11½	11½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	114	....	....	....	....	113½
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	67½	66½	....	....	....	....
Philadelphia and Erie	15½	15½	15	....	....	....
1st mortgage, 6s	104	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Ruff.	12½	12½	12½	12½	12½	....
7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	169	....	....	....	....	168½
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 31.

	W. 25	Th 26.	F. 27.	Sat. 28.	M. 30.	Tu. 31.
Baltimore and Ohio	176½	175	175½	176	....	176½
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	46½	....	....	....	....
1st mortgage	....	....	....	112½	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	115	....	115½	....	....	....
2d mortgage, 7s	80	....	79½	....	81½	83
3d mortgage, 8s	45	45½	45½	43½	44½	46
Northern Central ($50)	38½	38	38	....	....	....
3d mortgage, 6s 1885	108½	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	108½	....	....	....	....	....
Orange and Alex. 1st	100	100	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	95	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	89	....	90½	91	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	58½	59	58½	58½	58½	59
Consol. Coupons	90½	90½	90½	90½	90½	90½
10-40 bonds	41½	42½	41½	....	41½	42
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	9½	....	....	9½
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	110	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	38	38	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 1.

	Th.26	F.27	Sat.28	M.30	Tu.31	W.1
Adams Express	116	115	....	....	....	117
Albany and Susq.	111	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	111	....	....	....	....	....
American Express	58½	....	57½	58	....	....
Atlantic & Pacific Tel.	44	44	42½	....	45	....
Burl., C.R. & Nor.	67½	....	....	....	....	65
1st mortgage 5s	93½	93½	94	93½	93½	93
Canada Southern	62	....	58½	60	60	....
1st mortgage guar.	93	92½	92½	93	....	93½
Central of N. Jersey	76½	76½	75½	75½	76½	75½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	109	108½	....	....	108½	109
7s, convertible, ass.	107½	107½	....	....	107½	107½
7s, Income	....	....	....	84	....	84
Adjustment	....	111	109	109	....	....
Central Pacific	75	74½	....	73½	74½	74½
6s, gold	112	112½	112	112	112½	112
1st M. (San Joaquin)	....	....	....	107½	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	....	19½	18½	18½	18½	18½
Chicago and Alton	....	....	115½	115½	116	....
Preferred	....	126½	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	132	132½	132	134½	139½	138½
7s Consol, 1903	....	....	....	124½	....	....
Chic., Mil. and St. Paul	87½	88	87½	87½	88½	88
Preferred	....	....	109½	109	....	109½
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	116	....	....	....	....	....
7s, gold	....	....	118	....	....	....
1st M. (La Crosse div.	114	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	112	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	113½	....	....	114½	....
Chic. & Northwestern.	99½	100½	99½	99½	99½	99½
Preferred	....	120	120	117½	119	119
1st mortgage	109	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	....	119	....	119	119	....
Do. reg.	....	....	....	....	....	119
Chic., Rock Isl. & Pac.	114½	114½	114½	114½	114½	114½
6s, 1917, c.	....	120	....	....	....	....
Clev., Col., C. and Ind.	70½	....	71	....	....	71½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar.	....	....	124½	124½	124	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	18	19½	18½	18½	18½	19½
1st mortgage	....	....	91	90	....	90½
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	84½	85½	85½	84½	84½	84
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	106½	....	....	....	....
7s, 1894	116	....	....	....	....	....
Del., Lack. & Western.	90½	91½	88	89½	89½	89½
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	106½	....	....	....	106½	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	124½	....	....	124½	124	....
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	39½	41½	41½	41½	41½	43
Preferred	82½	85	83½	84½	84	85½
8s, Convertible	....	....	....	....	112	108x
Houston & Tex. Cent.	....	61½	60	....	....	....
1st Mortgage	....	....	....	108	108	....
Illinois Central	112½	111½	111½	112	112½	112
Lake Shore & Mich So.	107½	107½	106½	106½	108½	106½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	118	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	129½	130	131	130	132	131½
7s, Consolidated	....	....	....	....	....	....
Manhattan	27½	27½	28	27½	27½	27½
Metropolitan Elevated	91	89	89½	89	....	90
1st Mortgage	100½	....	100½	100	....	100½
Michigan Central	94½	95½	92½	94	94	93½
7s, 1902	....	....	....	124	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	110	110½	110½	110½	110	110
1st mortgage	....	135	....	....	....	....
2d mortgage	115	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	111½	....	....	....	111½	....
N. Y. Cent. & Hud. Riv	130½	131	129	130	129½	129½
6s, Sinking fund, 1883	....	....	....	....	125½	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	129	....	....	....
1st mortgage, reg.	....	....	....	....	....	129½
N. Y. Elevated	111	111	111	111	111½	111½
1st mortgage	112½	....	....	....	111½	111
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	130	130	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
N.Y., Lake Erie & W.	38½	39½	37½	38	38½	39½
Preferred	68	67	66	66	66½	66½
2d Consolidated	87½	87½	85½	86½	86½	87½
New 2d 5s fund	82½	81½	....	82	82	81½
N.Y., N. Haven & Hart	166	....	....	....	165½	164½
North Missouri 1st M.	....	....	....	118	....	....
Northern Pacific	30½	30½	....	29½	29½	29½
Preferred	53½	52½	52½	52½	52½	52½
Ohio and Mississippi	34	35	33½	33½	34½	34½
Preferred	....	....	....	....	....	75
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	117½	....	....	....
Pacific Mail S. S. Co.	40½	40½	39½	39½	39½	39½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	108	108
2d mortgage	....	....	....	....	....	....
Panama	....	183	....	....	190	191½
Philadelphia & Reading	23½	23½	23	23	23½	23½
Pitts., Ft. W. & Chi. gtd	....	124	124½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	115	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	....	54	54	....	....	....
St. Louis & San Fran.	....	....	....	....	....	....
Preferred	47½	48	....	46½	46½	46½
1st Preferred	79½	79	....	77½	77½	....
St. L., Alton and T. H.	....	....	....	....	....	....
Preferred	76	76	76½	74	....	75½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	55½	56½	55½	56½	56½	56½
1st mortgage	....	....	....	....	....	115
2d mortgage	....	106	....	105½	105	106
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	98½	94½	93½	93½	93½	93½
1st mortgage	....	112	112½	....	112½	112½
Land Grant 7s	....	....	116½	....	....	115½
Sinking Fund 8s	120	....	....	119	....	....
United States Express	47½	....	48½	....	48½	47½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	105	....	105	....	....	....
7s, Consolidated	....	....	....	....	....	103½
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	39½	40½	39	39½	39½	38½
Preferred	69½	71½	69½	70½	70½	68½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	109	....	....	....	109½	....
Western Pacific bonds	108½	....	....	....	....	....
Western Union Tel	105½	105½	103	104	103½	103½
7s, S.F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Sept. 1.

	Th.26.	F.27.	Sat.28	M.30.	Tu.31.	W.1.
Atch., Top. and San. Fe.	119½	119½	119½	119½	119½	119½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	....	....	150	150½	150
7s, reg.	....	....	....	....	....	....
Boston and Lowell	90½	....	....	....	91	....
Boston and Maine	133	133½	....	....	....	124½
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	41½	41½	41½	41½	41½	41½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	110
4s	....	....	....	....	....	87
Chi., Burl. and Quincy	132½	....	133	132	138½	138½
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	14½	14½	15½	14½	....	14½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	28½	35½	....	35½	....	....
New 4½ Bonds	95	95	....	95	95	95
Fitchburg	....	....	....	....	....	126½
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	39	38½	....	38½	....	38½
7s	....	....	....	....	....	....
Northern, N. H.	100	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	....	....	24½	24½	....
Preferred	....	....	....	....	76½	....
Old Colony	115½	115½	....	....	....	116½
Ph., Wil. & Balt. ($50)	69	69½	69½	....	69½	69
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	112½	....	....
Pullman Palace Car	116	115½	115½	115½	117	117½
Union Pacific	94	94	....	93½	....	94
4s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	112½	....
Sinking Fund 8s	....	....	116½	....	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	124½	....	....	....	....	....
Metropolitan (")	....	....	68½	68½	68½	68½
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	....	240	240	....	....	....
Quincy	30½	....	30	30	29½	31

New York Stock Exchange.

Closing Prices for the week ending Sept. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	110	110	....	110½	....	....
U. S. 4s, 1907, coup.	110	110	....	....	110½	110½
U. S. 4½s, 1891, reg.	111½	110½	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	102½	....	....	102½	102½	....
U. S. 6s, 1881, reg.	....	....	....	104½	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	99½	....	....	....	....	....
Dt. of Col. 3-65s, coup.	99½	....	....	....	99½	....

London Stock Exchange.

	—Closing Prices.— Aug. 13.	Aug. 20
Atlantic & Gt. W. 1st mort., Certs.	69 — 71	72 — 74
Do. 2d mort., Certs.	29 — 31	30 — 32
Do. 3d mort., Certs.	13½ — 14½	14 — 15
Baltimore and Ohio (sterling)	117 — 119	118 — 120
Central of New Jersey $100 shares	75 — 80	75 — 80
Do. Cons. Mort. Oct. '79 coupon	112 — 114	113 — 114
Do. Adjustment bonds	109 — 112	109 — 112
Do. Income bonds	84 — 87	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	113 — 115	113 — 116
Do. Con. M. 5 p.c. till '84 after 6 p.c.	105 — 107	106 — 108
Erie shares $100 Recon. Ass. $6 pd.	44 — 44½	43½ — 43½
Do Pref. Shares, R. T. Ass. $3 pd	72 — 75	73 — 75
Do. 1st Con. M. ex-Certs. 6 Cou.	124 — 125	124 — 126
Illinois Central $100 shares	112 — 114	113 — 115
Lehigh Valley Consol. mortgage	112 — 115	112 — 116
N. Y. Cent. & Hud. Riv. Mt. bonds	130 — 135	130 — 135
Do. $100 shares	137 — 139	137 — 139
Do. Mort. bonds (sterling)	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	122 — 124	122 — 124
Do. do. 2d do.	88 — 90	88 — 90
Do. 2d Consol. Mort. bonds	93 — 95	93 — 95
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	59½ — 60½	60 — 61
Do. Con. Sink. Fund Mort.	114 — 116	114 — 116
Philadelphia & Reading $50 shares	10½ — 11½	12 — 13
General Consol. Mortgage	107 — 109	107 — 109
Do. Improvement Mortgage	93 — 95	94 — 96
Do. Gen. Mort. '74, ex-deferd. coup.	66 — 68	71 — 73
Do. Scrip for the 6 def. ½ coupons.	60 — 70	65 — 70
Pittsbg, Ft. W. & Chic. Equip. bds.	112 — 114	109 — 111
St. Louis Bridge 1st mort. gold bonds	109 — 111	109 — 111
Do. 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 — 118	116 — 118

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, September 2, 1880.

The quotation for call loans to-day at the Stock Exchange was 2@3 per cent, generally 2½. The highest rate was 3 per cent, and at the close 2 per cent was asked.

The posted rates of the leading drawers of sterling are still 4.82@4.84. The actual rates are 4.80¾@4.82¼, and 4.83@4.83½. Cable transfers are 4.83¾@4.84, and prime commercial bills are 4.79@4.79½.

The payments made from the Treasury by warrants during the month of August, 1880, were as follows: On account of civil and miscellaneous, $5,271,682 75; War, $3,720,949 99; Navy, $1,159,140 54; Interior (Indians), $783,660 67; Interior (Pensions), $5,729,688; total, $16,665,071 96. The above does not include payments made on account of the interest or principal of the public debt of the United States.

The following is a statement of United States currency outstanding Aug. 31: Old demand notes, $60,880; legal tender notes, all issues, $346,681,016; one-year notes of 1863, $16,765; two-year notes of 1863, $12,700; two-year coupon notes of 1863, $23,350; compound interest notes, $248,310; fractional currency, all issues, $15,557,933 70. Total, $362,625,954 70.

The internal revenue receipts for August amounted to $10,497,091, which is $1,069,127 more than the receipts for 1879. The gain in revenue receipts for the first two months July and August, of the present fiscal year, on the re-

ceipts for the corresponding months of 1879 is $2,428,937.

The Treasury Department has directed that $20,000,000 in gold coin in the New York Sub-Treasury be placed to the credit of the Superintendent of the Assay Office in this city. This coin is to pay for foreign bullion as it arrives. It is officially estimated that about $4,000,000 of foreign gold will arrive at New York each week until the first of November next.

The Secretary of the Treasury has issued notices to the various sub-treasuries that standard silver dollars will be sent free of postage in sums of $65, at the risk of the party to whom sent, at his expense for registration, a fee of ten cents to be deducted at the Treasury from the remittance. Fractional silver coin in sums of $70 will be forwarded in the same way.

The offers to sell Government bonds to the Treasury on Wednesday amounted to $9,016,250, of which about $6,000,000 were offered at figures that were close to the then market prices. The Secretary ordered that $2,500,000 be purchased, which were awarded as follows: $976,000 6s 1880 at 102.48@102.51; $33,000 6s 1881 at 104.78; $1,491,000 5s 1881 at 102.78.

State Bonds at the Board were dull and steady; Railroad Bonds and Government Securities were strong throughout; and railroad shares, compared with our quotations for the previous week, have advanced in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 43¾@45; Canada Southern, 60½@62; Central of New Jersey, 76¾@76⅞; Central Pacific, 74@75; Chicago and Northwestern, 101¾@101⅞; do. pref., 120¾@120⅞; Chicago, Burlington and Quincy, 137½@138; Chicago and Alton, 115@116; Chicago, Milwaukee and St. Paul, 89⅜@89½; do. pref., 110½@111; Chicago, Rock Island and Pacific, 114@114⅞; Chicago, St. Louis and New Orleans, 38@39; Columbus, Chicago and Indiana Central, 21¼@21⅜; Delaware and Hudson Canal, 86@86¼; Delaware, Lackawanna and Western, 90⅛@90¼; Hannibal and St. Joseph, 43⅞@44; do., pref., 86⅛@86⅜; Houston and Texas Central, 61@64; Illinois Central, 112½@113; Lake Erie and Western, 33⅝@33⅞; Lake Shore and Michigan Southern, 107¼@107⅜; Louisville and Nashville, 129@131; Manhattan Elevated, 27⅜@27½; Morris and Essex, 109¾@110¼; Metropolitan Elevated, 90@91; Michigan Central, 94¾@94⅞; New York Elevated, 111@112; New York Central and Hudson River, 130⅝@130⅞; New York, Lake Erie and Western, 39¾@39⅞; do. pref., 69@69½; New York, Ontario and Western, 24¼@24½; Northern Pacific, 30¼@30½; do. pref., 53½@54; Ohio and Miss., 35⅜@35⅝; do. pref., 75½@76½; Pacific Mail, 40¾@41; Philadelphia and Reading, 23⅛@23¾; St. Louis and San Francisco, 34@36; do. pref., 46½@48; do. 1st pref., 77½@79¼; St. Louis, Iron Mountain and Southern, 57¼@57½; Union Pacific, 93⅞@94; Western Union Telegraph, 104⅞@105; Wabash, St. Louis and Pacific, 39@39¼; do. pref., 69¾@70.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Boston, Hartford and Erie 1st, 41; Buffalo, New York and Erie 1st, 1916, 123; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 101¼; Chesapeake and Ohio 1st pref., 24⅞; do. 1st, Series B, 68½; do. cur. int., 38½; Central Iowa 1st, 103¾; Chicago, St. Paul, Minn. and Omaha, 42¾; do. pref., 81⅞; do. consol., 99; do. L. G. inc., 111; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass. sup., 90½; do. inc., 43¾; Cincinnati, Indianapolis, St. Louis and Chicago, 81; Chicago, St. Louis and New Orleans, 39; do. 2d inc., 77½; Clev., Col., Cin. and Ind. consol., 111⅝; Cleveland and Toledo S. F., 109; Central Pacific, State Aid, 105; Denver and Rio Grande, 71¼; do. 1st, 106½; do. 1st consol., 95½; Delaware and Hudson 1st, Penn. div., 120; Galena and Chicago 1st, 103½; Houston and Texas Central 1st, Western div., 106¼; do. 2d, M. L., 116; Indianapolis, Decatur and Springfield 1st, 102⅜; Ind., Bloom. and Western 2d, 64; do. inc., 46; International and Gt. Northern 1st, 103; do. 2d, 83; Keokuk and Des Moines, 11½; do. 1st, 98; Kansas Pacific 1st consol., 95⅞; do. 6s, Denver Div., ass., with coupon certif., 110; Lake Erie and Western, 31¾; do. inc., 64; Lehigh and Wilkesbarre consol. ass., 96⅜; Laf., Bloom. and Muncie 1st, 103; Marietta and Cincinnati 1st pref., 7¼; do. 2d pref., 5½; Mobile and Ohio, 23½; do. 1st deben., 80; do. 2d deben., 45½; do. 1st mort., 103½; Missouri, Kansas and Texas, 36¼; do. consol. ass., 105⅝; do. 2d, 66½; Michigan Central 8s, 108½; Nashville, Chattanooga and St. Louis, 68½; do. 1st, 110; New York, Ontario and Western, 24⅜; Nashville and Decatur 1st, 111; Nevada Central 1st, 99⅞; Ohio Central, 21½; do. 1st, 90; do. inc., 48; Oregon Railway and Nav., 127; do. 1st, 100; Ohio and Mississippi 1st, Springfield div., 101; Peoria, Decatur and Evansville, 25; do. 1st, 100¾; do. inc., 62; Rensselaer and Saratoga, 120; Rome, Watertown and Ogdensburg 1st consol., 61¾; South Pacific 1st, 103½; Syracuse, Binghamton and New York 1st, 116; St. Louis and Iron Mt. 1st pref. inc., 88¾; do. 2d do., 84¼; St. Louis, Kansas City and Northern R. E. 7s, 1895, 107½; St. Paul and Sioux City 1st, 105½; St. Louis and San Francisco 2d, class B, 78½; St. Louis, Vandalia and Terre Haute 1st, 115½; Texas Pacific construction, 82½; do. Inc. L. G., 67; Alabama, Class A, 67½; do. C, 77; Louisiana 7s, consol., 47¼; North Carolina consol. 4s, 78; Tennessee 6s, old, 38; do. new, 33; Am. Dist. Tel., 75; Central, 8⅞; Colorado Coal and Iron, 24½; Climax, 1¾; Little Pittsburg, 4; Montauk G. & C., 81½; New Central Coal, 26½; Ontario, 30; Pennsylvania Coal, 225; Silver Cliff, 4; Standard, 28½; Sutro Tunnel, 1⅝.

Philadelphia.—Am. S. S. Co., 29½; Erie and Western Transp., 51; do. 6s, 104; Huntingdon and Broad Top Mt. consol., 7s, 65; do. 1st mort., 115; Pennsylvania dividend scrip, 116½; Philadelphia and Reading R. R. scrip, 30; do. Income 7s, 52; Philadelphia, Germantown and Norristown R. R., 102; Shamokin, Hazleton and Wilkesbarre 5s, 84; Susq. Coal 6s, 107; Steubenville and Indiana 6s, M. & N., 105½; Texas Pacific consol. mort. 6s, 93¼; Union and Titusville 7s, 80; Warren and Franklin 7s, 105; West Chester and Philadelphia 7s, 120. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126; do 4s, new, 105@108; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114½@115, do. 4s, new, 107@110; Philadelphia and Reading, 11½@11⅝; do. consol. mort. 7s, coup., 113¼@113½; do. reg., 114½@115; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 30@32; United New Jersey R. R. and Canal, 168@170; Pittsburg, Titusville and Buffalo R. R., 12¼@12⅜; do. 7s, 70@73; Camden and Amboy mort. 6s, 1889, 109½@110; Pennsylvania R. R., 58⅜@58½; do. 1st mort., 101½@102; do. gen'l mort., coupon, 119@120; do. reg., 119@120; do. consol. mort. 6s, reg., 116@117; Little Schuylkill R. R., 46@48; Morris Canal, pref., 150@—; Susq. Canal, 1@4; do. 6s, 50@—; Schuylkill Nav., 2@4; do. pref., 6@7½; do. 6s, 1882, 60@70; do. 1872, 94@98; Elmira and Williamsport pref., 52@54; do. 6s, 108½@112; do. 5s, 86@90; Lehigh Coal and Navigation, 31¾@32; do. 6s, 1884, 108@108½; do. R. R. loan, 110¼@—; do. Gold Loan, 107⅛@108; do. consol. 7s, 104½@105; Northern Pacific, 29¾@30; do. pref., 52½@53; North Pennsylvania, 48@48¼; do. 6s, 105@108; do. 7s, 114@116; do. Gen'l mort. 7s, reg., 114@114¼; Philadelphia and Erie, 15@15¾; do. 6s, 103@105; do. 7s, 113@114; Minehill, 56@57½; Catawissa, 6@10; do. pref., 45@48; do. new pref., 39½@41; do. 7s, 1900, 112@115; Lehigh Valley 53¼@53½; do. 6s, coupon, 118@118½; do. reg., 118@119; do. 2d mort. 7s, 128@130; do. consol. mort., 113½@114; Fifth and Sixth streets (horse), 115@120; Second and Third, 105@106½; Thirteenth and Fifteenth, 74@75; Spruce and Pine, 56@57; Green and Coates, 99@101; Chestnut and Walnut, 80½@83; Hestonville, 21⅛@21½; Germantown, 65@68; Union, 108@115; Lombard and South, 12@18; West Philadelphia, 73@75; People's, 12¾@13½; Ridge Av., 80@90; Continental, 98@100.

Baltimore.—Atlantic Coal, 1.25; Atlanta and Charlotte 1st, 95; Baltimore City 5s, 1894, 116; do. 5s, 1916, 117½; do. 5s, 1900, 115; do, 6s, 1890, 117; do. 6s, 1900, 121; do. 6s, 1886, 110; Baltimore and Ohio 1st pref., 117; do. 2d pref., 112; Maryland Defense 6s, 107; Northern Central 5s, 90; Norfolk Water 8s, 122½; Richmond and Danville, bonds 1885, 105¾; do. 1890, 107¾; Virginia 10-40 coupons, 95; do. Peelers, 26; Wilmington, Columbia and Augusta 6s, 101¾; Wilmington and Weldon, 113. The latest quotations are: Central Ohio pref., 51½@52; Baltimore and Ohio, 176¼@177; do. 6s, 1885, 109½@110; Northern Central, 37½@37⅞; do. 6s, 1900, 114@—; do. 6s, 1900, gold, 111¾@—; do. 6s, 1885, 108@108½; do. 6s, 1904, gold, 108½@110; do. 5s, 89¾@90¼; Marietta and Cincinnati 1st mort., 1892, 114@116; do. 2d mort. 7s, 83@83½; do. 3d mort. 8s, 46@46¼; do. 1st mort. Sterling, —@116; Pittsburg and Connellsville 7s, 117⅛@120; Orange, Alex. and Manassas 7s, 90½@91¼; Orange and Alexandria 2d, 118@114; do. 4th, 50¾@52; Virginia consol. 6s, 59⅜@59½; Virginia Consols coupons, 90⅜@90½; Virginia 10-40 bonds, 41⅞@42½; Virginia 10-40 coupons, 95@95; City 6s, 1884, 107½@108½; do. 1886, 110½@111; do. 6s, 1890, 116⅞@117; do. 6s, 1900, 121@121½; do. 6s, 1902, 121@—; do. 5s, 1894, 115½@116; do. 5s, 1900, —@116; do. 5s, 1916, 117@—; Wilmington, Columbia and Augusta 6s, 101@102; Western Maryland 2d pref.,

101@102½ ; do. guar. by Washington Co., 112@114 ; do. 1st unindorsed, 109@109½ ; Chesapeake and Ohio Canal 6s, 72½@76 ; City Passenger R. R., 38@38½.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, new, 98¼ ; Boston, Clinton, Fitchburg and New Bedford 5s, 1910, guar., 101½ ; Boston, Concord and Montreal 6s, 1893, consol., 105¼ ; do. 1889, S. F., 104¼ ; Burlington and Missouri River in Nebraska 6s, non-exempt, 102¼ ; Boston, Hartford and Erie 7s, 41¼ ; Boston Water Power, 9 ; Boston Land, 6½ ; Brookline Land, 3⅜ ; Boston, Revere Beach and Lynn, 106¾ ; do. 6s, 1897, 108 ; Boston and Lowell 7s, 1892, 117¾ ; Cheshire R. R., 54 ; Chicago and West Michigan 70 ; Cincinnati, Sandusky and Cleveland 7s. 96½ ; Concord, 90 ; Cedar Rapids and Missouri River, 133½ ; Connecticut and Passumpsic Rivers 7s, 1893, 112 ; Detroit, Lansing and Northern, 86 ; Flint and Pere Marquette, 18⅜ ; Fitchburg and Worcester 7s, 1889, 100¼ ; Iowa Falls and Sioux City, 47½ ; Kansas City, Lawrence and Southern, 89 ; do. 4s, 92 ; Kansas City, Fort Scott and Gulf pref., 101 ; do. 1st, 108⅝ ; Kansas City, St. Joseph and Council Bluffs 7s, 114 ; Little Rock and Ft. Smith, 54 ; do. 7s, 101½ ; Maine Central, 32 ; Metropolitan Horse 6s, 1897, 108¼ ; Middlesex Horse 6s, 1897, 107½ ; New Mexico and Southern Pacific, 93 ; do 7s 111¼ ; New York and New England 6s, 110⅞ ; Nashua and Lowell 6s, 1893, 103 ; Oregon Railway and Nav., 122 ; Portsmouth, Gt. Falls and Conway 4½s, 1937, guar., 79¾ ; Rutland pref., 28½ ; do. 5s, 65 ; do. 6s, 97½ ; Republican Valley def., 72 ; do. 6s, 1918, E. D., 102½ ; do. W. D., 102¾ ; Summit Branch, 11 ; Toledo, Delphos and Burlington, 8¾ ; Wisconsin Valley, 65 ; do. pref., 80 ; do. 7s, 109½ ; Massachusetts 5s, 1891, 113 ; New Hampshire 6s, 1892, 117¼ ; do. 1900, reg., 121¾ ; Boston 5s, 1906, 115¾ ; Chicago 7s, 1890, 116¼ ; do. 1892, 118¼@119½ ; do, 1895, 120 ; Cleveland 7s, 1893, 119 ; do. 6s, 1898, 117½ ; Newport, Ky., 7.30s, 1901, 114¼ ; St. Louis City 6s, 1888, 109¼ ; do. 6s, 1893, sterling, 113¾ ; Allouez Mining Co., 2⅜ ; Aztec, 1¾ ; Atlantic, 18¾ ; Brunswick Antimony, 26 ; Beaver Run, 6 ; Blue Hill, 3⅜ ; Catalpa, 1⅝ ; Copper Falls, 15 ; Contentment, 1¾ ; Douglass, 3⅞ ; Franklin, 15 ; Harshaw, 44¼ ; Huron, 7⅜ ; International, 55c. ; National, 2½ ; Osceola, 40 ; Pewabic, 22¾ ; Ridge, 6 ; Silver Islet, 36½ ; Star, 2 ; Wankeag, 4.

New York and Atlantic Railroad.

Articles of incorporation of the New York and Atlantic Railroad Company, with a capital of $500 000, have been filed in Albany by Charles H. Burtis and others. This company will soon acquire a lease of the New York, Greenwood and Coney Island Railroad, and that road will be extended by the building of a new road from the corner of Thirty-seventh street and Ninth avenue, in Brooklyn, to a point near Tunison's, on the Coney Island road. It is also intended to build a branch to Rockaway. A lease has been signed by the Directors of the New York, Greenwood and Coney Island Railroad to Mr. Edmund Terry, of Brooklyn. In relation to this lease Mr. L. W. Slocum, the President of the company, stated that it was merely a matter of form necessary in reorganizing the company ; that Mr. Terry was not a stockholder of the old company, but was largely interested in the new company, in which most of the stockholders of the old company have also acquired an interest, and that the new company will now lease the New York, Greenwood and Coney Island Railroad from Mr. Terry.

Springfield, St. Louis and Nashville Railroad.

Articles of incorporation of the Springfield, St. Louis and Nashville Railroad Company were filed for record in the Clerk's office of the Circuit Court of Springfield, Ill., on the 25th of August. The corporators are: Bluford Wilson, David T. Littler and L. W. Shepherd, Springfield ; Jonathan Merriam, Tazewell County ; and Edward C. Rice, St. Louis. The articles state that it is proposed to construct a road from Springfield to Centralia, and thence to Murphysboro and East St. Louis. The principal office is to be at Springfield, and the capital stock is fixed at $2,000,000. The first Board of Directors is to include the incorporators and St. John Boyle, Louisville, Ky.; J. H. Wilson, Boston, Mass.; Robert M. Vandoren, Hillsboro, Ills.; A. G. Henry, Greenville, Ills.; H. P. Buxton, Carlyle, Ill., and T. B. Needles, Nashville, Ills. Engineers will commence the survey as soon as possible and the work of construction is expected to commence during the present year.

☞ It is stated that a company is being formed for the purpose of taking from the Sutro Tunnel Company its mining and milling rights, with a view to the development of the mines belonging to that company, of working the ores from them, as well as the low grade ores of the Comstock lode. Works will be erected at the mouth of the Sutro Tunnel by the new company, which will probably be called the Sutro Milling and Mining Company, will be identical in all respects with that of the Sutro Tunnel Company—namely, 2,000,000 shares of $10 each, unassessable. Three-ourths or seven-eighths of these shares will be distributed to the owners of Sutro Tunnel stock, free of cost to the latter, while the remaining balance will furnish the basis for a working capital.

☞ The contract between the Black River Railroad Company and the Chicago and Northwest Railway Company has been signed by both parties. The agreement is that the former is to grade and tie the road as surveyed between Neillsville, Wisconsin, and Merrillian Junction, and the latter is then to iron the road and put on a sufficient amount of rolling stock, and the whole is to be finished within ninety days from the date of contract.

☞ A decree of foreclosure and sale was entered on the 30th ult. in the United States Circuit Court, Springfield, Ills., against the St. Louis and Southeastern Railway Company. John A. Jones, of Springfield, and W. P. Fishback, of Indianapolis, Masters in Chancery, were appointed special Commissioners to conduct the sale.

☞ It is expected that the Toledo, Delphos and Burlington Railroad will have completed its connections from Toledo to Dayton, Ohio, and to Frankfort, Ind., before winter sets in. Col. P. D. Fisher is Chief Engineer of the road.

☞ The first mortgage bonds of the Eastern (Mass.) Railroad Company, now drawing 4½ per cent interest, will commence to draw 6 per cent interest on the 1st of September, 1882.

Pennsylvania Railroad.

During the present summer the Pennsylvania Railroad Company has been, and is still, engaged in making improvements upon its roads which are more extensive than any ever made before. The work of straightening the main line has progressed so that in some localities the new track is used. A Lancaster firm has the contract for this work between Ardmore and Merion, a distance of two miles. Horseshoe curve is being beautified, by planting flowers and shrubbery along the tracks. New stations are soon to be built at Eagle and Frazier. The attractions of the Cresson House will soon be increased by turning the pond formerly used as a feeder to the Johnstown Canal into a lake for pleasure sailing.

The project of reading rooms for train men when off duty is being carried out, and one of these rooms is in course of construction now at Altoona.

The improvements on the New Jersey division include a new stone station at Holmesburg, a new iron bridge over the Hackensack River, and the widening of the cut through Bergen Hill to give room for two additional tracks.

The passenger traffic of the road has been constantly increasing year by year, and at present the earnings for 1880 are $1,000,000 over those of 1879. This can be accounted for by the fact that the company is constantly increasing its facilities for the rapid transmission of passengers.

☞ A special meeting of the stockholders of the Elgin and State Line Railroad Company will be held in Chicago on the 8th of October for the purpose of taking into consideration a consolidation of all the property and franchises of the Elgin State Line Company with all the property and franchises of the State Line and Union Railroad Company so as to form a new consolidated corporation.

☞ The directors of the Peoria, Decatur and Evansville and the Evansville and Peoria railroads have filed articles of consolidation in the office of the Secretary of State of Indiana. The capital stock of the company, which is to be known as the Peoria, Decatur and Springfield road, will be $6,000,000.

☞ Track laying on the Keosauqua branch of the Chicago, Rock Island and Pacific Railway has been commenced, and it is expected that the entire line will be completed and in running order within thirty days.

☞ Work on the new Cleveland, Canton, Coshocton and Straitsville Railroad has commenced near and at Monroe, and a large force of men and teams are employed.

☞ The grading for the Virginia City end of the Carson and Colorado Narrow Gauge Railroad is completed and the laying of the track commenced.

☞ The Cincinnati and Portsmouth Narrow gauge railroad will be sold at the Court House in Batavia, Clermont county, Ohio, on the 4th of September.

Bristol Coal and Iron Railroad.

A contract was closed at Estillville, Scott County, Va., on the 24th ult., that secures the speedy completion of the Bristol Coal and Iron Narrow-Gauge Railroad from Bristol, Va., to Big Stone Gap. The Pittsburg company, represented by J. B. Imboden, undertake all of it which the narrow gauge company are unable to do. The Bristol Coal and Iron Narrow-Gauge Company agree to furnish the right of way and the engineering for the entire line of sixty-one miles, and to complete the grading as far as Speer's Ferry, at Clinch River, distant forty miles from Bristol. The Pittsburg company agree to complete the grading to Big Stone Gap, and to do all the masonry, trestling, bridging, to put down the ties and rails, and to equip the road with four trains at once. These are all to be done and the road in operation against October, 1881. As soon as the grading reaches Estillville they are to put on two daily trains. The 20th of next month they are to commence the bridge across the North Fork of Holston, near Mendota, and to press it to completion. The rails will be of steel, thirty-five pounds per yard. The ties will be of the best quality and the road capable of the highest grade of service. In the mean time the coal and iron mines at the Gap will be opened and connected by tramways, so that a powerful tonnage will be thrown upon the road at once on its completion.

Chicago and Northwestern Railway.

The business and operations of the Chicago and Northwestern Railway Company and its proprietary roads for the year ending May 31, 1880, are as follows:

Total gross earnings		$17,349,349 04
Total operating exp.	$8,049,358 48	
Total taxes	382,241 34	
Total interest on bonds	3,322,015 68	
Total rental of leased roads	1,408,002 80	
For balance in operating Sheboygan and Fond du Lac R. R.	4,876 22	
For balance in operating Sheboygan and Western Railway	2,163 94	
For balance in operating Galena and Western Railroad	1,031 46	
For balance in operating Chicago and Tomaha Railroad	1,371 22	
For sinking funds	98,120 00	
		13,269,181 14
Net		$4,080,167 90

From this amount dividends have been declared as follows:

1¾ per cent on preferred stock, Sept. 8, 1879	$376,642 00	
1¾ per cent on preferred stock, Dec. 4, 1879	376,642 00	
1¾ per cent on preferred stock, Feb. 25, 1880	376,642 00	
1¾ per cent on preferred stock, June 3, 1880	376,642 00	
3 per cent on common stock, June 3, 1880	449,478 00	
		1,956,046 00
Surplus for the year		$2,124,121 90

A dividend of 3 per cent on the common stock, amounting to $449,475, was also declared on the 4th of December last out of the surplus of $481,409 90 belonging to the preceding year.

The gross earnings were from the following sources:

	1879-80.	1878-79.
From passengers	$3,737,342 95	$3,240,695 91
" freight	12,897,777 52	10,687,367 59
" express	285,762 26	270,220 80
" Mail	292,091 74	282,306 76
" Miscellaneous	136,374 57	150,330 33
	$17,349,349 01	$14,580,921 39

The increase in gross earnings was $2,768,427-65, or 18.98 per cent.

Compared with the preceding year, the total charges on the combined roads were as follows:

	1879-80.	1878-79.
Operating expenses	$8,049,358 48	$7,349,652 67
Taxes	382,241 34	357,996 46
Interest on bonds	3,322,015 68	3,261,792 75
Sinking funds	98,120 00	98,120 00
Rental of leased roads	1,408,002 80	1,225,731 61
Sheboygan and Fond du Lac Railroad, the Sheboygan and Western Railway, Galena and Wisconsin R. R., and Chicago and Tomah R. R.	9,442 84	....
	$13,269,181 14	$12,293,293 49

Total increase equal to $975,887 65, or 7.93 per cent.

Net earnings, year 1879-80	$4,080,167 90
" " " 1878-79	2,287,627 90
Increase, equal to 78.35 per cent.	$1,792,540 00

The gross earnings on the different lines were as follows:

Chicago and North Western	$15,912,875 61
Winona and St. Peter, (including branches and extensions)	1,033,208 28
North Western Union Railway	327,987 40
Iowa Midland Railway	69,717 21
Toledo and North Western Railway	5,560 54
Total	$17,349,349 04

The operations of the Chicago and North Western Railway proper, including its leased roads in Iowa, were as follows:

Gross Earnings:

From passengers		$3,274,508 07
" freight		11,995,974 65
" express		269,604 13
" mail		256,967 60
" miscellaneous		115,821 16
		$15,912,875 61
The operating expenses were (41.89 per cent of gross earnings)	$6,666,137 59	
Taxes	333,459 05	
		6,999,599 64
Net receipts		$8,913,278 97
From which deduct:		
Interest on bonds	$2,333,030 68	
Rental Chicago, Iowa and Nebraska R. R.	537,200 98	
Rental Cedar Rapids and Mo. River R. R.	789,991 04	
Rental Maple River Railroad	27,788 75	
Rental Des Moines and Minne. R. R.	26,679 88	
		3,714,691 33
Net earnings		$5,198,587 64
Less sinking fund account		83,120 00
Net balance		$5,115,467 64

PROPRIETARY ROADS.

Gross Earnings:

From passengers	$462,834 88	
" freight	901,802 87	
" express	16,158 18	
" mail	35,124 14	
" miscellaneous	20,553 41	
		1,436,473 43
Total		$6,551,941 07
Less:		
Operating expenses	$1,383,220 89	
Taxes	48,782 29	
Interest on bonds	688,985 00	
Sinking fund account	15,000 00	
Payments for account of Des Moines and Minneapolis R. R.	26,342 15	
For acc't Sheboygan and Fond du Lac Railroad	4,876 22	
For acc't Sheboygan and Western Railway	2,163 94	
For acc't Galena and Wisconsin Railroad	1,031 46	
For acc't Chicago and Tomah Railroad	1,371 22	
		2,471,773 17
Combined net profits for the year		$4,080,167 90
To this, add balance to credit of income account May 31, 1879	$1,342,772 17	
Less amount charged off, being old claim against U. S. Post Office Department for deductions for Mail Service, prior to June 1st, 1877	29,359 32	
		4,313,412 85
Total income account		$8,393,580 75

From which must be taken the several dividends declared during the year, amounting to—

7 per cent. on the preferred stock	$1,506,568 00	
6 per cent. on the common stock, including 3 per cent. paid from the income of preceding year	898,953 00	
		2,405,521 00
Leaving a balance to credit of Income Account May 31, 1880, amounting to		$5,988,059 75

The per centage of operating expenses to earnings was 46.40 per cent., and of operating expenses and taxes 48.60 per cent., as against 50.41 per cent. and 52.86 per cent. respectively in the preceding year.

The total increase in operating expenses over those of the previous year was $699,705.81, equal to 9.52 per cent.

The increase in passenger earnings was $496,647.04, or 15.33 per cent.; the whole number of passengers carried was 3,964,798, an increase of 636,371, or 19.12 per cent., and the average rate received was 94.26 cents each, against 97.36 for the previous year; a decrease of 3.18 per cent.

The whole movement of passengers amounted to 140,116,884, carried one mile, showing a gain of 20.72 per cent., while the rate received per passenger per mile decreased from 2.79 the previous year to 2.67 cents, or 4.30 per cent. This reduction in rates is equal to $181,918.11 on the passenger business of the year.

Compared with the previous year, there was an increase of $2,260,409.93 in freight earnings, or 21¼ per cent.

The number of tons of freight carried during the year was.....	5,574,635
The amount carried in the preceding year was.....	4,265,937
Increase, 30.68 per cent., or...	1,308,698
The movement of tons carried one mile.....	865,909,542
Same for previous year.....	681,878,311
Increase.....	184,031,231

The average rate received per ton was $2.31, and the rate per ton per mile was 1.49 cent, as against $2 49 and 1.56 cent respectively in the previous year. The per centage of decrease in the rate per ton was 7.22, and in the rate per ton per mile, 4.49 per cent. This decrease in the average rate per ton per mile, if applied to the entire movement of freight, would be equivalent to a reduction of $610,411.34 on this branch of traffic during the year.

CAPITAL STOCK.

The total amount of capital stock and fractional scrip May 31, 1880, is as follows:

Common stock and scrip.....	$15,109,655 97	
Preferred " "	21,702,844 56	
		$36,812,500 53
Add the $500,000 of preferred stock yet to be issued, as provided in consolidation with La Crosse, Trempealeau and Prescott R. R. Co., and the aggregate of stock issued and to be issued, will amount to $37,312,500 53.		
Stock owned by the company:		
Common stock.....	$121 398 47	
Preferred.....	177,491 84	
		298,890 31
Balance afloat.....		$36,513,610 22

BOND ACCOUNT.

The aggregate bonded indebtedness on the entire property on the 31st of May, 1879, was $47,206,000. This amount has been increased $2,929,000 during the year, making a total of $50,135,000 on the 31st of May last.

The increase consists of $2 900,000 of Chicago and North Western Railway Co's 6 per cent. Sinking Fund Bonds of 1879, issued to represent 140 miles of railroad at $15,000 per mile, and 80 miles of railroad at $10,000 per mile, of the following named railroad companies, whose First Mortgage Bonds in corresponding amount have been received and by this company deposited with the Farmers' Loan and Trust Co., Trustee, as security for the issue, viz.

On account Chicago and Dakota Railway, 46 miles.....	$690,000
On account Dakota Central Railway, 61 miles.....	915,000
On account Toledo and North Western Railway, 14 miles.....	210,000
On account Stanwood and Tipton Railway, 8 miles.....	120,000
On account Chatfield Railroad, 11 miles.....	165,000
On account Sheboygan and Western Railway, 80 miles.....	800,000
	$2,900,000

$160,000 of Menominee River Railroad Extension Bonds, guaranteed by the Chicago and Northwestern Railway Co. have been issued for an extension of that line into the iron districts of Michigan; Consolidated Sinking Fund Currency Bonds of Chicago and North Western Railway Co., to the extent of $13,000, have also been issued for a corresponding amount of other bonds taken up and cancelled. Total bonds issued, $3,073,000.

$58,000 of Winona and St. Peter Extension Gold Bonds on the Western Division; $31,000 of Winona and St. Peter First Mortgage Bonds and $40,000 of Winona and St. Peter Second Mortgage Bonds on the Eastern Division of that road, have been purchased with monies received from sales of Land Grant Lands of that Company, and the bonds, amounting to $129,000, cancelled; $6,000 Galena and Chicago Union First Mortgage Bonds; $5,000 Mississippi River Bridge Bonds; $1,000 Beloit and Madison First Mortgage Bonds; $800 Chicago and North Western Railway Co. Preferred Sinking Fund Bonds; $100 Funded Coupon Bonds, and $100 General First Mortgage Bonds were retired and cancelled; $2,000 of Galena and Chicago Union Second Mortgage Bonds, being the last of the issue, matured and not presented for payment, have been paid to the Farmers' Loan and Trust Company, Trustee. Total bonds retired, $144,000.

MILES OPERATED, (2,215.83.)

The following additional railroad was constructed and put into operation at different periods during the year, viz: 12.76 miles of the Sac City Extension and 11.40 miles of the Toledo and North Western Railway in Iowa; 3.63 miles of Branch line to Appleton Water Power in Wisconsin; 46.39 miles of the Chicago and Dakota Railroad in Minnesota, and 56.66 miles of the Dakota Central line in Dakota. Total railroad constructed, 130.84 miles, whose average time of operation equalled 61.80 miles for the whole year.

This amount, with the 2,154.03 miles in operation at the beginning of the year, makes a total of 2,215.83 miles operated for the entire year.

The aggregate number of miles of railroad owned and controlled by the company at the close of the fiscal year was 2,512.77.

ROAD SERVICE.

The miles run by passenger engines were 3,006,812; by freight engines, 6,539,164; by switching engines, 2,541,808; by gravel train engines, 664,520; and by wood train engines, 17,262 miles. The total number of miles run by all engines was 12,769,566, against 11,125,659 in the preceding year, an increase of 14 78 per cent.

The total number of miles run by cars on passenger trains was 14,359,731, and the average miles that each passenger was carried, 35.34.

The total miles run by freight cars were 151,270,270, and the average distance that each ton of freight was carried, 155.33 miles.

EQUIPMENT.

The number of locomotive engines on all the various lines of the company is 425, an increase of 48 engines; the number of cars of every description is 13,254, being an increase of 2,900 cars during the year.

Referring to connections and extensions of the road, the report says:

An important extension, organized as the Toledo and Northwestern Railway is in progress in Iowa. It joins the main line of this company at Tama Station, Tama County, running through the town of Toledo—whence it takes its name—and pursues a northwesterly and westerly course through one of the most productive districts in that State; its construction will prevent the diversion to other roads of traffic which we now enjoy, and will secure a large accession of new business for the main lines of the company to Chicago, a distance of 270 miles.

A permanent lease of the Des Moines and Minneapolis narrow gauge railroad, extending from the City of Des Moines to Calanan, in Hamilton County, Iowa, and intersecting the main line of this company at Ames, was entered into during the year. The gauge has since been widened on that part of the road between Ames and Des Moines, giving to this company a continuous standard gauge line to the capital of the State. The length of the entire road is 58 miles.

The Sheboygan and Western Railway, formerly called the Sheboygan and Fond du Lac Railroad, consisting of about 80 miles of railroad, extending from Sheboygan to Princeton, Green County, Wisconsin, was also added during the year.

A short line of 6½ miles, called the Rock River Railroad, is being built between Janesville and Afton, that will promote the business of the Rock River Valley, and effect a saving of time and distance in the transfer of cars between the old Wisconsin, Madison and Galena Divisions.

The company has acquired the Galena and Southern Wisconsin and the Chicago and Tomah Railroads, now constructed with a narrow gauge for a distance of 92 miles between Galena, Ill., and Woodman, Wis., with branches to Platteville and Lancaster. An extension of the Chicago and Tomah line will be constructed with a standard gauge direct to Madison, where it will connect with the main line to Chicago, and with the proposed Madison and Milwaukee line to Milwaukee.

The extension which is being constructed towards the Black Hills, to a point near Fort Pierre on the Missouri River, is making rapid progress. The road leaves the main line of the Winona and St. Peter Railroad, at Tracy Station, Lyon County, Minnesota, and is projected in a very direct westerly course across the Territory of Dakota, with lateral branches. That portion of the line in Minnesota, consisting of 46 miles of well built steel track railroad, fully equipped, extending from Tracy to the Dakota boundary, is called the Chicago and Dakota Railroad; and that portion of the line lying in Dakota takes the name of the Dakota Central Railroad.

The length of the extension to the Missouri River will be about 250 miles, and up to the date of this report 170 miles of the road have been completed, and the track laid with steel rails. It is expected that the work will reach the Missouri and a branch be constructed up the valley of the James River during the present year.

This extension will open up an excellent through route for passengers and freight by means of connecting lines of stages and express wagons from the Missouri River to the mining districts of Deadwood and the Black Hills.

The Extensions and Branch Lines that are being added to our system will furnish new elements of strength and protection to the company's property. Their traffic will come from some of the most productive portions of Iowa, Minnesota and Dakota, where the country is being rapidly overspread with settlement and improvements. The cost of these roads is far below that of the older properties, and the additional business they will supply can be done to an advantage over the existing lines of the company at a comparatively small increase of expenditure. During the last year the gross earnings derived from all sources on the old and new roads increased $2,768,427.65 or 18.98 per cent, while the net earnings were increased by the large amount of $1,792 540, or 78.35 per cent, and were unparalled in the history of the company.

☞ The contracting force engaged on the extension of the Northern Pacific Railroad west of the Missouri will complete the grading to the Yellowstone early in October. The President of the Company has directed the chief engineer to transfer the working force directly across to the located line of the Yellowstone division, with the intention of reaching and passing Miles City and Fort Keogh next July.

☞ Two surveys have been made by the engineers of the short line route between Annapolis and Baltimore. One has considerable grading in it and the other much bridging. The first line leaves Annapolis by way of Horse-shoe Point, and the other by Cove Cork, Severn river. One route enters Baltimore by way of Brooklyn, and the other leaves it to the right.

☞ The construction of a branch road from New Haven to the Connellsville Coke and Iron Company's works will be commenced by the Pennsylvania Railroad Company in a few days.

Decatur, Springfield and Roodhouse Railroad.

Articles of incorporation were filed in the Clerk's office of the Circuit Court of Springfield, Ills., on the 25th ult., of the Decatur, Springfield and Roodhouse Railroad Company. The incorporators are: Binford Wilson, David T. Littler and L. W. Shepherd, Springfield; Jonathan Merriam, Tazewell county; and Edward C. Rice, St. Louis. This corporation proposes to construct a railroad from Decatur to Springfield, and thence through Morgan, Macoupin and Greene Counties to Roodhouse. The principal office is to be at Springfield. The capital stock is fixed at $1,000,000, and the first Board of Directors includes Messrs. Wilson, Littler and Shepherd, of Springfield; E. C. Rice, of St. Louis; St. John Boyle, of Louisville, and James H Wilson and Parker C. Chandler, of Boston.

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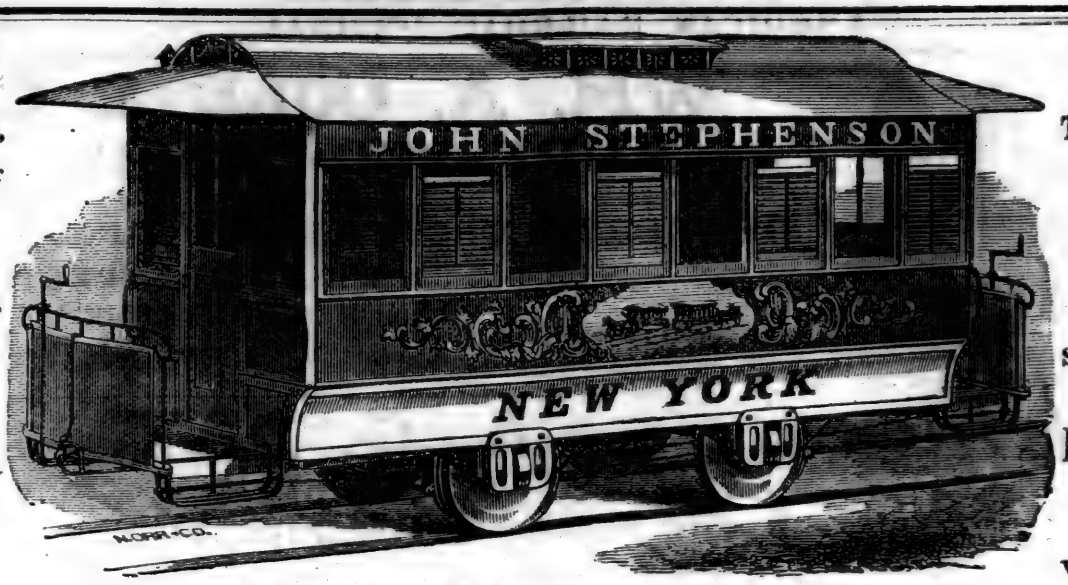
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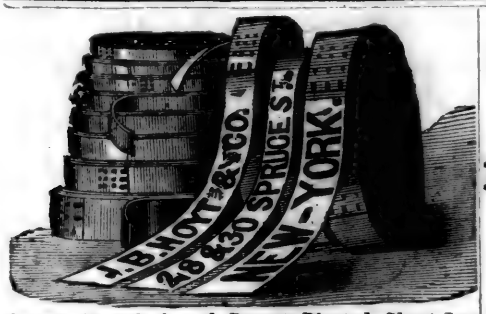
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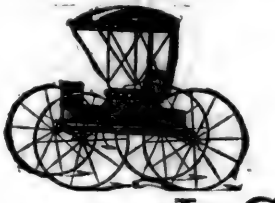
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ESTABLISHED 1831.

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SECOND QUARTO SERIES, VOL. XXXVI., No. 37.] NEW YORK, SEPTEMBER 10, 1880. [WHOLE No. 2,316, VOL. LIII.

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New York, Friday, September 10, 1880.

Elevated Railroads in Boston.

For two years past the Legislature of Massachusetts has been petitioned to grant an Act of Incorporation to an Elevated Railroad Company, for Boston and vicinity; and for two years have they refused to grant the request, the petitioners being met each time with "leave to withdraw." At the last session of the Legislature, although the petition was presented and managed with great ability by a gentleman largely interested in horse railroads, it was understood that only one member of the committee was in favor of the proposed plan.

There is an extreme difference of opinion with regard to the exigency of an elevated railroad at Boston, and the matter has been warmly, not to say bitterly, discussed. The interest taken in the matter was shown by the fact that a large percentage of the members of the Legislature asked to be appointed members of the street railroad committee, leaving the speaker of the House in a quandary as to whom to select.

Those in favor of the elevated road say that Boston has but two thoroughfares—Washington Street and Tremont Street — through which nearly all the travel passes. These streets are narrow and limited in their capacity. This capacity they say has been reached, and point to a resolution passed by the Board of Aldermen for the last two years. The resolution reads as follows: "Whereas, The maximum number of cars which can be accommodated in the more crowded public portion of the streets has been reached, no further legislation tending to increase the number should be favored." They also show that the average increase of passengers on horse railroads for the last twenty years has been two millions and a half of passengers per year and instance the several occasions during the past few years when multitudes have been deprived of the horse cars on account of snow blockades and horse epidemics.

On the other hand the opponents of elevated railroad schemes insist that the business area of Boston is quite limited and that there are nine steam railroads radiating from the outer edge of this business centre, each of them terminating on or within a circle with a half mile radius, the center of which is the City Hall. They point to the fact that in this business center the streets are narrow and crooked and unsuitable for elevated roads and say that outside the business center more surface roads could be built if needed and that, in short, there exist in Boston none of the conditions, which make elevated roads necessary and desirable in New York.

The petitioners for an Incorporating Act last year were men of experience, wealth and ability and there is no doubt they were acting in good faith. Notwithstanding the rebuff which they received, a new organization has just been formed, which proposes to provide Boston and its suburbs with an extensive elevated railroad system, that will leave very little space to be covered with rival roads. The system as projected is to extend through the whole length of Washington Street, one through Tremont Street, one through Atlantic Avenue, and another through Charles and Kneeland Streets, stretching in one direction through Charlestown nearly to Somerville; through Cambridge to Mt. Auburn, and through Boston territory to South Boston, Brookline, Dorchester and Milton.

It is very doubtful, however, whether the present plan will succeed. The General Railroad Law of Massachusetts was not intended by the Legislature to embrace elevated roads; indeed when it was passed elevated roads had hardly been mentioned. The language of the statute, however, is very broad, and the new companies—for there are several companies in the scheme—are fully determined to test the law by a final appeal to the Supreme Court. The law provides that no railroad track shall be laid longitudinally within the streets of a city without the consent of the Mayor and Aldermen, who, in giving such consent, may impose such conditions as to the location, construction and use of the railroad as may be agreed upon by both parties. In case of disagreement an appeal lies to the Railroad Commissioners who seem to have no discretion under the present law but are obliged to fix upon a route subject to certain conditions. For instance, one section of the law provides that no railroad corporation shall be authorized to locate or construct its road until a sworn estimate of the cost is submitted, with bona fide subscriptions of fifty per cent of the estimated cost, and twenty per cent paid into the treasury.

Petitioners for elevated roads before now have always acted upon the theory that elevated roads were not contemplated by the statute and that therefore such roads could not form under it. This we think is the view that the Massachusetts courts will take. Even if the law were broad enough to cover such roads it is doubtful whether the projectors of the present scheme will succeed in their enterprise. The subscribers are not men familiar with railroad matters nor are they men of

special executive ability. They have organized in a singular, not to say suspicious, manner, by fixing the capital stock of the company at five thousand dollars per mile, the lowest sum allowed by law, whereas fifty thousand dollars per mile would be a low estimate for the cost of a properly constructed elevated road. They will meet with a fierce opposition from property holders, steam railroads, horse railroads and rival companies, and their prospects for immediate success are not flattering.

Conservative Boston, however, must prepare for the inevitable; for, notwithstanding the protest of Beacon Hill, the disapproval of State Street and the antagonism of interested parties, she will at length build elevated railroads, but not until she is convinced that they have become an absolute necessity.

Our Shipping Interests.

Encouragement for American ship owners and builders has been long on the way, and so even the forelight of its dawn is stimulating to action an interest in our merchant marine such as has not been evinced for many years. One of the first stimulants has come in the form of the partial opening again to commerce of the ports of the Peruvian coast, from which a large export of guano was formerly made. For this trade American sailing vessels were expressly built, and have in former years been kept encouragingly active by it, though of late owing to the Chilian war the trade has been at a stand still. The American vessels expressly adapted to the traffic will be called into service again, with prospects of a greatly increased business by the starting of a large South Pacific Guano Company recently announced in London.

The grain trade of California with European ports is rapidly increasing, and is giving an encouraging impetus to another branch of important ocean commerce. It is estimated that the surplus of grain for foreign shipment from California will be this year at least fifty per cent larger than last year, the probable surplus being estimated at nearly one million tons. This will necessarily draw to the Pacific coast a fleet of sailing vessels immensely increased in size over that of recent years.

Should the increased number of vessels not be drawn wholly from American ship owners or builders, the encouraging fact still remains that other branches of ocean commerce give equal promise of increase for the coming year, and vessels drawn from one branch to supply the demands of another will only create vacancies in the former that must be speedily filled. The carrying of our products abroad promises this year to be something unparalleled, and as great preparations have not been made to meet it a healthy stimulus is found in the enormous crops, including cotton, to be harvested this fall. It is not unreasonable to anticipate a higher list of freight rates in view of the increased traffic; but a still more healthy feature for our shipping interests will be found in the impetus to be given so surely to American shipbuilding.

The convention of ship owners and others interested in developing and spreading our ocean commerce, to be held at Boston October 6th, has an important work in hand. There are possibilities of accomplishing great good through such a meeting of representative commercial men as are likely to attend. The convention must establish itself on a platform from which it can look over a broad field. It must have under consideration the interests of all branches of commerce, inland and coast as well as ocean, for they are so closely allied as to be inseparable in interests and strongly susceptible each to any injury or benefit done to the other. With a broad unprejudiced survey of the whole field of our commerce and with action turned upon no narrow or selfish bias, the convention is capable of greatly benefitting our important shipping interests in all their branches and earning for itself honors that will be most thankfully bestowed.

The New York Underground Railway.

The much discussed project of an underground railway for New York has at last developed into a fully matured plan; a plan so complete in its construction and so strong in the character and power of its projectors and managers as to guarantee the successful and early completion of this desirable system of rapid transit, which has been so long needed and which far-seeing New Yorkers interested in the welfare of their Island have felt must be provided sooner or later.

Articles of incorporation of the New York Underground Railway Company were filed in the County Clerk's office on the 4th inst. Though the welcome announcement was a surprise to the public generally, the matter is one that has been under long and careful consideration among such men as Gen. McClellan, Mr. George Ticknor Curtis, Mr. Samuel Campbell, Mr. S. L. M. Barlow, Mr. Jewett, and others whose names appear among the directors given below, while in addition there are many more representative men deeply interested in the matter and participators in the plan, who have not yet been publicly identified with it. The estimate of the cost of construction in all its details has been most carefully and critically examined by experts; the cost of rolling stock and running expenses figured most rigidly; the few legal issues that may arise carefully considered; in fact the whole field has been thoroughly studied, and there will be no delay for these usual reasons in pushing the work. The directors for the first year are: Samuel Campbell, Hugh J. Jewett, George R. Blanchard, George Ticknor Curtis, S. L. M. Barlow, R. Sewell, General Geo. B. McClellan, Andrew Gilsey, E. A. Quintard, J. T. Howard, Douglass Campbell, J. F. Ruggles, James F. Pierce.

Perhaps it would be anticipating the official announcement of the action of the first meeting of the directors to make any statement at this writing concerning the financial arrangements of the company, though from interviews with two of the leading directors we could see that plans were well matured in that direction as well as others and that there was no uncertainty or uneasiness felt in regard to the forthcoming of the millions required. Positive announcements, however, will not be made public as to the details of the financial system to be adopted until after the election of officers, but we know from the highest authority that prominent bankers of London and Paris have announced themselves as ready, so soon as the organization should be announced to them, to assume the placing of the bonds, which will probably be done through a form of syndicate. The terms offered by the probable negotiators are said to be very favorable. On this account there is no reason for the surmise which has been expressed that Gen. McClellan would be sent to Europe to place the bonds.

The company will work in part under the franchise of the former "New York Central Underground Railway Company," which has for some time been in the possession of Col. O. Vanderburgh, who conveys the franchise and all the property of the old company to the new organization. Contractors are ready to undertake the work immediately, and the contracts will probably be awarded this month and the work of excavation started in October, with the expectation that the railway will be completed and in actual use before the opening of the World's Fair in 1883.

The road will extend from South Ferry up Broadway and through Union and Madison Squares and Madison Avenue to Forty-second Street. A branch road will run from Madison Square up through Broadway to Central Park. A very important connection is that to be made with the Hudson River Tunnel. The stream of passengers that will be poured into the tunnel under the river from the Erie, the Pennsylvania and the Central Railroad of New Jersey will naturally be caught by the underground railway, and will form for it an immense source of income.

The plan of the construction is the work of Mr. Walter J. Morris, C. E., and includes several novel features of underground tunneling. Two single track tunnels will be built side by side each fifteen feet high and twelve and a half feet wide. They will be partly arched and partly supported by beams, and will be built with tracks on an average twenty-five feet underground, sufficiently deep to avoid water, gas pipes, sewers, etc. The double tunnel is adopted chiefly to assist in ventilation, and to further aid this the engines will carry about the cabs a large flange occupying nearly the entire space of the tunnel, thus creating a strong current through producing a vacuum, which with the introduction of air by artificial means through frequent air shafts should largely obviate the great objection to the London

underground railway—lack of ventilation. If young Mr. Field should have his electric motor fully perfected then a splendid opportunity would be afforded for it here. The cars and the tunnel as well are to be lighted by electricity. Large, sixty-ton, smoke-consuming locomotives, will be used and will burn coke. The walls of the tunnel are to be covered with asphalt on all sides, to avoid dampness. The cars will be both after the style of our Pullman parlor cars and the English railway carriages, with doors at the sides. Trains of eight and ten cars are to be made up, which can seat about one thousand passengers. The rate of speed that can be adopted is estimated at about twenty-five miles an hour. The fare is to be five cents at all hours and to all points. Stations will be located at the leading centres on the route, the chief ones to be built at the Battery, Madison and Union Squares and City Hall. The work of excavation will be started at Madison Square and will not reach Broadway before spring.

The project has been received with great enthusiasm here, and will be looked upon at home and abroad as one of the most promising enterprises that America intends to surprise her visitors with in 1883. People will have the utmost confidence in the project. It does not belong in the realm with visionary speculations. It is in the hands of men who are most thoroughly in earnest and whose financial standing and character are guarantees that it must be made an undoubted success. Running as the road will through the heart of the city, and connecting with such important arteries of travel, it must earn business enough even in its earliest days to pay heavy returns for the investments planned.

The elevated roads are too well established to be superseded, and it is fortunate for both the elevated and the underground roads as it is for the public that their routes cover such different sections of the city. There is room enough for both and each will help, unwillingly perhaps, improve the other until rapid transit in New York has reached a perfection unattainable in any other way.

LATER.

The first meeting of the directors of the New York Underground Railway Co. was held Thursday, the 9th inst., at the office of George Ticknor Curtis, Morse Building. With the exception of Mr. Jewett, Mr. Howard, Mr. Barlow and Mr. Gilsey, the entire board were present. Mr. Jewett and Mr. Howard are in Europe, and a letter from Mr. Howard was read in which he gave the substance of an interview had with Mr. Jewett, August 26th, in which Mr. Jewett expressed his strong conviction of the success of the enterprise. Hon. Samuel Campbell, of Oneida County, occupied the chair as temporary chairman. General Geo. B. McClellan was elected President of the company, and Mr. Herbert N. Curtis Secretary. An executive committee was chosen consisting of Gen. McClellan, Andrew Gilsey, R. Sewell, Hugh J. Jewett and E. A. Quintard, to whom was referred the proposed contract between Col. Vanderburg and the proposed deed conveying the franchise of the late New York Central Underground Railway to the company with instruction to report upon the same at the next meeting. A corporate seal, consisting of an engraved section of the proposed tunnel and the legend New York Underground Railway Co., was adopted. The plans prepared by N. J. Morris, C. E., were referred to General McClellan, who was authorized to approve of same if in his judgment they were such as should be adopted. A committee of three was appointed to prepare by-laws. The subject of salaries of the President, Secretary and Engineer was referred to the executive committee. The directors appointed Mr. George Ticknor Curtis as the counsel for the company and Messrs. Sewell & Pierce as its solicitors and attorneys. Without transacting further business the meeting was adjourned until Tuesday next.

A New Engine of Destruction.

Capt. John Ericsson, the veteran inventor, is reported to have perfected his new torpedo and the means for propelling it with accuracy and force against any target, and the new projectile is said to be the most formidable engine yet invented against iron-clads. It is pretended that several of these weapons were recently shipped to Peru to be used in the warfare of that State with Chili. Capt. Ericsson's experiments have been made, in part at least, under the auspices of the Secretary of the Navy, and they have so far succeeded that he is now able to discharge by means of gunpowder, with reasonable accuracy, a torpedo charged with 250 pounds of dynamite in such a way as to insure its explosion against the sides of an iron-clad. It is claimed that there is no armor-plated vessel in the world that would not be rent to pieces by the concussion of such a tremendous charge of dynamite. If this be so, and this new engine prove to be manageable, it will be the cause of as many revolutions in the navies of the world as were occasioned by the appearance of the monitor in Hampton Roads in 1862.

Photographing Express Trains.

Messrs. Marsh Brothers, photographers, at Henley-on-Thames, England, have just obtained some interesting pictures of the Great Western express —the "Flying Dutchman"— taken while running through Twyford station at a speed of nearly sixty miles per hour. The point of view from which the photograph has been taken is on the "port bow" of the express, and the definition is admirable, the details of the locomotive coming out as sharply as the stationary objects in the view. Messrs. Marsh Brothers are now making a flying shutter which, when applied to their camera, will reduce the time of exposure of the plate to 1-500th of a second. With this new shutter they hope to get a throughly satisfactory photograph of an express train taken broadside on.

☞ A narrow-gauge railroad, thirty miles in length, is about to be built from the famous Cranberry ore mines, in Mitchell county, N. C., near the Tennessee line, to tap the East Tennessee, Virginia and Georgia Railroad at Johnson City a few miles above Jonesboro.

Personal.

—President Wagner of drawing room car fame is an active Republican worker.

—Capt. Thomas Keley, eighty-five years old, the oldest steamboat captain of the port of New York, died in Brooklyn on the 5th.

—Emile Alexis Segris, minister of Public Instruction and subsequently of Finance in the Ollivier Cabinet in France in 1870, is dead.

—Richard L. Franklin, President of the New York City Fire Insurance Company, died at Riverdale on the Hudson Tuesday, after a two months' illness.

—The Cincinnati Chamber of Commerce have adopted resolutions deploring the death of General Meyer and recommending Capt. Howard as his successor.

—Charles F. Crocker, San Francisco, Vice President of the Southern Pacific Railroad, and Miss Jennie M. Easton, neice of Mr. D. O. Mills, were married Tuesday at "Milbrae," Mr. Mills' country seat.

—The venerable Thurlow Weed is suffering from a severe cold, which has aggravated some kidney disturbance, and his condition creates considerable anxiety among his many private and public friends.

—Mr. Hoar gave a reception at his Worcester (Mass.) home Wednesday night to Vice President Wheeler. New England, Governors and numerous other prominent men were among the guests.

—Among those lost on the Vera Cruz were C C. Silvas of Brazil, who had studied at Boston, and Geo. Cole, a Massachusetts builder. Both were en route for Mexico to take positions on a newly projected railroad.

—William H. Greenwood who has recently been engaged in engineering work for Palmer & Sullivan, railway contractors, and who was formerly chief engineer of the Denver railroad was murdered August 29 while at work upon his surveys in Mexico.

—President Wm. B. Stearns of the Fitchburg Railroad, and Mr. A. A. Gaddis of the Boston, Hoosac Tunnel and Western Railway are trying to get more yard room at North Adams, Mass., to accommodate their rapidly increasing freight business.

—Cornelius J. Vanderbilt and George N. Terry sailed from New York, the 4th, on the City of Richmond, intending to make an around-the-world trip, though possibly to make a tour of only the countries of southern Europe and return by January 1st.

—Dudley F. Phelps has been appointed Assistant District Attorney, at New York, to fill the vacancy caused by the resignation of Judge Russell. Mr. Phelps is thirty-five years of age, the brother of District Attorney Phelps, and under Collector Arthur had charge of the law division of the Custom-house.

—Mr. A. K. Owen, of Chester, Pa., a civil engineer of considerable note, was one of the few survivors of the Vera Cruz disaster. He has been well known at Washington for several years as the enthusiastic advocate of a Pacific railroad, which should traverse the middle region of Texas and the Mexican states of Durango and Sinaloa, terminating at the Gulf of California. His graphic description of the disaster was the first reliable account of it received.

—General Alfred T. A. Torbet, gallant and brave, on the field and in the horrors of shipwreck, was among the lost on the illfated Vera Cruz. All reports speak of the remarkable coolness and self-sacrifice shown by him during the disaster, in cheering and directing others while, already badly wounded, there was little hope for his own safety. General Torbet had a brilliant war record and after the war was the commissioner of a number of capitalists to Mexico to secure a land grant and to build a railroad from the Gulf to the Pacific.

Connecticut and Passumpsic Rivers R. R.

The following is an abstract of the report of this company for the fiscal year ending June 30, 1880, prepared for presentation at the annual meeting of the stockholders at Newport, Vt., on the 8th inst.

After so many years of discouragement from the continual falling off in the gross earnings of your road from year to year, we are glad to be able to report that the bottom has been reached and that the gross earnings of the last year show quite an increase over the previous year, as will be seen by the following :

The receipts were $657,647 98, an increase over 1879 of $118,405 95. The expenses were $131,-408 17, leaving the net earnings $226,139 81 ; from which has been paid for dividends, interest, &c., $220,658, leaving $5,481 84 ; interest received by the Treasurer $16,100 02, leaving a balance of $21,581 83 ; surplus of earnings, as per last year's report, $105,398 34 ; balance $126,980 17 ; from which we have paid for 200 freight cars $148,150, leaving the surplus of earnings now on hand $8,-830 17.

The tonnage in 1880 was 219,604 tons ; in 1879, 136,115 tons. Passengers in 1880, 156,934 ; in 1879, 135,494.

The equipment of the road is as follows :

Locomotives, 28 ; passenger cars, 14 ; mail and baggage cars, 9 ; freight cars, box, 440 ; freight cars, platform, 380 ; stock cars, 100 ; saloon cars, 9 ; boarding house cars, 2 ; crane cars, 3 ; beside the necessary number of snow plows, gougers, gravel, wood, push and hand cars.

We have built at our shops at Lyndonville 35 new iron cars and 5 butter cars at a cost of $20,-825, and purchased six second hand iron freight cars at a cost of $2,100 ; also purchased one first class passenger car at a cost of $6,500, all of which has been charged to the current expenses for operating the road.

There has been laid in the track during the year, 1600 tons of steel rails, 412 tons new iron rails, and 40,920 new sleepers ; 6,856 new rails have been repaired and relaid. The track is greatly improved from last year, and is now in better condition than ever before. One thousand four hundred tons of steel rails and eight tons of iron rails more than last year have been laid in the track, and all charged to current expenses.

We think that a liberal amount of steel rails for the year, chargeable to current expenses, would have been 1000 tons. The extra 600 tons of steel rails, the 40 new cars built at shops, and the six iron cars purchased, cost about $51,925, which, taken from the amount charged to expenses would leave the net earnings $277,964 81, instead of $226,139 81 as the account is made up, and is equivalent to two per cent on the stock.

The opening up of business on completion of the Montreal, Portland and Boston Railroad to Longuell, and the completion of the Southeastern Railroad to Sorel, together with the contract made with the Portland and Ogdensburg Railroad (Vermont division) in October last, rendered it imperative on us to make a large increase to our freight cars in order to accommodate the increase of business ; and in addition to the forty cars built at our shops, we purchased two hundred freight box cars of the Wason Manufacturing Company of Springfield.

These cars have all been delivered and are in service. We now find that our supply of cars is not up to the requirements of the road. These two hundred cars cost $118,150, and have been paid for from the former surplus of earnings, $105,398 34, added to the year's surplus of $21,-581 83, leaving the surplus of earnings now on hand, $8,830 17.

You will see from this that we have been able to add two hundred and forty new freight cars to our equipment without increasing our construction account or incurring a debt. Our present floating debt is entirely for amount expended in obtaining and completing the Montreal, Portland and Boston Railway, which is now operated and controlled by the Southeastern Railway, and we are now receiving interest monthly on all the money expended in that road, the present floating debt is $313,008 57. To offset which we have good notes on which we are receiving interest at 6 per cent, $319,006 36.

No accident of fatal or serious consequence has happened on the road during the year. No loss has accrued to the road by fire during the year. Our relations with all connecting roads continue on a friendly basis, and the prospect for the coming year we look upon as encouraging.

The bridges have been carefully looked after and kept in thorough repair ; and some considerable improvement has been made in the wharf and other property at Newport. Some $4,000 has been expended for new furniture and permanent repairs for the Memphremagog House, and it is now in first rate condition, and has been well filled with guests during the summer.

The company own, in addition, not needed for railroad purposes : 1 Memphremagog House, Newport, 1 tenement house at Stansted Junction, 6 tenement houses on Massawippi road, 1 dwelling house at Norwich, 1 dwelling house at Pompanoosuc, 1 dwelling house at Bradford, 1 dwelling house at Newbury, 1 store at St. Johnsbury, 12 cottages at Lyndonville, 3 double-houses, 1 one and one-half story house, 1 farm house at Lyndonville, 1 dwelling house at Barton, 1 dwelling house at White River Junction, 1 dwelling house at Coventry, 1 dwelling house at Sherbrooke, 1 dwelling house at Sherbrooke, 1 dwelling house at Newport, 1 hotel barn at Newport, 1 store at Newport, 23 tenements over depot, 10 shanties, $300, about 200 acres of land at Lyndonville, and about 2,000 acres of wood and timber lands near the line of the railroad.

American Industries and their Rewards.

Among the most interesting of the many valuable features of the meeting of the National Board of Steam Navigation, held at Norfolk last week, was the paper on "American Industries and their Rewards," read by General Negley of Pittsburg. General Negley is well known as an authority on the subjects covered by his paper and his carefully prepared statements are of great value and weight. He has given a most comprehensive and yet concise report of the condition of the important resources of our nation's wealth and power, including our commerce, navigation, railroads, agricultural products, mining, manufacturing and educational interests, in what he has called his "short hand outline." It is a report which for the value of its statistics alone should be printed complete in pamphlet form, as very likely it will be. In this brief allusion to it we are only permitted to quote from those portions relating directly to inter-state commerce, railroads and our domestic marine. He says of—

INTER-STATE COMMERCE :

The volume of trade passing between the Atlantic ports and the interior has increased to immense proportions ; certainly not less than $53,-000,000,000 annually in value. The shipment of freight over rivers and lakes, as well as over the six trunk lines of railway, has vastly increased, both in value and in quantity.

It is a significant fact that the number of tons cleared on the water routes have almost doubled within the present year. The Erie canal delivered 19,300,000 bushels of grain within 53 days, or about 60¼ per cent of the total receipts during the same period ; a most convincing proof of the irresistable influence exerted by water transportation, both as to rate and facilities. Hence it is that grain was carried from Buffalo to New York for five and a half cents per bushel by railroad and one and a half cents by vessel. It also accounts for the distribution of the receipts of traffic on the Atlantic seaboard in the following proportions: New York, 13.3 per cent ; Baltimore, 17.0 per cent ; Philadelphia, 18.0 per cent ; Boston, 8.4 per cent ; New Orleans, 8.5 per cent ; Portland only 1.3 per cent. These receipts show an increase of seven per cent over last year, 15 per cent over 1878 and 121¼ more than in 1877. New Orleans, since it became a deep water port, has largely increased its exports.

Fifteen million bushels of grain, 1,442,684 bales of cotton and 5 412 hogsheads of tobacco were exported from New Orleans to Europe last year. During the week ending August 14th, 406,900 bushels of corn were sent down the river to this port. Norfolk has also gained a largely increased tonnage during the past year.

RAILROADS.

Railroad construction, together with the improvement in old lines, has been carried on with unexampled vigor and economy. The United States, with less than 50,000,000 inhabitants, operates 87,000 miles of railroad, enough to encircle the globe three times ; while, Europe with 306,000,000 of inhabitants, has less than 100,000 miles. The rest of the world, aggregating 1,050,-000,000, of people, are dependent upon 25,000 miles of railroad. Our lines of railroad employ not less than 500,000 freight cars, and 17,000 locomotives in their traffic. Although we pay from 30 to 40 per cent more for labor and material than England does, yet her railroads cost on an average $195,000 per mile as against $58,000 in this country. Since 1873 the trunk lines in the United States have increased 20.88 per cent in mileage, and 45 per cent in tonnage. The increase of freight moved by them in 1879-80 was 47.27 per cent, an excess of 14.4 per cent over the previous year. There has been a corresponding decrease in freight rates, averaging 42.31 per cent. Shipments were made on the lake shore roads for 8-10 of a cent per ton mile ; and on other roads as low as 1 2-100 of a cent. The total gross earnings of the railroads in the Middle States last year, amounted to $170,310,846, while in the Southern States the total earnings were $43,917,-284. The total annual receipts for transportation of freight and passengers over American railroads equals the railroad business of all other nations combined. At least $5,000,000,000 are invested in American railways. The substitution of steel rails for those of iron, which is now taking place, will increase the value of our railroads $350,000,-000.

To furnish the requisite number of cross ties for existing railroads, the timber on 200,000 acres of woodland is annually cut away. American railroad motors excel in design of framing, axles, cranks and finish. They have a powerful tractive force, run easy and wear better than those abroad. Hence a growing market has been created for them in Russia, Japan, Australia and other foreign countries.

OUR DOMESTIC MARINE

Represents about twenty-five thousand two hundred and eleven vessels, aggregating 4,169,600.60 tons. Of this number 17,042 are sailing, 4,569 are steam, 1,206 are canal boats and 2,394 barges. With respect to location, they are distributed as follows: The Atlantic and Gulf coasts have 14,-762 sailing vessels, aggregating 1,967,023.13 tons ; 2,162 steam vessels, 615,039.61 tons ; 658 canal-boats, 58,963.06 tons ; 764 barges, 159,041.11 tons. The Pacific coast has 807 sailing, 148,712 23 tons; 308 steam, 107,040.39 tons ; 87 barges, 14,595.41 tons. The Northern lakes, 1,478 sailing, 807,077.-93 tons ; 896 steam, 203,298.10 tons ; 548 canal-boats, 44,774.43 tons ; 170 barges, 42,226.38 tons. The Western rivers, 1,203 steam, 250,793.46 tons; 1,373 barges, 251,015.86 tons.

As late as 1817 there were no regular steamers plying on these waters.

The tonnage of all vessels touching our ports in 1879 amounted to 13,768,137 tons. During the last seven years we have built 101 modern steamers, aggregating 179,651 tons. We cannot forbear commenting upon the fact that our nation pays annually to foreign ship owners over $70,-000,000 for conducting its carrying trade. Noth-

ing is more certain than that American enterprise and mechanical skill has been deprived of a large share of its well earned reward by defective legislation and the want of a comprehensive national policy.

On the other hand, England by encouraging her merchant marine through a judicious system of drawbacks, amounting to $7,000,000, annually, and the additional annual revenue of $4,200,000 received for carrying the mails has enabled her to encircle the globe with her vessels, and even to divert the current of trade from its natural channels, while Columbia with folded arms makes no determined effort to control this vital source of defence in war, and independence in time of peace. The public duty of promoting our shiping interests, rests upon no sectional grounds. Indeed it is criminal to gauge its advancements by any political calculus, or by measuring its cost by the economical susceptibilities of the day.

A nation that has attained the grandest achievements in the fields of science, art and discovery, and possessing the capacity to feed and clothe all Europe, should build her own vessels, nay more, should man them with her own seamen, and float them under her own starry banner.

Massachusetts State Railroad on Sunday.

It is not desired that any more business than railroad exigences necessitate be done on Sunday. Blockades of cars, trains of live stock and of perishable freight, detained by accident or unavoidable delays, make up much of the business, which on the state road is about one-tenth as large on Sundays as on week days, and this tenth is regarded by railroad men as a work of necessity. The state runs no trains over its road on Sunday except for necessary repairs. The road is now operated as a part of the Fitchburg railroad, and how is that road to be convinced that what is necessary travel over the rest of its line is not necessary over this short link? For the great portion of the line the courts alone can decide whether Sunday travel be necessary or not. Practically, it is said, that this attempted restriction of Sunday travel would, if carried into full effect, destroy the business of the Tunnel line as a through route, and dwarf the opening promise of the tunnel, with its growing benefits to the prosperity of the state. For, it is said, that to stop all travel over the state road on Sunday would be to stop travel as far back as the middle of the previous week. A Chicago shipper of live stock, for instance, would send no business over this line later than Wednesday, for if started Thursday, it could not get here in time to go over the state road before Sunday, and would have to be kept here that day, with suffering to the stock and loss to the owner; so this shipper would seek a different market. So too, a western dealer in grain, who sold for delivery to ocean steamers, would not, after Wednesday, risk the certain delay of Sunday on the tunnel route, and the probable longer delay through blockaded cars, lest he should miss the steamer, and he too would seek a different route or a different market.—[North Adams (Mass.) Transcript.

Philadelphia and Reading Railroad.

The Philadelphia Inquirer says that every branch of business on the Philadelphia and Reading railroad is remarkably active, and there is every prospect of the company's facilities being taxed to the utmost during the remainder of the year, and then adds:

Mr. Gowan estimated that there would be an increase of about $267,000 for this year in the company's passenger business. For the past eight months of the fiscal year—from December 1, 1879—the passenger traffic shows an increase of $316,000, or $50,000 more than Mr. Gowen estimated for the entire year. In round figures the freight business of the company has increased about $900,000 in the eight months over the corresponding period of last year, and leaving out the business of the North Pennsylvania and Bound Brook divisions the increase is about $650,000 on the company's general merchandise traffic, and about $250,000 on the coal business.

Foreign Jottings.

Germany added 1,102 miles of road to its railway system last year, and of these the government built 793 miles.

Kinipple and Morris, London engineers, have been appointed to build a railroad in Newfoundland for the purpose of developing the mineral and agricultural resources of the island. The road is to be 300 miles in length. It will commence at St. John's and terminate at Green's Bay, to the north of the island, and in the vicinity of the principal mining districts, and will pass also on its route through good agricultural land for settlements.

Russia: A policemen at Charkoff recently discovered people making a tunnel from a house to the railroad depot. The diggers escaped. It is thought they intended to lay a mine under the railway over which the emperor passed on his way to Lividia.

A Corean port has been opened to Italian commerce.

The traffic returns of the Suez canal for the seven months ending July 1, 1880, were $4,899,000, as against $3,503,200 during the same period of 1879, and $3,726,000 in 1878. The gross receipts for the present year, as conservatively estimated, will be $8,066,600. Deducting from this the expenditures, $5,735,665, including $5 per share interest, we have $2,330,935, from which five per cent must be deducted for the statutory reserve, namely, $11,546, leaving profits available for distribution to the amount $2,214,389.

The French agricultural authorities estimate that the French harvest will be a good average; that of upper Italy will be 30 per cent, above the average, those of Roumelia, upper and lower Bavaria, 25 per cent; Podolia and Smacia, 20 per cent; South Italy and Wurtemburg, 15 per cent; Bessarabia, 10 per cent and Hungary, Poland and Belgium five per cent above the average. The harvests of Prussia, Palitinate, Baden, Switzerland, Denmark, Sweden, Norway, Central Italy, Holland, South Russia, Servia and Egypt will be up to the average, and those of Austria and Mecklenburg five per cent below; Great Britain, Ireland and Saxony, 10 per cent; Courland 20 per cent; Gothland 25 per cent and Central Russia 40 per cent below the average.

Baltimore and Delta Railroad.

The West Chester (Pa.) Republican states that arrangements are being made for the consolidation of the Baltimore and Delta railroad with the Chester County and Delaware railroads, and then adds:

The nearest road to the route of the Baltimore and Delta road is the Philadelphia, Wilmington and Baltimore railroad, which is some eighteen miles to the south. There is no road on the north running parallel nearer than the Frederick division of the Pennsylvania railroad, and the main line of the road, which is a distance from the Delta terminus of about thirty-five miles, via the middle division of the Peach Bottom road, reached by going to York, or crossing the Susquehanna and taking the Port Deposit and Columbia railroad to Columbia. There are about four miles of the Peach Bottom road to be completed to reach the Susquehanna, and about half a mile to connect with the eastern division of the Peach Bottom road which is built and in operation from Oxford to a point in Lancaster county, some 14 miles distant.

British Railways.

The London Times, summarizing the reports of British railway companies for the first six months of the current year, remarks that it has been a wonderfully prosperous half-year. The status of particular companies, and their condition as compared with last year, the Times indicates as follows:

The London and Northwestern Company—taking the companies in the order of their magnitude—pays 6¾ per cent per annum against 6½ per cent per annum for the corresponding half-year of 1879, the addition to the amount of the dividend being £204,000. The Northeastern Company, again, pays 8 per cent per annum, as compared with 5 cent per annum, the addition to the amount of the dividend being £320,000. The Midland pays 6 per cent per annum, as compared with 5 per cent per annum, the addition to the amount of the dividend being £101,000. The Lancashire and Yorkshire says 5 per cent per annum, as compared with 4 per cent per annum, the addition to the amount of the dividend being £71,000. The London and Brighton pays 4¾ per cent per annum, as compared with 3 per cent per annum, the addition to the amount of the dividend being £60,000. And it is the same with other important companies, which it would be needless to mention. Altogether, on the fourteen principal railways of England and Wales making up their accounts to the 30th of June, having in all an ordinary capital of $155,000,000—regarding the preference capital of the Chatham and Dover Company as ordinary—the result is found to be that the companies pay for the half-year just past the sum of £4,011,0000 in ordinary dividend, or at the rate of £5 8s. per cent per annum, as compared with £3,124,000, or 4 per cent per annum only, for the corresponding half-year of 1879, the increase amounting to £887,000, or £1 8s. per cent per annum. Such an addition to railway shareholders' dividends in one-half year is, we believe, without a precedent. It amounts to very nearly 30 per cent on the amount paid for the corresponding half-year of 1879, which is an immense addition, considering the amounts involved.

☞ A long bridge has recently been completed in Russia, over the Volga, on the Syoran and Orenberg Railway, connecting the cities of Syoran in the government of Simbrisk, with that of Samara. The width of the river is nearly a mile, and as it is liable to the occurrence of very heavy spring floods, the piers (of which there are fourteen altogether) had to be built 100 feet above mean water level, the depth of the river being more than fifty feet. The girders, 364 feet long and 20 feet wide, were all riveted and put together on the right bank of the river, and then floated to their position. The whole cost of the bridge was 7,000,000 silver rubles; and it is worthy of mention that it was completed without any loss of life or any accident of importance.

☞ Articles of incorporation of the Hull and Nantasket Beach Railroad Co., to connect Windmill point with Strawberry hill in the town of Hull, have been filed with the Secretary of State of Massachusetts, who will at once issue its charter. The road is to be three miles in length, and of the standard broad-gauge, and its capital stock is to be $50,000. The directors are George R. Eager, R. M. Pulsifer, F. A. Hobarb, A. J. Tower, H. T. Littlefield, W. R. Clark, E. P. Call, John Lathrop and Wm. Bordman, jr.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 5
Burl. & Mo. Riv. in Neb.100	8,837,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa*..... 50	1,169,600	October.	Oct. '79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J. & D.	June'80 3
Central of New Jersey.100	18,553,200	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'80 3½
" " pref...100	2,425,400	M. & S.	Sept.'80 3½
Chicago, Burl. & Quincy.100	31,004,466	M. & S.	Sept. 80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul...100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12,279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	June'80 3
" " pref.100	21,625,353	quarterly	June'80 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '80 2½
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind....100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	June'80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	May '80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1.0	2,175,700	F. & A.	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	July '80 2½
" 1st pref.. 50	241,900	A. & O.	Apl. '80 4
" 2d pref... 50	243,000	A. & O.	Apl. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,286	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July '80 3
Del. & Bound Brook*....100	1,584,400	quarterly	Aug.'80 1½
Del., Lackaw. & Westn. 50	28,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" pref 100	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*..... 50	1,309,200	J. & J.	July '80 3
East Mahanoy*..... 50	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga....100	1,988,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June'80 2½
Eel River.....	3,000,000	— & —	Sept.'80 1
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Mar. '80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Sept.'80 3
Illinois Central.....100	29,000,000	M. & S.	Sept.'80 1
Iowa Falls & Sioux City*100	4,625,000	quarterly	Aug. 80 1½
Iowa Railroad Land Co.100	7,620,000	quarterly	May '80 2
Jo. So. & Mo. Northern. 25	600,000	quarterly	May '80 1½
Jeffersonv., Mad. & Ind..100	600,000	quarterly	June'80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	May '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	June'78 1
Kentucky Central.....1.0	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	Aug.'80 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug.'80 5
" " (guar.).100	533,500	F. & A.	July '80 2
Lawrence*..... 50	450,000	quarterly	July '80 1
Lehigh Valley..... 50	27,332,565	quarterly	July '80 2½
" pref. 50	106,300	quarterly	June 80 2
Little Miami*..... 50	5,871,450	quarterly	July '80 2½
Little Schuylkill*..... 50	2,646,100	J. & J.	July '80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	July '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800,000	M. & N	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	July '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,148,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*..... 100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S. C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,080,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,783,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,435,000	quarterly	ug.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 4½
Panama.....100	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*..100	632,000	J. & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 100	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,561,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams..100	460,000	J. & J.	Jan. 80 2½
Ports., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces..100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 5
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb. '76 3½
" " " pref.100	2,300,000	— & —	.....
St. L., Alt. & T. Haute..100	2,464,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,432 shs	M. & S.	Sep. '78 500
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Scoharie and Roanoke..100	1,161,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Feb. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	449,700	J. & J.	July '79 2½
Stony Brook?..... 100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	July '80 1½
United Cos. of N. J*....100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,589,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	375,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	— & —	Apl. 78 3
Continental (Phila.)..... 50	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)..... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N.Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat. 50	10,843,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.. 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb. '78 5
Pennsylvania.....100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.a
" " (pref.). 50	2,888,977	annually	A.'9 140c.a
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co...100	3.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mohegona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July '80 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	6,938,200	F.M.A.N	Aug.'80 3
Quicksilver, common....100	5,768,703	.....	.....
preferred ...100	4,291,200	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy K. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'80 2½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '80 5
United States Express....100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	112½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	111
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,800	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	116½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,700,000	7.3	Jan. & July.	New York.	1896	122
Special Mortgage to Penn.	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106
Funding Income (traffic guar.)	6,986,500	7	" "	Pittsburg.	1894	82
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	112½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	116½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	95
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	25,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,822,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	800,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	109½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	145,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	260,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1896	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	570,000	8	Apr. and Oct.		1881	...
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	104½
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	105½
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	42½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	117½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	123½
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	87
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	123
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	95
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1908	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,005,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	108½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,600,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,000,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1858	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105½
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	108½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	93½
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,300,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	110½
Chattel Mortgage	209,850	5	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1899	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107½
1st Mort. (W. to Minn. Line)	134,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	110½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	108
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	110
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	87
Consol. Mort. for $25,000,000....	16,000,000	7	J. A. J. & O.	" "	1899	108½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	111½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	108½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88–'92	103½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	109
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	13½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	43
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	40
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	600,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	106
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	71½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	"	1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	"	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80–'96	104
Chester Creek (Phil. & Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	122
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	116½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	112
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	109
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	122½
Bonds of 1975, Sinking Fund....	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	123½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,500,000	8	J. & D.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold ...	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,200 000	3 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,000	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	115
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	110
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	114½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	..
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	130
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	117½
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	104
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	115½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	271,400	7	Feb. & Aug.	New York.	1885	109
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	109½
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	560,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	127
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	119½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	216,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	120½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort , guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	500,000	7	Jan. and July.	New York.	1906	....
2d Mortgage " "	65,000	7	" "	" "	1880	....
Cinc.,Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	96½
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,258	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1900	119
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d(now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	663,900	7	March & Sept	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	95
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1900	52
Income convertible.....	3,847 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'98-'06	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	321,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1890	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1891	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1906	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7		"	1886	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	114½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1885	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	120
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1890	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	108
Des Moines and Ft. Dodge:						
1st Mortgage(extension).....	2,400,000	6	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1886	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	51,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1876	....
2d Mortgage (").....	1,000,000	8	" "	" "	1876	....
1st Funded Coup. (D.& M.R.R.)	925,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	376,734	7	May & Nov.	" "	1876	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	121
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	646,506	8	Jan. & July.	New York.	1889	113½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1868	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	113½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1893	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1892	....
Ten year coupon notes.....	.....	7	.....	"	'93-'94	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1894	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	95½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1900	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1907	125
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	109½
3d Mortgage.....	4,852,000	7	" "	" "	1883	107½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	106½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	109½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	115
1st Consol. Mortgage gold....	16,666,000	7*	March & Sept.	NY&London.	1920	121
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	89
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	104½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1908	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & Kalag. guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.	"	1901	....
Consolidated Sinking Fund....	1,771,000	8	May & Nov.	"	1902	86
Construction Loan.....	280,000	8	Jan. & July.	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnst'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,200,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont: Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	103½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"		....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	5	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	105
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,886,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108½
1st Mort. (Q. & Palm. R. R. 16 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R. R. 55 m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	493,000	7	" "	" "	1889	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300,000	6	April & Oct.	Bryt. & Bost	1888	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, guar.	6,227,000	7*	Jan. & July.	New York	1891	102
1st Mortgage (Western Div.)	2,205,000	7*	" "	" "	189	106½
1st Mort. (Waco & N. W. Div.)	940,000	7	" "	" "	1903	105
Income and Indemnity bonds	1,389,500	7	May & Nov.	"	....	95
Consolidated Mortgage	2,864,000	6	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1896	65
Illinois Central:						
Redemption bonds, currency	2,560,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	78
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1868.	1,000 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" " ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lak. Sh. & C. (I., L. & L. M.):						
1st Mortgage 4½ guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1880	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	109
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109½
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	2,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Bidgefield Park)	300,000	7	May & Nov.	" "	1913	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1875	....
1st Mort. (St. Jo. & C. B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1896	....
Consolidated Mort. (280m.) conv.	887,000	7	March & Sept.	" "	1896	113
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L. L. & G.)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118
1st M.(3dD 244.66m.& 3,000,000a)	8,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110¼
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1 500,000	7*	March & Sept.	" "	1896	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	99
Funded Interest.....	254,200	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98¼
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1.092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..)	9,411,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon...)		7	Jan. & July.	" "	1900	124¼
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	118¼
Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1898	116¼
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. O. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....)	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg...)		6	" "	"	1898	119
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	127
General Mort. for $40,000,000.)	13,804,000	6*	June & Dec.	"	1923	113¼
General Mort., registered ...)		6*	" "	"	1922	113¼
Lewisb., Centre & Spruce C.(Pa R):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	82
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	102
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,554,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	276,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'86	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	106
Consol. M. for $6,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	116¼
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¼
$1,100,000 Loan, tax free.....	756 980	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	7*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,360	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93¼
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	115
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	116
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	82
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	44¼
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1886	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113¼
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	6-10	Various.	" "	'92-'03	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1880	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1899	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	90
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	6,500,000	6*	Jan. & July.	New York.	1908	101
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108¼
Consol. Mortgage for $10,000,000	6,000,000	7	May & Nov.	New York.	1902	123¼
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113¼
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110¼
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	112
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	6*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C.R. & N.):	$					
1st Mortgage gold, guaranteed	120,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	106½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	67
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103½
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	83½
Second Preferred Debentures	1,850,000	7		"		51
Third Preferred Debentures	600,000	7		"		35
Fourth Preferred Debentures	900,000	7		"		36½
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	134
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	116
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	114½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,239,000	7	June & Dec.	" "	1915	112½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	100½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111½
2d Mortgage gold	200,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willim.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1899	39½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000	6,300,000	7	April & Oct.	"	1903	....
Income Mortgage	740,000	7	" "		1891	....
New Jersey Wes't Line						
1st Mort. gold for $3.000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London North'n. (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1886	101½
2d Mortgage	500,000	7	June and Dec.		1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,000	6	May & Nov.	New York.	1883	100
Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,500	6	June & Dec.	" "	1887	111½
2d Mort. (Hudson River) S. F.	1,794,000	7	.....	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	150
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	....
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	111
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1904	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1890	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage	1,500,000	7	May & Nov.		1896	115
General Mortgage	2,035,000	7	Jan. & July.		1903	114
North Shore (Flush., N.B. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	116
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	100½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon	3,000,000	5	"	Baltimore.	1925	92
Second General Mort. coupon	1,000,000	6	"	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold.	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & K.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	115½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds	3,864,000	7	April & Oct.	New York.	1911	115
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	103
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1898	110
Plain Bonds	32,000	5	" "	"	1884	99
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	10.

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	102½
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	.. ..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'78-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	122½
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108
2d Mortgage sinking fund	2,656,000	7	Jan & July.	" "	1891	109½
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Eights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	120
General Mortgage, registered.		6	" "	"	1910	120
Consolidated Mortgage	22,301,540	6*	Jan. & July.	London.	1905	116½
State lien for $1,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	19,000	7	April & Oct	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'08	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	113½
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1968, debenture	1,126 500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871.	Dollar coupon 7,310,006	7	June & Dec.	Philadelphia.	1911	113½
	Dollar registered 3,339,000	7	" "	"	1911	114½
	Gold or stg coup 6,999,009	6*	" "	Phil. or Lond.	1911	104½
	Gold or stg reg. 683,000	6*	" "	" "	1911	104½
	Dollar coupon 305,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv	10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan	9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)	19,636,000	6*	Jan. & July	" "	1908	69½
Income Mortgage of 1876	2,218,000	7	June & Dec.	Philadelphia.	1896	52
Phila. & Reading Coal and Iron:						
Guar. Mortgage for $30,000,000	18,036,500	7	Various.	Philadelphia.	92-94	....
Debentures guaranteed	1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:						
Consolidated Mortgage	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	71
Funding Income	315,933	7	" "	"	1896	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	...
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	117½
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1912	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	135½
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	129
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1898	117
1st Mort. (Turtle Cr. Div. 10½ m)	328,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	...
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	436,000	4½	June & Dec	Boston.	1937	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $500,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	660,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1895	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1896	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	...
1st Mort. (Northwestern, N. C.)	500,000	6 7	April and Oct.	N. Y. or Rich.	...	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,227	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	...
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	...
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1894	67
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1898	5
General Mortgage	1,500,000	6	May & Nov.	"	1907	9

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M rtgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	98
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	...
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	116
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	106
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	115
Real estate & 2d M. for $3,000,000	2,998,000	7	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	115
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	97
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	79
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F. :						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D.& H. Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf.						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	6	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1890	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	...
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	166,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	95
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	500,000	7*	March & Sept.	"	1892	105
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	100
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Con. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	360,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	2,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	106
Consolidated Mortgage	7.548,000	6*	June & Dec.	" "	1905	93
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	68
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	60
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	102
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	101
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	103
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	105
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1876	103
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	105
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	40
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	103
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guarnteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	121
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	116
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	120
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106
Sterling Loan £360,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	164,000	6	Feb. and Aug.	"	1888	96
3ond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105½
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	115
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	212,000	8	Jan.and July.	"	1890	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	968,000	8	March & Sept.	" "	1900	...
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	91
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	109
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	109
3d Mort. " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " ")	700,000	8	March & Sept.	"	1880	60½
Funded Coupons (do.)	722,664	....	....	"	.....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan.....	219,912	....	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $[illegible]	456,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortg[illegible] tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia	1891	120
Western North Carolina:						
1st Mortgage.....	855,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	8,920,000	7	"	"	1900	109½
Sterling Bonds, Sinking Fund..	981 284	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	116
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	114
2d Mortgage preferred.....	600,000	6	" "	"	1895	101½
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	108½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	105
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	102
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	124
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,719,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.....	1,610,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,225,000	7g	June & Dec.	" "	1916	...
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	..
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	490,000	7	Feb. and Aug.	"	1895	....
						99½
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	6g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	74
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. / 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	106½
	5,080,000	7	" "	" "	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	118
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	104
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110½
Mortgage (equip.) Loan, gold...	4,668,500	6g	June & Dec	"	1897	108½
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	136
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	..
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	85
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	....
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	70
Improvement bonds.....	280,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1916	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia	1883	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia	1918	....
2d Mortgage.....	225,000	6	" "	"	1911	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec 31,1878	796.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1878	290.0	—	15.4	—	21	15	6	388	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,618,000	1,750,000	595,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	293,623	485,336	1,006,211	456,579	7	100	110
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	581,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,631	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland † (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	†6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	—	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,659	102,650	—	50	....
Dec. 31, 1878	146.6	42.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80‡
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,106	611,086	3,960,868	2,035,676	—	100	124‡
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West..N.Y. Penn.& O.	89,286,482	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,366,182	919,064	2,662,830	8,745,207	675,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,086	*	18,829	1,013,294	4,476,677	8,566,500	1,331,148	.....	350.2	651,587	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†.. Virginia.	19,396,206	*	7,052,955	2,051,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,966	1,781,710	706,954	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	3,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,677	12,116,258	57,305,222	3,031,492	18,277,309	37,670,350	5,819,729	37,111,919	557.3	3,303,055	.....	.....	8,563,057	4,039,612	8	100	175‡
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	—	.....	114,332	1,650,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	64
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,788	696,010	37,338	64,638	3,533,250	6,500,000	288,365	.....	90.2	571,466	909,548	281,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	33,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,483,360	966,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	150‡
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,982	1,462	82,101	869,002	554,300	263,133	.....	52.5	135,063	104,752	721,801	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	151.6	766,719	688,438	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	572	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.6	.....	.....	.....	599,550	201,618	6	100	95
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	88,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,078,411	507,878	2	500	91
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,014	206,359	6,921,274	8,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	137
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,164	77,515	2,945,231	500,000	509,535	54,811	53.6	287,436	92,429	170,314	282,861	77,660	—	100	87‡
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,398	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	139‡
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,619	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100‡
Dec. 31, 1878	172.6	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,506,000	*	.....	.....	.....	3,908,000	.....	.....	172.6	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,868,000	—	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	139,122	539,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,553,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,021	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	761,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	66‡
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,633	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.8	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.8	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	197,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... ... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	224,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	10	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,290	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,049	540,985	198,123	55,641	1,215,711	987,000	142,655	362,417	67.0	278,130	.....	.....	399,061	121,218	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,376,400	*	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	43,388	60,231	283,865	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000 000	11,511,843	1,012,265	294,965	326.6	1,691,914	219,544	965,044	1,490,270	233,045	—	100	68
Mar. 31, 1879	242.0	—	12.2	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,539	.....	.....	420,766	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	*	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 587,000	.....	.....	75.6	.....	.....	.....	.....	113,370	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	*	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	133‡
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	503,458	7,500,000	3,617,000	396,718	.....	713.6	962,966	.....	.....	2,721,624	1,523,309	2(	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,62‡	*	.....	.....	4,921,055	4,325,000	180,516	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18763	Central of New Jersey.....New Jersey.	17,161,536	2,351,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,888,528	2,302,770	—	100	79
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	189,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	81	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	425,587	349,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	266,448	6	50	91
Dec. 31, 1878	882.8	330.4	109.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah.	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,842	17,530,858	8,744,740	—	100	76‡
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,182,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,880	195.0	415,353	68,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	.....	435.0	3,233 377	172,175	588,066	1,936,360	341,621	—	100	28‡
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire.....N. H. & Mass.	2,295,229	322,266	177,285	145,719	2,153,300	835,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123,836	1pf	100	54
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,013	—	677.8	2,709,405	781,991	1,967,206	4,691,519	2,156,336	7	100	118
Dec. 31, 1878	486.5	1,117	455.8	102.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	66,146,712	*	1,592,655	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.0	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	139‡
June 30, 187	764.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,636,109	*	.....	.....	6,159,600	.....	250,334	.....	221.6	313,592	87,572	235,333	538,595	260,947	—	100	79‡
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	——	Chic., Det. & Can. Grand Junction. Mich.	2,073.985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,958	498,127	784,556	229,510	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW) Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	32.4	.....	.....	.....	1,454,765	545,557	10	100	134
Dec. 31, 1878	831.3	581.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.& M.	58,755,184	*	2,848,298	1,480,429	27,683,744	32,088,500	791,596	2,520,074	1,585.3	5 991,705	1,412,663	1,955,698	8,451,708	3,659,454	7pf	100	92
May 31, 1879	1,200	—	326.7	149.5	350	184	66	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,058	36,574,220	34,598,000	3,241,088	4,342,772	1,616.5	11,123,659	3,226,427	4,265,937	13,420,606	6,816,812	7pf	100	104
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,800,960	2,236,920	9,409,838	4,839,961	10	100	118
Dec 31, 1878	549.0	22.6	60.0	—	100	84	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	28,911,501	—	.....	.....	8,663,650	17,247,351	120,695	.....	571.6	1,818,819	227,184	436,188	2,819,019	818,723	—	100	42

Sept.30, 187	177.7	—	8.5	—	13	14	7	157	Chicago St. Paul & Minneapt'is.....Wis.	5,000,000	*					5,000,000				177.7	276,932	72,749		739,336	787,943	—	50	45½
Dec. 31, 1878	170.0	75.6	28.2	—	26	13	6	497	Chicago & West Michigan... Michigan.	6,570,475	*	31,758	52,711	6,150,000	480,000	23,944		245.6	387,756	205,294	197,637	488,784	80,908	—	100	68
Mar. 31 1879	59.9	—	40.2	—	34	37	16	627	Cincinnati, Hamilton and Dayton...Ohio.	3,627,07	1,119,251	3,160,221	264,329	3,500,000	2,735,000	601,085	1,534,794	59.9	567,951	950,520	759,569	907,211	141,193	—	100	....
Mar. 31, 1879	98.4	—	11.2	—	16	7	4	486	Cin., Hamilton &Ind. (C.,H.& D.).O.& Ind.	2,436,088	229,072	60,080	.....	.....	2,500,000	1,180,356	.....	98.4	388,764	152,062	210,283	341,676	78,167	—	—	....
June 30, 1878	56.8	—	3.9	—	10	2	6	545	Cincinnati, Lafayette and Chic..O. & Ind.	4,059,000	*	.....	.....	1,929,200	1,898,000	300,000	.....	75.3	328,970	.....	.....	408,188	127,699	—	100	....
Mar. 31, 1879	39.0	—	2.7	—	5	2	3	182	Cin., Richmond & Ohio. (C.H.&I).).Ohio.	825,733	184,552	700	9,000	382,600	625,000	8,190	5,195	42.0	131,114	83,175	146,371	188,448	33,458	—	50	....
June 30, 1878	130.1	15.3	15.9	—	35	26	12	836	Cincinnati, Sandusky & Cleveland...Ohio.	6,219,252	*	800,734	84,437	4,434,787	2,178,726	562,189	.....	190.0	838,667	263,831	364,976	647,202	112,284	6pf	50	30
June 30, 1878	48.0	—	12.0	—	.....	.....	.....	.....	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,751,000	.....	.....	.....	1,100,000	2,651,000	1,342,982	.....	86.2	627,142	354,672	524,687	691,751	192,224	—	50	....
Dec. 31, 1878	169.5	—	5.4	—	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	109.5	230,022	.....	.....	195,710	52,263	—	100	..
Dec. 31, 1878	391.2	18.1	125.0	—	37	61	17	3,413	Cleveland, Col. Cin. & Ind...Ohio & Ind.	17,998,528	*	3,582,539	907,964	14,991,800	6,109,000	713,906	674,825	391.2	4,598,561	695,955	1,314,674	5,528,714	707,899	—	100	72½
Jun. 30, 1878	67.0	66.3	94.4	—	.....	.....	.....	.....	Clev. & Mahoning Val. (A. &Gt.W.).Ohio.	4,526,777	*	432,161	976,382	2,759,791	1,967,600	18,594	1,189,335	123.4	188,619	63,007	524,032	403,400	309,459	7	100	....
Dec. 31, 1878	104.0	—	17.8	—	22	13	13	600	Clev., Mt. Vernon and Del. (Pa. Co.)...O.	4,628,871	*	208,148	37,678	1,768,798	2,969,000	669,275	.....	156.5	410,716	228,693	259,.23	382,698	64,971	—	100	....
Dec. 31, 1878	123.8	76.0	66.5	—	97	43	22	3,021	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	12,937,567	3,551,152	477,378	452,314	11,244,036	5,069,344	381,817	783,214	225.8	1,886,556	584,237	1,434,207	2,474,634	1,168,580	7	50	122
Dec. 31, 1878	118.0	74.2	13.0	—	19	14	5	188	Colorado Central.. .....Col. & Wy.	4,430,360	*	.....	.....	3,971,300	2,459,000	.....	.....	192.2	.....	[11 months.		669,448	280,558	—	100	..
Dec. 31, 1878	520.3	60.3	87.5	107.0	125	61	28	1,691	Col., Chic. & Ind. C.(Pa.Co.).O. Ind & I.	28,851,097	*	58,000	.....	13,969,823	24,859,724	79,550	.....	580.5	4,178,285	663,917	1,791,981	3,433,665	411,514	—	100	20½
Dec. 31, 1878	76.0	29.4	25.5	—	31	9	3	1,223	Columbus and Hocking Valley .....Ohio.	3,701,748	1,265,711	503,827	80,025	2,030,150	2,500,000	165,530	455,631	105.4	725,074	138,372	913,907	871,553	391,127	8	50	....
Jun. 30, 1878	44.4	—	2.2	10.9	.....	.....	.....	.....	Col., Springfield & Cin. (C.,S.&C.)..Ohio.	2,000,000	.....	.....	.....	1,000,000	1,000,000	23,250	.....	.....	.....	.....	.....	230,797	65,942	—	50	....
Dec. 31, 1878	117.8	—	12.3	—	11	10	4	896	Columbus and Toledo.....Ohio.	2,816,106	*	640,590	114,223	897,168	2,416,000	229,316	28,496	117.7	416,530	145,283	348,606	517,871	222,259	—	50	....
Mar. 31, 1879	35.0	7.0	78.0	—	38	41	16	946	Concord.....New Hampshire.	1,500,000	*	190,009	141,967	1,500,000	.....	178,750	153,226	141.7	617,364	509,203	673,471	733,004	318,847	10	50	160
Jun. 30, 1879	110.3	—	16.7	—	28	16	19	666	Connecticut and Passump. Riv..Vermont.	3,447,825	*	613,976	108,668	2,175,700	1,388,500	263,883	435,774	147.0	422,078	135,494	136,116	544,142	219,694	3pf	100	70
Sept. 30, 1878	50.0	5.8	37.1	—	18	25	14	326	Connecticut River .....Massachusetts.	2,306,638	241,859	175,675	226,486	2,100,000	206,400	154,862	578,887	79.8	377,739	946,900	332,900	504,670	199,034	8	100	144½
Dec. 31, 1878	53.0	11.0	8.1	—	19	11	5	750	Corning, Cowanesque & Antrim.NY.&P.	2,400,000	*	.....	.....	1,900,000	500,000	.....	.....	64.0	181,905	58,582	507,185	404,665	113,384	6	50	....
Dec. 31, 1878	82.2	—	19.1	—	21	25	5	276	Cumberland Valley .....Md. & Penn.	1,887,466	*	656,558	195,111	1,777,850	352,300	47,007	561,878	135.0	321,495	325,551	315,696	512,121	199,560	10	50	....
Sept. 30, 1878	23.8	10.0	5.0	—	6	8	3	83	Danbury and Norwalk .....Connecticut	975,940	164,740	15,254	26,711	600,000	500,000	.....	80,645	33.8	97,380	222,212	51,81g	157 953	41,279	—	100	....
June 30, 1878	128.4	32.2	8.6	—	8	7	3	98	Davenport and Northwestern.....Iowa.	5,230,000	*	.....	.....	3,520,000	1,710,000	196,827	.....	169.6	187,487	91,582	67,043	222,627	17,738	—	100	....
Mar. 31, 1879	140.7	—	28.8	—	29	13	4	762	Dayton and Michigan (C., H. & D.).Ohio.	6,100,655	791,209	.....	12,903	3,612,778	2,728,800	531,733	164,921	142.7	683,849	309,674	422,303	545,238	271,432	3½	50	....
July 31, 1879	69.7	—	3.4	74.8	4	3	2	238	Dayton and Southeastern (3 ft.).....Ohio.	971,308	*	.....	.....	457,817	413,500	152,701	.....	69.7	.....	.....	.....	94,015	29,108	—	50	....
Dec. 31, 1878	83.8	16.7	10.1	—	.....	.....	.....	.....	Delaware ¶ (P.W.& B.).....Delaware.	2,367,508	.....	.....	73,198	1,450,323	760,000	160,400	69,983	94.8	268,998	.....	.....	365,580	109,674	6	25	....
Dec. 31, 1878	27.0	3.7	34.2	—	7	12	3	52	Delaware and Bound Brook.....N. Jer.	3,136,584	*	.....	.....	1,514,000	1,500,000	279,621	.....	30.8	.....	.....	.....	270,570	119,022	—	100	96
Dec. 31, 1878	115.0	92.5	223.7	—	150	32	22	16139	Delaware, Lack. and Western.....Penn.	29,722,825	*	7,047,725	1,859,217	26,200,000	5,887,100	2,196,542	4,346,125	207.5	2,458,754	474,161	3,193,531	3,699,601	2,320,481	—	50	91½
Dec. 31, 1878	106.0	—	5.2	—	6	4	3	75	*Denver Pacific* (K. P.).....Col. & Wy.	6,495,350	*	.....	.....	4,000,000	2,271,000	.....	224,350	106.0	.....	.....	.....	147,022	38,068	—	100	....
Dec. 31, 1878	250.6	78.9	12.0	600.0	26	13	9	489	Denver and Rio Grande (3 ft.).....Col.	15,394,500	*	787,756	747,771	8,500,000	6,628,751	540,922	215,383	329.5	704,938	47,552	132,828	773,322	342,676	—	100	73½
June 30, 1878	87.2	—	8.7	—	7	6	2	156	Des Moines and Fort Dodge.....Ia.	2,400,000	*	.....	.....	4,000,000	2,178,000	.....	.....	87.2	111,664	42,646	66,945	182,812	52,477	—	100	....
Oct. 31, 1878	189.0	2.6	29.8	—	34	35	9	528	Detroit, Grand Haven & Milw.....Mich.	.....	.....	.....	.....	.....	.....	.....	.....	191.6	.....	.....	[9] mos.	828,657	265,893	—	100	....
Dec. 31, 1878	166.6	40.7	80.2	—	27	15	6	1,298	Detroit, Lansing & Northern.....Mich.	7,219,090	*	122,807	176,082	4,328,997	2,876,000	166,441	156,540	197.3	785,106	372,722	364,787	970,034	372,199	—	100	86
									Dubuque and Sioux City (Ill. Cen.)..Iowa.	5,882,000	.....	31,453	.....	5,000,000	882,000	.....	31,453	.....	.....	.....	.....	925,226	323,830	5½	100	67
Dec. 31, 1878	142.9	—	16.1	—	.....	.....	.....	.....																													
June 30, 1878	242.0	30.0	28.5	—	36	31	8	554	East Tenn., Va. & Ga. ¶.....Tenn. & Ga.	9,185,638	*	469,381	148,250	1,967,074	4,186,100	226,289	3,428,721	272.0	911,899	76,365	289,054	1,022,252	409,608	3	100	....
Sept. 30, 1878	41.4	76 6	106.2	—	75	136	35	1,281	Eastern.....Massachusetts.	7,000,000	905,000	1,691,481	249,878	4,997,600	13,589,022	1,488,349	.....	.....	1,557,775	4,197,991	697,987	2,422,394	841,2-8	—	100	34½
Dec. 31, 1878	93.8	—	10.0	—	11	5	1	266	Eel River (Wabash).....Indiana.	2,799,128	*	8,261	85,514	2,792,120	.....	27,221	78,562	93.8	197,596	64,795	208,595	206,555	67,842	2	100	50
Dec. 31, 1878	81.0	3.5	56.0	—	29	5	4	1,329	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,895,725	251,325	18,438	1,998,400	3,322,000	57,987	.....	84.4	537,602	136,782	748,142	541,516	159,603	7	50	100
Sept. 30, 1878	114.2	—	17.5	—	12	15	7	253	European & North Am. ¶.....Maine.	.....	.....	.....	.....	.....	3,223,800	.....	74,934	133.0	250,406	154,015	141,533	356,858	126,507	—	100	....
Aug. 31, 1878	109.0	21.9	18.0	—	22	11	5	450	Evansville and Terre Haute.....Indiana.	3,167,288	*	46,066	122,871	1,120,416	1,017,000	41,000	1,167,303	109.0	335,938	143,603	332,700	564,809	169,574	4½	50	80
Apr. 30, 1879	55.3	—	6.1	—	7	4	2	300	Evansville, Terre Haute & Chi..Ind.& Ill.	1,649,600	.....	17,068	5,815	456,461	1,100,000	113,822	.....	69.3	.....	.....	.....	242,896	94,236	—	100	....
Sept. 30, 1878	50.0	43.3	45.4	—	70	77	25	1,661	Fitchburg .....Massachusetts.	4,013,121	801,636	1,678,145	134,032	4,500,000	1,000,000	632,499	494,435	189.1	1,638,610	2,166,503	1 115,771	1,794,337	439,715	7	100	128½
Dec. 31, 1878	253.3	26.7	66.2	—	43	32	11	878	*Flint and Pere Marquette*.....Mich	6,876,163	1,467,595	2,564,945	144,886	3,298,300	7,157,905	1,920,826	.....	280.0	1,098,422	540,556	408,053	1,056,017	438,203	—	100	19½
Dec. 31, 1878	100.0	—	18.0	—	10	6	3	292	Ft. Wayne, Jackson & Sag...Mich.&Ind.	2,702,247	373,551	3,920	30,879	1,196,450	2,000,000	1,564	.....	100.0	247,733	96,932	136,029	245,051	95,071	—	100	....
Dec. 31, 1878	104.2	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin.....Ind.	3,745,000	*	.....	.....	1,000,000	2,745,000	.....	.....	104.2	.....	.....	.....	257,108	81,096	—	100	....
Dec. 31, 1878	26.0	—	2.2	—	2	1	1	28	Frankfort and Kokomo.....Indiana.	483,000	*	315,000	.....	600,000	200,000	.....	.....	26.0	.....	.....	.....	38,397	19,196	—	100	24
Dec. 31, 1878	51.1	—	3.1	17.5	.....	.....	.....	.....	Frem., Elk H. & Mo. V. (S C.&P.)..Neb.	1,300,000	.....	.....	.....	690,000	690,000	.....	.....	51.1	55,218	19,772	45,352	138,159	46,063	—	100	44
Dec. 31, 1878	215.0	—	13.2	—	21	18	6	457	Galv., Harriab. & St. Antonio ¶.....Tex.	9,474,077	809,723	2,239,241	491,660	6,450,000	5,686,927	494,500	373,574	215.0	488,151	60,191	157,938	1,325,846	792,014	—	100	....
Dec. 31, 1878	50.0	—	8.8	—	17	9	6	266	Galv., Houston and Henderson ¶....Tex.	3,495,385	*	15,805	81,498	1,000,000	1,500,000	275,596	817,032	50.0	122,350	55,055	174,300	496,440	184,595	—	100	....
Sept. 30, 1878	75.6	—	13.7	—	12	6	4	216	Geneva, Ithaca & Sayre (D. & H.)..N. Y.	1,481,297	*	.....	.....	850,000	600,000	192,249	.....	75.6	388,066	95,811	501,852	264,996	41,16,138	—	100	....
Mar. 31, 1879	171.0	60.0	26.0	—	42	29	11	744	Georgia (& Banking).....Ga.	4,200,000	*	2,224,863	366,057	4,200,000	1,484,282	1,617,931	511,323	275.0	858,787	.....	.....	997,719	338,393	6	100	....
Dec. 31, 1878	382.0	—	80.8	—	38	21	10	1,130	*Grand Rap. and Ind.* (Pa.Co.)Mich. &Ind	11,095,085	*	65,504	246,737	2,800,000	8,000,000	2,164,707	.....	423.6	1,188,105	809,326	383,310	1,200,620	242,458	—	100	....
Dec. 31, 1878	856.0	168.2	218.5	—	434	274	84	8,173	Grand Trunk ¶.....Canada.	152,044,870	*	2,311,630	.....	118,496,280	35,812,710	45,510	.....	1,390.2	8,884,271	2,025,787	2,387,942	9,581,320	2,349,255	—	100	....
Jan. 31, 1879	274.8	135.7	270.2	—	216	165	38	4,639	Great Western ¶.....Canada.	33,424,430	7,877,010	2,851,045	.....	33,106,886	18,221,095	.....	.....	1,089.3	3,616,829	1,206,332	1,854,683	4,216,335	1,297,055	—	100	....
Sept. 30, 1878	218.9	—	12.0	—	16	11	3	500	Green Bay and Minnesota....Wisconsin.	12,297,805	*	1,459,135	.....	8,000,000	3,979,000	1,777,941	.....	213.9	338,341	56,632	124,478	384,701	106,792	—	100	....
Dec. 31, 1878	143.5	21.3	10.0	—	20	11	5	170	Greenville and Columbia (S. C.)..3 Car.	3,623,905	*	374,200	193,895	1,615,168	2,178,763	989,222	.....	164.8	237,791	46,662	103,077	383,909	181,660	—	100	....
Mar. 31, 1879	66.8	—	4.1	—	6	3	3	69	Gulf, Western Texas and Pacific ¶..Tex.	1,919,727	*	.....	.....	500,000	.....	.....	.....	66.8	242,592	4,240	202,684	112,358	29,706	—	100	....
Jun. 30, 1878	126.9	—	12.5	52.0	8	12	4	93	Hamilton and Northwestern.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	146.7	103,153	146,651	70,456	127,084	40,991	—	100	....
Dec. 31, 1878	206.4	85.9	45.0	—	74	36	16	1,550	*Hannibal and St. Joseph* ¶.....Missouri.	13,492,427	.....	.....	.....	14,251,724	8,700,000	.....	.....	292.3	1,354,767	247,916	543,472	2,045,450	780,355	—	100	141
Sept 30, 1878	58.0	—	1.0	—	2	2	1	—	Harlem Extension South.....N. Y. & Vt.	.....	.....	.....	.....	.....	.....	.....	.....	58.0	69,186	28,076	41,914	58,523	def. 918	—	100	....
Sept.30, 1878	74.0	—	3.0	—	19	21	10	436	Housatonic .....Connecticut.	2,581,006	*	225.836	78,762	2,000,000	550,500	161,348	154,256	126.2	468,562	223,214	190,167	569,199	208,253	—	100	....
Apl. 30, 1879	345.0	196.7	35.0	—	66	38	20	1,270	Houston and Texas Central¶.....Texas.	21,870,021	1,531,342	6,864,922	353,302	7,722,900	14,901,995	2,773,600	5,521,092	521.7	1,499,233	242,559	457,840	3,031,361	1,326,905	—	100	64
Dec. 31, 1878	45.0	16.8	16.0	—	18	4	3	50	Huntingdon and Broad Top Mt.....Penn.	4,367,820	*	179,067	365,935	2,052,800	2,283,500	564,393	11,929	61.3	172,915	43,618	394,788	238,889	114,145	—	50	14
Dec. 31, 1878	364.7	340.8	139.7	—	212	130	56	4,894	*Illinois Central* .....Illinois.	35,513,173	*	6,628,792	868,927	29,000,000	11,997,000	.....	2,013,892	1,255.5	4,247,628	1,725,236	2,067,832	7,111,184	3,631,569	6	100	115½
Dec. 31, 1878	175.7	—	8.8	—	12	14	2	313	Illinois Midland.....Illinois.	6,175,000	*	.....	.....	2,000,000	4,175,000	1,154,299	.....	175.7	278,504	79,952	128,132	256,895	20,661	—	100	....
Nov 30, 1878	202.3	151.6	69.0	—	46	27	15	1,135	Ind., Bloomington & Western..Ind. & Ill.	19,040,490	2,723,650	17,278	14,606	7,910,900	9,785,000	3,400,119	.....	333.9	1,418,561	284,843	460,028	1,342,323	266,078	—	100	29
Jun. 30 1878	158.5	8.0	51.2	—	62	41	16	1,084	Indianapolis, Cinc. & Lafayette..O. & Ind.	16,864,416	*	67,274	789,260	7,024,450	8,953,300	1,728,200	.....	194.5	896,503	549,587	457,135	1,309,087	494,388	—	50	....
Dec. 31, 1878	71.8	—	40.9	—	56	39	14	1,619	Indianapolis and St. Louis (Pa. Co.).Ind.	4,233,911	*	50,301	346,200	600,000	3,500,000	2,245,360	.....	266.6	1,585,274	243,093	538,619	1,347,246	313,903	—	100	....
Dec. 31 187	116.6	—	5.1	—	7	5	3	228	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,666,450	*	36,528	24,624	1,402,000	3,150,000	174,602	.....	116.6	300,467	101,892	136,628	282,558	5,349	—	100	....
Dec. 31, 1878	417.0	102.3	35.0	—	40	35	8	750	International & Great Northern ¶....Tex.	16,943,628	1,479,394	1,274,746	183,207	5,500,000	12,307,000	3,825,806	.....	619.3	822,430	117,065	224,113	1,636 585	571,983	—	100	50
Dec 31, 1878	183.7	—	6.6	—	.....	.....	.....	.....	*Iowa Falls and Sioux City* (Ill. C.).....Ia	7,577,500	.....	.....	.....	4,625,000	2,952,500	.....	.....	183.7	.....	.....	.....	476,265	166,693	—	100	47½
Mar. 31, 1879	270.5	77.0	16.0	—	.....	.....	.....	.....	Iowa So. & Mo. Southwest'n...Ia. & Mo.	6,200,000	.....	.....	.....	3,200,000	5,000,000	.....	.....	.....	.....	.....	.....	.....	769,600	5	100	....
Dec. 31, 1878	236.0	—	33.3	—	.....	.....	.....	.....	*Jackson, Lans. and Saginaw*.(M.C.).Mich.	6,312,933	.....	.....	.....	1,966,800	3,648,000	698,132	.....	236.6	420,677	296,455	397,841	711,174	276,878	7	100	....
Dec 31, 1878	111.0	118.8	34.3	—	44	33	12	748	Jeffersonv., Madison & Ind. (Pa. Co.)Ind.	6,508,713	*	182,640	86,155	2,000,000	5,000,000	62,738	.....	224.8	1,046,156	667,981	1,585,880	1,150,015	422,988	7	100	....
Apl. 30, 1879	84.0	—	2.1	40.0	4	2	2	94	Kansas Central (3 ft.).....Kansas.	1,008,000	*	.....	.....	504,000	504,600	.....	.....	84.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	638.6	34.0	63.8	—	94	41	17	1,521	*Kansas Pacific*.....Kansas & Col.	34,359,541	*	3,807,520	3,989,461	9,689,950	28,433,100	1,747,484	.....	672.6	1,505,813	198,173	667,736	3,610,224	1,196 662	—	50	98½
Dec. 31, 1878	43.0	—	7.6	—	5	5	2	107	Kansas City and Eastern.....Mo.	475,000	*	.....	.....	36,000	348,000	.....	.....	43.0	.....	72,704	39,315	84,578	33,867	—	100	....
Dec. 31, 1878	169.9	—	24.4	—	23	10	6	696	Kan. City, Ft. Scott and Gulf....Kansas.	10,750,000	*	.....	.....	6,750,000	4,000,000	.....	.....	155.9	777,592	142,236	465,266	833,825	115,567	—	100	53
Dec. 31, 1878	144.1	1.8	9.2	—	20	20	9	255	Kan. City, Lawrence & Southwest'n.Kan.	1,00 ,000	*	.....	.....	5,000,000	5,000,000	.....	.....	208.8	820,322	.....	.....	343,343	92,989	—	100	93
Dec. 31, 1878	197.3	55.0	31.2	—	32	18	12	904	Kansas City, St. Joseph & Co. Bl Mo.& Ia.	9,250,128	2,231,878	116,282	458,279	2,789,414	7,485,197	698,466	83,451	258.5	1,168,361	229,622	674,194	1,533,551	448,059	—	100	67
Dec. 31, 1878	66.3	—	3.3	—	.....	.....	.....	.....	K. City, Top. & West. (A.,T.&S. Fe.).Kas.	3,199,800	.....	174,200	190,729	2,250,000	1,054,000	87,205	226,524	.....	.....	.....	.....	768,516	208,287	—	100	112½
Apl. 30, 1879	90 0	49.5	16.5	—	19	17	7	351	Kentucky Central.....Ky.	6,045,060	*	.....	138,956	5,000,000	1,045,000	23,523	115,732	198.5	379,111	.....	.....	553,389	208,750	4	100	....
June 30, 1878	162 2	—	19.2	—	18	15	5	439	Keokuk and Des Moines (C.,R.I.&P.)Ia.	6,479,427	*	26,187	624,406	3,924,600	2,436,300	469,130	.....	162.2	402,461	167,076	202,985	566,763	148,433	—	100	114
June 30, 1878	80.3	—	4.2	—	.....	.....	.....	.....	Lafayette, Bloomington & Mississippi. Ill.	1,923,725	.....	1,456	49,594	1,000,000	1,520,000	6,585	.....	80 3	155,603	67,012	91,563	177,545	55,485	—	100	....
Apl. 30, 1878	118.2	—	11.2	—	10	6	2	213	Lafayette, Muncie & Bloomington..Ind.	.....	.....	.....	.....	.....	.....	.....	.....	118.2	246,858	78,087	237,684	245,864	67,019	—	100	....
Dec. 31 1878	100 0	10.0	6.0	90.0	6	5	3	81	Lake Erie and Louisville. ....Ohio.	1,699,997	*	4,782	7 289	1,500,000	———	202 018	———	110.0	195,599	107,743	77,588	153 161	30,424	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

[Figures for 1878 occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Date of Reporting.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484 2	671 6	—	495	178	86	16282	L. S. & Mich. S. N.Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,769	5,510,852	3,420,037	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	5,767,042	2,746,032	6,098,445	13,979,766	5,969,501	—	100	109½
Dec. 31, 1878	26.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N.J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,882	27,828	8,912	—	50	....
Dec. 31, 1878	105.0	49.7	86.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	16,035,233	1,178,753	11,198,550	15,619,278	.....	.....	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	107½
Dec. 31, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley..... Pa.	14,647,081	2,282,317	22,784,411	2,350,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	107½
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,224,691	384,621	8	50	....
Dec. 31, 1878	165.1	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶ ..... Ark.	3,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	55½
Sept. 30, 1878	94.9	—	63.0	—	65	152	15	381	Long Island ¶ ..... N. Y.	6,242,608	*	.....	.....	3,260,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,531,314	497,895	—	50	....
Dec. 31, 1878	101.5	63.0	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	8,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10½
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,988	144,132	1,870,774	3,375,800	664,289	111,447	213.5	613.520	327,384	314,282	978.053	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24.006,920	*	7,506,120	808,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973 4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	3	100	144½
Dec. 31, 1878	288.9	—	26.0	—	22	12	8	459	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,378,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36.569	—	50	....
Jun. 30, 1878	187.3	87.9	183 5	—	65	33	11	1,278	Marietta and Cincinnati (B. & O.)... Ohio.	23,606,988	*	2,584,932	391,220	3,932,050	11,307,611	7,509,691	—	312.0	2,272,100	701,122	716,627	1,545,793	266,980	—	50	....
Jun. 30, 1878	68.1	25.4	20.4	—	30	5	4	1,706	Marietta, Pittsburg and Cleveland... Ohio.	3,580,000	*	200,000	3 844	.....	3,580,000	.....	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	—
Jun. 30, 1878	272.0	20.0	29.0	—	57	29	13	626	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742 200	20,113	.....	88.5	195,998	59,411	663,276	566,453	299,181	—	100	18
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4,220,000	1,309,585	102,588	106,025	292.0	645,928	.....	158,458	682,412	307,445	—	100	37½
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	156,463	.....	.....	203,671	63,062	—	100	....
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Michigan Central..... Mich.	28,437,938	*	6,189,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,353	4	100	96
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Milwaukee L. Shore and Western... Wis.	6,918,489	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,918	132,088	245,025	49,745	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,850	117,911	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	—	.....	.....	2,000,000	360,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	—	—	Missouri, Iowa and Nebraska.. Mo. & Ia.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	187,457	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	3,838.140	*	.....	308,672	1,457.223	1,800.000	329,969	559,678	85.0	116,920	39,000	105,000	378,780	176,935	—	100	....
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,478	490,060	2,981,682	348,488	—	100	36
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,443	1,660,087	—	100	17
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery ..... Alabama.	2,010,311	—	17,000	8,510	1,278,941	1,183,500	8,039	.....	84.0	104,000	31,485	.....	195,009	60,335	—	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	3,166,261	557,434	71,478	170,626	2,022,518	275,000	67 754	600,526	178.8	480,188	62,493	.....	680,183	258,391	5	100	....
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	18,128,865	*	2,437,577	859,751	5,320,000	15,484,249	719.729	.....	528.6	1,166,773	233,067	186,638	2,098,500	879,851	—	100	24½
Dec. 31, 1878	84.6	36.0	205.6	—	111	101	37	3,169	Morris and Essex..... New Jersey.	17,710,791	12,144.240	4,141,925	$25,044	15,000,000	19,923,000	.....	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	.....	257,168	800,000	200,000	316,183	90,764	120.6	.....	.....	.....	2,710,117	782,328	7	100	112
Mar. 31, 1879	48.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	53 7	424,020	869,726	271,417	497,456	168,403	2	100	116
Jun. 30, 1878	321.0	132.5	46.1	—	47	28	16	1,030	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	.....	679,152	329,726	6.676,296	7,522,000	918,941	89,989	48.8	.....	.....	.....	95,932	43,275	5	100	59
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.).... Tenn. & Ala.	3,747,557	—	.....	781,582	1,642,557	2,105,000	389,024	39 ,308	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	70
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	93	Naugatuck..... Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	236,998	67,702	122.3	356.841	77,766	425,257	737,756	337,644	6	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	80	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	766	242,200	250.000	37,500	59,647	61.2	286,688	274,412	178,203	493,470	206,301	10	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	73,998	937,400	800.000	.....	.....	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3½)..... New Br.	2,021,000	—	.....	.....	200.000	1,722,000	99,000	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	622,500	.....	190.0	.....	29,768	52,340	122,300	27,111	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.).. Pa.	834,093	—	.....	.....	.....	.....	.....	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005,261	796,516	55.358	52,472	605,000	.....	881	336.032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C.V.)..... Conn.	2,052,708	231,902	82,628	61,270	2,460,000	2,181,000	236,998	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	*	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,158,683	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	672,986	367,836	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	—	New York Central & Hudson River. N.Y.	82,163,689	17,730,406	29,967,488	.....	89,428,300	39,801,233	532,050	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	1,018.3	5,998.041	8,927,565	7,695,413	26,405,017	10,369,040	8	100	132½
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N.Y.C. & H.R.) N.Y. City Line.....	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		.....	.....	8	100	....
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,949,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,720,831	4,896,327	6,150,468	15,644,978	5,009 114	—	100	40
Sept. 30, 1878	460.0	96.5	1,179	—	475	311	96	11656	N. Y. & Manhattan Beach (3 ft.)... N. Y.	558,111	169,107	704,118	.....	500,000	329,000	45,000	82,829	22.1	181,874	1,056,871	16.740	298,147	138,147	—	100	....
Sept. 30, 1878	14.8	—	10.5	—	11	76	2	22	N. York & N. England.. M., R. I. & Conn.	20,622,584	*	865,382	63,881	20,000,000	400,000	984,076	201,721	139.0	815,252	1,731,635	435,367	1,006,287	197,890	—	100	40
Sept. 30, 1878	85.7	58.2	39.1	100.0	36	65	13	319	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15,500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	170
Sept. 30, 1878	123.0	17.5	179.1	—	98	199	58	1,280	N. Y., Providence & Boston.. Conn. & R. I.	2.645.02:	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	138½
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (NYC & HR.). N.Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	—	466,223	59,020	4,000,000	297,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	Northeastern ¶..... S. C.	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	—	Northern ..... New Hampshire.	3,068,400	*	387,960	493,687	3,068,400	100	306,617	484,880	8.9	452.301	141,209	401,922	426,874	107,372	5	100	100½
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern Central ..... Md. & Pa.	12,184,505	4,196,107	5,156,440	560,455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	75½
Dec. 31, 1878	187.0	13.0	192.9	—	152	69	42	582	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,378	130,694,587	120,347	100,000,000	.....	50,343,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	30½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	5,296	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,667	251,639	4.264,.50	6,000,000	2,041,.55	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	97
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,196	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	278,037	223,680	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	133
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	1,148	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,643	542,670	144,325	—	100	24
Sept. 30, 1878	118.0	4.0	14.0	—	34	15	6	573	Ohio and Mississippi..... O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	35½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	950	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,087	3,959,028	681,190	2,077,616	1 703,278	6	100	116
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	2,510	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371.000	742,000	.....	.....	74.2	.....	.....	.....	85,769	41,216	—	100	....
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	1,311	Oswego and Syracuse..... N.Y.	1,762,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	231,874	279,562	74,852	9	100	....
Sept. 30, 1878	35.0	—	15.0	—	14	12	6	285	Paducah and Elizabethtown..... Ky.	4,277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	38,266	—	100	....
Jan. 31, 1878	125.6	—	9.3	—	17	6	4	492	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,877.308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	195
Dec. 31, 1875	47.6	—	12.2	—	15	24	4	415	Pekin Linc. and Decatur..... Ill.	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,385	—	100	....
Dec. 31, 1878	67.4	—	7	—	—	—	—	128																		

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,509	11,269,491	68,870,200	55,114,760	19,096,987	4,057,815	1,055.0	12,847,569	5,205,737	10,946,752	20,317,140	9,396,037	2	50	119
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,535	1,183,125	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,012	—	50	....
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	82,818	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	190,729	26,519	—	100	.
Dec. 31 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	178,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,520	463,556	1,500,000	72,038	437,568	57.0	155,261	211,116	131,308	257,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,700	17,656,000	1,380,539	.....	287.4	2,284,420	459,344	2,810,466	2,921,130	876,111	—	50	31
Nov. 30, 1878	17.0	3.0	27.3	—	24	45	13	192	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	.....	278,496	263,668	12	50	704
Nov. 30, 1878	98 4	228.6	768.4	—	416	334	59	.....	Philadelphia & Reading	Penn	30,513,089	9,355,442	68,959,732	16,565,396	34,278,175	75,300,797	11,196,128	.....	799.4	8,092,849	6,376,413	8,766,979	11,539,563	6,307,821	—	50	31
Oct. 31, 1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,243,781	793,365	2,660,466	1,198,048	8	50	39
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa.&Ohio	12,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,863,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	—	296	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,013,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,329,455	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	218,315	12,000	25,383,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,820,110	3,689,197	7	100	124
Dec. 31, 1878	68.0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	95.0	25.0	23.0	—	32	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,950,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	27
Dec. 31, 1878	24.0	—	1.2	C.0	—	—	—	—	Pittsb., Wheeling & Kentucky	W. Va.	599,392	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,315	10,304	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,551,544	292,533	77,496	48,317	1,052,186	2,642,500	231,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,0.2	148,151	29,334	—	100	....
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	107
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,855,000	*	.....	.....	850,000	535,000	41,0 5	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,597	41,812	—	100	....
Sept. 30, 1878	43.4	8.0	85.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	800,539	59,340	136,853	2,000,000	1,176,000	629,130	110,585	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,175,557	138,249	1,500,000	821,000	5,306	480,500	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30, 1878	72.6	110.1	62.3	—	66	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,823,359	754,346	8	100	120
Sept. 30, 1878	140.5	11.0	13.3	—	65	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,618,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,835,289	*	112,153	74,957	1,532,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,858	—	100	....
Sept. 30, 1878	22.5	2.3	2.6	—	7	7	5	163	Richmond and Petersburg ¶	Va.	1,102.684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	78,787	102,3 5	30,730	62,553	4,479	—	100	....
Sept. 30, 1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N. Y.	2,081,346	229,032	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	366,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	409.9	1,053,608	576,974	370,905	1,213,785	350,747	—	100	21
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	295,812	278,758	—	100	71
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	284,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	38,566	15,425	—	100	....
Dec. 31, 1878	227.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	9,500,000	*	51,589	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	75.2	395,390	184,988	473,648	555,302	534,932	—	100	22
Dec. 31, 1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.									75.2	395,390	184,988	473,648	606,459	239,621	—		
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	57
Dec. 31, 1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic.	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,434,244	*	1,096,331	368,907	24,000 000	10,181,500	1,287,500	533,000	598.8	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	613	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,132	254,880	1,291,652	603,517	—	100	36
Oct. 31, 1878	169.3	17.4	26.9	—	32	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,025,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	656,208	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,686	—	100	....
May 31, 1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,882,523	.....	.....	.....	8,882,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	35
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,505	—	100	36
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	110.3	841,442	191,069	731,146	657,632	234,227	—	50	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	26,046	—	100	....
Dec. 31, 1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,822	60,424	1,772,050	1,300,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,873	—	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,372	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410.500	1,600,000	66,749	.....	79.0	125,679	50,345	38,376	99,155	20,072	—	100	....
Nov. 30, 1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa.	1,185,049	*	25,000	216,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	254,039	135,281	—	50	....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	8	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	.....	.....	.....	2,068,400	3,056,000	.....	.....	188.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,875	.....	190.0	552,986	79,038	713,952	844,689	203,649	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	48	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,382,815	643,926	5,819,275	4,932,479	1,413,038	.....	243.0	691,202	104,065	252,366	1,011,262	409,305	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	8,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,860	—	100	....
Sept. 30, 1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	6,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,842	643,086	311,152	—	100	....
Dec. 31, 1878	161.0	55.1	45.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31, 1878	144.0	166.5	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	310.5	441,390	.....	.....	739,223	352,631	8	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,876,126	53,399	49,800	26,278	816,450	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31, 1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31, 1878	81.0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.111	150,916	810,886	610,532	224,624	3	100	....
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,341	1,092,085	876,865	356,378	8	50	100
Dec. 31, 1878	108.0	—	5.4	—	2	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3.0 0.000	1,142,000	548,864	125,095	108.0	.....	.....	86,398	220,187	74,284	—	100	....
May 31, 1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	26,319,117	*	925,575	167,318	6,99 ,000	18,806,225	1,349,576	327,906	443.9	1,392,777	268,149	407,114	2,136,143	956,455	—	100	25
Dec. 31, 1878	227.4	19.6	36.3	—	44	15	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	18
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	455	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,341	274,747	2	100	....
Sept. 30, 1878	74.0	—	5.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,357	*	.....	.....	1,162,100	1,478,000	57,982	.....	74.0	104,753	52,965	85,467	168,158	31,658	—	100	....
Dec. 31, 1878	275.5	—	369.8	—	265	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,966	.....	378.6	4,904,560	7,127,224	3,840,239	7,696,451	4,583,229	10	100	70
Dec. 31, 1878	1.038	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,914,588	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	103.8	5,846,580	188,315	844,019	11,121,272	7,744,686	—	100	94
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	193,12	62,069	—	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	22	10	210	Utica and Black River	New York.	2,378,791	418,847	295,152	18,694	1,771,720	1,112,000	57,808	168,956	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,000	*	.....	.....	1,004,160	1,600,000	355,438	.....	118.0	211,252	108,366	88,120	147,542	def. 3,911	—	100	122
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,328	*	476,311	49,427	2,80 ,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	183,197	150,197	5	100	122
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	88,474	.....	142.0	187,892	43,666	45,697	329,175	70,316	—	100	....
Dec. 31, 1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	462.1	148.1	143.3	100.0	197	68	39	4,711	Wabash	Ohio, Indiana and Illinois.	35,311,468	*	191,442	834,887	16,000,000	20,311,467	864,018	172,291	678.0	5,316,700	858,879	1 952,003	4,798,372	1,654,123	—	100	49
Sept. 30, 1878	258.5	121.5	18.0	—	31	34	14	473	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,869,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	93,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31, 1878	20.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	3	50	70
Dec. 31, 1878	59.5	—	18.4	—	20	52	17	222	West Jersey	New Jersey.	1,786,862	469,297	1,688,634	91,148	1,359,750	2,400,000	71,532	39,692	128.5	440,545	615,330	119,032	541,678	202,995	—	50	70
Aug. 31, 1878	116.0	61.0	8.4	—	19	4	5	243	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	722,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	514,107	176,652	—	100	....
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,381	368,956	136,021	347,201	129,926	—	100	71
Sept. 30, 1878	192.0	20.7	23.6	—	39	14	13	602	Western Union (C., M &St. P.)	Wis. & Ill.	7,000,000	819,114	808.864	16,294	4,000,000	3,500,000	387.629	255,633	212.7	870,604	239,094	462,341	1,067,654	304,401	—	100	55
Sept. 30, 1878	189.0	—	18.0	—	31	19	12	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	300,000	1,248,000	1,008,944	.....	189.0	.....	53,350	.....	509,698	98,658	—	100	55
Sept. 30, 1878	168.5	17.0	18.2	—	28	19	13	350	Wilmington and Weldon ¶	N.C.	3,340,366	*	39,423	63,078	1,456,200	1,619,100	52,132	315,434	160.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30, 1878	48 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	584,980	75,045	1,789,900	1,000,000	117,024	1,229,767	94.5	342,755	325,977	313,962	473,240	168,851	—	100	58

☞ The East Line and Red River Railroad Co. owns a line of 3 feet gauge extending from Jefferson, Texas, westward to Sulphur Springs, 93 miles in length. The gross earning of this road for the year ending April 30, 1880, were $122,931 95, the expenses $45,016 09, and the net earnings $77,915 86. The proportion of expenses to earnings (36.62 per cent) was very small. The road does entirely a local business. It runs between the two lines of the Texas and Pacific and has been built chiefly by local capital. An extension from Sulphur Springs westward is now in progress.

Statement of the Public Debt of the United States, September 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$14,857,000 00	$148,570 00
6 per cent. bonds, 1881 (Oregon,) 1861	724,950 00	7,249 50
6 per cent. 1881 bonds, 1861..	153,392,100 00	1,533,921 00
6 per cent. 1881 bonds, 1863..	60,465,100 00	604,651 00
5 per cent. funded loan of 1881	480,416,450 00	2,001,710 21
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,241,350 00	4,921,609 00
Refunding Certificates.....	1,106,450 00	7,376 33
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest	$1,713,198,400 00	$12,107,597 04
Interest due and unpaid		2,964,803 76

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	384,250 00	3,508 10
6 per cent. 5-20 bonds, called June, 1864	67,900 00	682 80
6 per cent. 5-20 bonds, called 1865	114,050 00	50,255 00
5 per cent. 10-40 bonds, called, 1864.....	1,628,300 00	238,118 75
6 per cent. Consol. bonds, called, 1865.....	563,450 00	2,116 88
6 per cent. Consol. bonds, called, 1867.....	2,059,800 00	259,472 00
6 per cent. Consol. bonds, called, 1868	617,600 00	85,082 07
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 63
5 per cent. 1 year notes, 1863.	46,095 00	2,316 85
5 per cent. 2 year notes, 1863.	35,900 00	1,850 49
6 per cent. compound interest notes, 1863-64.....	241,110 00	49,043 66
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,850 00	5,371 55
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,128,035 26	$771,412 11

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,880 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	11,300,000 00	
Coin certificates, 1863.....	7,697,900 00	
Silver certificates, 1878.....	13,138,040 00	
Unclaimed interest.....		7,327 03
Fractional currency, 1862, 1863 and 1864. $15,557,929 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,375,934 00	7,181,995 37	
Aggregate of debt bearing no interest.....	$386,059,831 37	$7,327 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$229,140,150 00	
Bonds at 5 per cent.....	480,410,250 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,241,350 00	
Refunding certificates.....	1,106,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,713,198,400 00	$15,072,400 80
Debt on which interest has ceased since maturity.....	6,128,035 26	771,412 11
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,896 00	
Certificates of deposit.....	11,300,000 00	
Coin and Silver Certificates.	20,835,940 00	
Fractional currency.....	7,181,995 37	
	$386,059,831 37	
Unclaimed interest.....		7,327 03
	$2,105,386,266 63	$15,851,139 94
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,121,237,406 57

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,964,803 76
Debt on which interest has ceased.....	6,128,035 26
Interest thereon.....	771,412 11
Gold and silver certificates.....	20,835,940 00
U. S. Notes held for redemption of certificates of deposit.....	11,300,000 00
Cash balance available Sept. 1, 1880.....	154,668,141 10
	$196,368,332 23
Debt, less amount in Treasury, Sept. 1, 1880.	$1,924,869,074 34
Debt, less amount in Treasury, on the 1st ult.	1,936,896,241 92
Decrease of debt during the month.....	$12,027,167 59
Decrease of debt since June 30, 1880.....	$17,603,221 00

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,282 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,643,333 04; interest repaid by cash payments: 5 per cent net earnings, $356,198 87; balance of interest paid by United States, $33,291,329 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Aug. 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Receivers' Certificates.

The receivers of the Philadelphia and Reading Railroad Company and Philadelphia and Reading Coal and Iron Company are now prepared to issue receiver's certificates, bearing 4 per cent interest from September 1, for all claims for materials and supplies furnished prior to May 25, 1880. Parties having such claims will present them to J. B. White, Comptroller Philadelphia and Reading Railroad Company. The certificates will not bear specific dates, but will be issued in classes, and paid each class in order, principal and interest, as it matures. These, being liabilities issued by the receivers, will take precedence in payment of any of the direct liabilities of the company, all mortgages or other fixed charges, and, of course, will be first paid. Those holding the character of claims specified against the company will consult their interest by early having them put into the required shape to make them negotiable at interest. They will no doubt be readily saleable as soon as offered on the market.

☞ A train has been put on the Richmond and Allegany railroad between Richmond and Maiden's Adventure, a distance of 28 miles.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 7.

	W.1.	Th.2.	F.3.	Sa.4.	M.6.	Tu.7.
Allegheny Val. 7 3-10s.....	122	....	....	....	....	....
7s, Income.....	....	....	....	....	....	....
Camden & Am. 6s, 1883....	.....	105½	....	....	....	....
6s, 1889	....	109½	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	115
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	47	....	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	99½	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	.....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	31½	31½	32½	32	32½	32½
6s, 1884.....	....	....	109	....	....	....
Gold Loan..... ..	107½	107	....	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	104½	104½	....	....	105	105
Lehigh Valley	53½	53½	53½	53½	53½	53½
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	....	....	....	....	....
2d mort. 7s...	127x	....	....	....	....	127
Consol. mort. 6s.....	....	....	....	....	113½	....
Consol. mort. 6s, reg.....	113½	....	....	....	....	....
Little Schuylkill...	....	....	....	....	....	47½
Minehill & Sch. Haven	....	....	....	50½	....	....
North Pennsylvania	....	....	....	....	....	48½
1st mortgage 6s.....	107½	107½	....	——	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.	114	....	...	....	....	....
Gen'l Mort. 7s, reg...	....	....	....	114½	....	....
Northern Central. ..	37½	....	37½	37½	37½	38
6s.....	....	....	91	....	92	....
Northern Pacific	30	30½	31	30½	30½	30½
Preferred	52½	53½	54½	54½	....	55
Pennsylvania R. R. ..	58½	58½	58½	58½	59	59½
1st mortgage.....	101½	....	....	....	....	....
Gen'l mortgage.....	....	....	120	....	120	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s....	....	....	....	....	116½	....
Consol. mort. 6s, reg. ...	....	....	....	....	....	....
Penn. State 6s. 2d series	106½	....	....	....	....	....
do. 3d series.	....	....	....	106	....	....
do. 5s, new.....	....	....	115	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.....	11½	11½	12½	12½	13½	14
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s, new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s..	113½	113½	....	114	114½	....
Consol. mortgage reg	113½	...	....	....	....	....
Gen'l mortgage 6s..... ...	67	67	....	69	....	....
Philadelphia and Erie.....	15½	15½	....	15½	15½	15½
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.....	12½	12½	12½	12½	12½	12½
7s.....	....	....	....	....	....	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s, 1872.....	....	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey	168½	....	169½	....	....	....
Hestonville, (Horse)	21	21½	21½	22	....	....
Chestnut & Wal. (do.).....	....	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 7.

	W.1	Th 2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore and Ohio ..	176½	176½	....	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885.....	....	....	....	....	....	109½
Central Ohio ($50).....	45½	....	45½	....	....	....
1st mortgage	....	....	11 [x	....	....	110½
Marietta & Cincinnati....	....	....	....	....	....	....
1st mortgage, 7s.....	115½	....	114½	....	116	....
2d mortgage, 7s.....	82½	83½	82½	82½	82½	81½
3d mortgage, 8s.....	46½	45	45½	45½	45½	44½
Northern Central ($50)	37½	37½	38	37½	....	37½
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1900.....	....	....	....	....	116	....
6s, 1900, Gold.....	.....	....	112½	....	....	....
6s, 1904, gold.....	....	109½	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	....	....	....	....	50½
O., Alex. & Manassas 7s....	....	....	....	....	91½	91
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol ..	59½	59½	60	60½	60½	61
Consol. Coupons	90½	90½	90½	....	....	91
10-40 bonds.....	42	42	42½	42½	42½	42½
Deferred Certificates.	6½	6½	....	6½	7	7½
Western Maryland	....	....	....	....	9	9½
1st M., end. by Balt.....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed.....	....	....	....	....	....	109½
2d M., end. Wash. Co.....	....	....	114	....	....	....
2d Mort., preferred ..101½	....	....	....	....	....	....
City Passenger R. R.....	38½	....	39½	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 8.

	Th.2.	F.3	Sat.4.	M.6.	Tu.7.	W.8.
Adams Express	....	....	117¼	116½	....	117	117¼
Albany and Susq.	....	109½	110½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	....	....	....	59½	59½	....
Atlantic & Pacific Tel	....	44	44	44¼	....	43
Burl., C.R. & Nor.	68	....	....	....	....	68½
1st mortgage 5s	93½	93½	....	....	....	93½
Canada Southern	61	....	....	61½	63	63½
1st mortgage guar	93½	93½	93½	....	93½	93
Central of N. Jersey	76½	76½	77½	77½	77	79
1st mortgage 1890	....	117½	....	....	....	....
7s, consolidated, ass.	108½	....	....	....	108½	108½
7s, convertible, ass.	107	107½	107½	107½	107½	....
7s, Income	84	....	....	86	....	86½
Adjustment	110½	109½	110	....	....	....
Central Pacific	74	75	74½	74½	....	75½
6s, gold	....	....	....	....	....	111½
1st M. (San Joaquin)	....	....	....	109	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	....	19½	19½	20½	20½	21
Chicago and Alton	115	116½	116	118	117½	117½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	128	138	137½	139½	138	137½
7s Consol, 1903	....	....	....	....	123½	....
Chic., Mil. and St. Paul	89½	89½	90½	92½	92	92½
Preferred	111	112	112½	113½	113½	113
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	117	....	117	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	115	....	....	....
1st M. (I. and M. Div.)	....	....	....	....	....	....
1st M. (I. and D. ext	114	....	111½	112	114	114½
1st M. (H. & D. div.)	....	....	....	....	117½	....
1st M. (C. & M. div.	....	....	119½	....	....	....
Consolidated S. F.	....	....	115	115½	115½	115½
Chic. & Northwestern	101½	102½	104½	105½	104½	104½
Preferred	121	123½	126½	126½	124½	125½
1st mortgage	....	....	....	109	....	....
Sinking Fund	107½	....	....	....	109	....
Consolidated 7s	....	....	....	127	....	....
Consol. Gold bonds	119	119	119	119½	....	119½
Do. reg	119	....	....	119	....	....
Chic., Rock Isl. & Pac	114½	116½	119½	120½	118½	119½
6s, 1917, c.	....	....	....	....	120	120
Clev., Col., C. and Ind.	71½	71½	....	71½	72½	.. ..
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	124	....	123	....	....	122
7s, Consolidated	....	....	....	....	....	....
6th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	21½	20½	20½	20½	20½	20½
1st mortgage	....	....	....	....	95	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	85½	85½	86½	86½	86½	86½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	116	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	90½	89½	90½	91½	90½	....
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	107½x	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	106½	....	106½
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	121½x	....	....	....	....
Great Western 1st mort	103½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Hannibal & St. Joseph	44	42½	42½	42½	41½	41½
Preferred	86½	84½	84½	84	83½	83½
8s, Convertible	108	....	108½	....	....	108½
Houston & Tex. Cent.	....	....	....	64	....	....
1st Mortgage	....	....	....	....	....	....
Illinois Central	112½	113½	113½	116	115½	115½
Lake Shore & Mich So	107½	107½	108½	110½	109½	109½
Consol. 7s	....	....	....	....	....	....
Consol, 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	115	....	....	....	....
Louisville & Nashville	136	132	134	140	147	144
7s, Consolidated	....	....	....	....	....	....
Manhattan	27½	27½	26½	27½	28½	31½
Metropolitan Elevated	90	91	....	91	....	94½
1st Mortgage	100	99½	100	....	100	100½
Michigan Central	94½	95	95½	97½	96½	97
7s, 1902	124	....	....	124	124	....
M. S. and N. I. 1st, S.F	....	....	....	....	112	....
Morris and Essex	110	110½	111½	111½	111½	111½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	114½	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	112	112½	....
N. Y. Cent. & Hud. Riv	130½	131	131	132½	131½	132½
6s, Sinking fund, 1883	....	....	....	....	....	106½
6s, Sinking fund, 1887	....	....	110	....	111½	..
1st mortgage	130	....	....	....	130	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	112	111½	....	111	114½	113
1st mortgage	111½	110½	110½	....	111	111
N. York and Harlem	....	....	....	....	195	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 8.

	Th.2	F.3	Sat.4	M.6	Tu.7	W.8
N.Y., Lake Erie & W.	39½	39½	40½	40½	40½	40½
Preferred	69½	69½	69½	69½	69½	68½
2d Consolidated	89½	88½	89½	89½	89½	89½
New 2d 5s fund	83½	83½	....	....	84½	84½
N.Y., N. Haven & Hart	165	.. ..	170	170	170	....
North Missouri 1st M	....	....	118½	....	....	....
Northern Pacific	30½	30½	....	30½	30½	30
Preferred	54	54½	54½	54½	54½	54½
Ohio and Mississippi	35½	35½	34½	35½	34½	34½
Preferred	....	....	....	....	76½	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co	40½	41½	41½	41½	40½	41½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	109	108½
2d mortgage	....	....	....	....	....	....
Panama	193	....	....	....	195	....
Philadelphia & Reading	23½	24½	25½	26½	....	29½
Pitts., Ft. W. & Chi. gtd	....	....	124½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	120	125	....	....	....	....
Quicksilver Mining Co	....	....	....	....	18	....
Preferred	53½	54½	55	56½	56½	....
St. Louis & San Fran.	....	....	....	....	....	....
Preferred	47	47½	47½	47½	....	47
1st Preferred	....	....	....	....	77½	....
St. L., Alton and T. H.	....	22	....	....	....	....
Preferred	76½	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	104	105	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	57½	57½	57½	57½	57½	57½
1st mortgage	....	....	....	....	....	116
2d mortgage	106½	106½	....	106½	105½	106½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	94	94	93½	94½	94½	94
1st mortgage	....	112½	112½	112½	112½	112½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	116x	116	....
United States Express	47½	....	48½	49½	49½	49½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	106	....	....	....
7s, Consolidated	103½	....	103	....	....	103
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	39	39½	38½	39½	39½	38½
Preferred	69½	69½	68½	69½	68½	69½
New Mort. 7s	....	....	....	....	99½	99½
Wells-Fargo Express	109½	109½	109½	....	....	109½
Western Pacific bonds	....	....	....	....	108½	....
Western Union Tel	105½	106½	107	107	104½	105
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Sept. 8.

	Th.2	F.3	Sat.4	M 6.	Tu.7.	W.8.
Atch., Top. and San. Fe.	120	122	122½	124½	125	124½
1st mortgage	119	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	150½	....	....	150½	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	91	10½	....	91	....
Boston and Maine	134½	135	136	....	136½	127
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	41½	41½	42	42½	42½	42½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	87	....	....	109½
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	138½	137½	137½	138	137½	137½
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	15	15½	15½	15½	....	15
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	35½	35	....	....	35	34½
New 4½ Bonds	96	95	....	95	95	95½
Fitchburg	....	128½	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	96½	97	..
N. Y. & New England	39½	39	39½	39½	40	40
7s	....	....	....	....	....	....
Northern, N. H.	....	....	100½	....	100½	100½
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	24½	24	....	....	24	....
Preferred	....	76	76	....	76	....
Old Colony	116½	116	116	116½	....	116
Ph., Wil. & Balt. ($50)	69½	69	....	69½	69½	69½
Portl'd, Saco & Ports.	108½	....	....	....	....	107
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	112½	....	....	112½	....	112½
Pullman Palace Car	120½	121	126	128	125	121½
Union Pacific	94½	94½	....	94½	94½	94½
6s	....	....	....	....	....	....
Land Grant 7s	....	111½	....	....	....	....
Sinking Fund 8s	115½	....	....	116	116½	....
Vermont and Canada	....	....	....	....	....	16
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	68½	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	239	239	239	239	239	....
Quincy	29	29	29	28½	28½	28½

New York Stock Exchange.

Closing Prices for the week ending Sept. 8.

	Th.2	F.3.	Sat.4	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	....	....	....	....	109½
U. S. 4s, 1907, coup.	....	110½	110½	....	....	110½
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	102½	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	99½	99½	99½	....	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 27.	Aug. 20
Atlantic & Gt. W. 1st mort., Certs.	70 — 72	72 — 74
Do. 2d mort., Certs	29 — 31	30 — 32
Do. 3d mort., Certs	13½ — 14½	14 — 15
Baltimore and Ohio (sterling)	118 —120	118 —120
Central of New Jersey $100 shares	77 — 82	75 — 80
Do. Cons. Mort. Oct. '79 coupon	112 — 114	112 —114
Do. Adjustment bonds	111 —114	109 —112
Do. Income bonds	85 — 90	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	113 —115	113 — 115
Do. Con. M. 5 p.c. till '84 after 6 p.c	106 —108	106 —108
Erie shares $100 Recon. Ass. $6 pd.	40½ — 40¾	43½ — 43¾
Do Pref. Shares, R. T. Ass. $3 pd	70 — 72	73 — 75
Do. 1st Con. M. ex-Certs. 6 Cou.	124 —124	124 —126
Illinois Central $100 shares	115 — 117	113 —115
Lehigh Valley Consol. mortgage	112 — 115	112 —115
N. Y. Cent. & Hud. Riv. Mt. bonds	134 —138	130 —135
Do. $100 shares	155 —157	137 — 139
Do. Mort. bonds (ass.)	119 —121	119 —121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	122 —124	122 —124
Do. do. 2d do.	90 — 92	88 — 90
Do. 2d Consol. Mort. bonds	86 — 88	93 — 95
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	80 — 81	60 — 61
Do. Con. Sink. Fund Mort.	114 —116	114 —116
Philadelphia & Reading $50 shares	11½ — 12½	12 — 13
General Consol. Mortgage	107 — 109	107 — 109
Do. Improvement Mortgage	92 — 94	94 — 96
Do. Gen. Mort. '74, ex-defcd. cou.	68 — 70	71 — 73
Do. Scrip for the defd. coupons	65 — 70	65 — 70
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	109 —111
St. Louis Bridge 1st mort. gold bonds	110 —112	109 —111
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 —118	116 —118

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, September 9, 1880.

Money on call 2@3 per cent. Time loans are 5 to 6 per cent, and prime mercantile paper, 4½ @5½ per cent.

The posted rates of prime drawers of sterling are 4.81½@4.82 and 4.84@½. The actual rates are 4.80½@4.81, and 4.83½@¾. Cable transfers are about 4.84; and prime commercial bills are 4.79@½.

The offerings of Government bonds to the Treasury on Wednesday amounted to $6,796,800, of which $2,500,000 were accepted, as follows: $1,823,500 6s, 1881, at 104.65@104.70, and $676,500 5s, at 102.65@102.72.

The Governing Committee of the Stock Exchange have admitted to dealings at the Board the following securities:

St. Paul and Sioux City (Chicago, St. Paul, Minneapolis and Omaha) Railroad Company—$1,450,000 additional first mortgage 6 per cent bonds, Nos. 5,551 to 7,000 inclusive, issued at the rate of $10,000 per mile on new completed road, thus completing the $7,000,000 allowed by mortgage.

Little Rock and Fort Smith Railway Company—$4,096,135 capital stock and $2,647,500 first mortgage 7 per cent bonds, payable in 1905. Placed on the free list.

Galveston, Harrisburg and San Antonio Railway Company—$4,500,000 first mortgage sinking fund 6 per cent gold bonds, due 1910. Placed on the free list.

Metropolitan Elevated Railway Company—$2,000,000 second mortgage bonds, of the $4,000,000 authorized, guaranteed by the Manhattan Railway Co. Placed on the regular list.

Referring to the Statement of the Public Debt of the United States, given elsewhere, it will be seen that the total amount on the 31st of August was $2,121,237,406 57, less cash in the Treasury $196,668,332 23, leaving net $1,924,569,074 34. The reduction of the debt in August was $12,027,167 59, and in the past two months $17,603,221. Of the bonded debt $229,440,150 bears 6 per cent interest, $480,410,450 bears 5 per cent, $250,000,000 bears 4½ per cent, $739,347,800 bears 4 per cent, (including $1,106,450 in refunding certificates,) and $14,000,000 bears 3 per cent. Interest has ceased on $6,128,035, and $386,059,831 bears no interest, being in the shape of legal tenders, certificates of deposit, etc. In addition to the above there are bonds amounting to $64,623,512 at 6 per cent, issued to Pacific Railroad Companies. The current liabilities of the Government amount to $42,000,191, leaving available cash in the Treasury of $154,668,141.

Government, State and Railroad Bonds were strong at the Board; and Railroad Shares, compared with the quotations of the previous week, have advanced in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 42⅞@44; Canada Southern, 62@63; Central of New Jersey, 78¾@79; Central Pacific, 75@76; Chicago and Northwestern, 104@104⅛; do. pref., 124¼@124½; Chicago, Burlington and Quincy, 138⅜@138⅝; Chicago and Alton, 117⅝@117⅞; Chicago, Milwaukee and St. Paul, 91⅞@92⅛; do. pref., 112½@113¼; Chicago, Rock Island and Pacific, 118⅞@119⅛; Chicago, St. Louis and New Orleans, 41⅞@42⅛; Cleveland, Columbus, Cincinnati and Indianapolis, 72@72½; Columbus, Chicago and Indiana Central, 19¾@20¼; Delaware and Hudson Canal, 87@87¼; Delaware, Lackawanna and Western, 91⅛@91¾; Hannibal and St. Joseph, 41@41½; do., pref., 83¼@83⅝; Houston and Texas Central, 64⅜@67½; Illinois Central, 115@115½; Lake Erie and Western, 34½@35; Lake Shore and Michigan Southern, 109¼@109⅜; Louisville and Nashville, 144@147; Manhattan Elevated, 81½@81⅝; Morris and Essex, 112@112½; Metropolitan Elevated, 94@96; Michigan Central, 96¼@96¾; New York Elevated, 112½@113; New York Central and Hudson River, 132½@132¾; New York, Lake Erie and Western, 40@40⅛; do. pref., 68⅞@69; New York, Ontario and Western, 24@24⅝; Northern Pacific, 30⅛@30¼; do. pref., 53@53⅞; Ohio and Miss., 35@35⅛; do. pref., 76@77; Pacific Mail, 42¾@42⅞; Philadelphia and Reading, 32⅛@32⅜; St. Louis and San Francisco, 34@36; do. pref., 45¾@47; do. 1st pref., 77@77½; St. Louis, Iron Mountain and Southern, 57¼@57½; Union Pacific, 94¼@94½; Western Union Telegraph, 104⅛@104⅜; Wabash, St. Louis and Pacific, 38⅜@38½; do. pref., 69@69¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, 110; Boston and New York Air Line, 46½; Boston, Hartford and Erie 1st, 42½; Chicago, St. Louis and New Orleans, 41; Chesapeake and Ohio 1st pref., 27⅛; do. 2d pref., 22¾; do. cur. int., 41; do. 1st, Series B, 71¼; Chicago, St. Paul, Minn. and Omaha, 44⅛; do. pref., 85; do. 1st, 106½; do. consol., 100; Central Iowa pref., 61½; do. 1st, 103¾; Cincinnati, Indianapolis, St. Louis and Chicago, 81¼; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass. sup., 95¼; do. inc. 47¾; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 102; do. La Crosse and Davenport div., 90; do. I. and D. div., 115; Chicago, Burlington and Quincy 8s, 109; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind., 108¼; Denver and RioGrande, 74; do. 1st, 108½; do. 1st consol., 98⅛; Dubuque and Sioux City, 67; East Tenn., Va. and Ga. 1st, 113¼; Houston and Texas Central 2d M. L., 116; Hudson River 2d S. F., 112; Ind., Bloom. and Western 2d, 64; do. inc., 48; International and Gt. Northern 1st, 103; do. inc., 77; Indianapolis, Decatur and Springfield 1st, 103; Keokuk and Des Moines 1st, 99; Kansas Pacific 1st consol., 97¼; do. 6s, Denver Div., ass., with coupon certif., 110½; do. ex-coupon, 102; Lake Erie and Western, 34⅝; do. 1st, 102; do. inc., 67; Laf., Bloom. and Muncie 1st, 102¾; do. income, 69; Lehigh and Wilkesbarre consol. ass., 96; Louisville and Nashville 2d, 104; do. Cecilian Branch 1st, 106; Memphis and Charleston, 37½; Marietta and Cincinnati 1st pref., 6¼; do. 2d, 4½; Missouri, Kansas and Texas, 36½; do. consol. ass., 106; do. 2d, 67; Mobile and Ohio, 24⅝; do. 1st deben., 84; do. 2d deben., 50½; do. 3d deben., 35; do. 4th deben., 36½; do. 1st mort., 103½; Nashville, Chattanooga and St. Louis, 69⅝; do. 1st, 110¼; New York, Ontario and Western, 25¼; New Jersey R. R. and Transp., 169½; Nashville and Decatur 1st, 111¾; New York, Lake Erie and Western income, 71½; Ohio Central, 23½; do. 1st, 92; do. inc., 52; Oregon Railway and Nav., 138; do. 1st, 105; Ohio and Mississippi 1st, Springfield div., 102¾; Peoria, Decatur and Evansville, 26¼; do. 1st, 104¼; do. inc., 62½; Rome, Watertown and Ogdensburg, 21; do. 1st consol., 67; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 109; do. R. E. 7s, 1895, 107½; St. Paul and Duluth, 34; do. pref., 65; St. Louis and San Francisco 2d, class A, 96; do. B, 80; do. C, 78; do. Equip., 102; St. Louis, and Iron Mt. 1st pref. inc., 89; do. 2d do., 85; do. Arkansas Branch 1st, 105; St. Louis, Jacksonville and Chicago 1st, 115¼; St. Paul and Sioux City 1st, 105½; Southern Pacific of California 1st, 100⅜; Toledo, Peoria and Warsaw, W. D., pur. com. rec., 130; Texas Pacific L. G., 68¼; do. construction, 82½; do. 1st, 108; Winona and St. Peter 1st, 110; Alabama, Class A, 68½; Arkansas 7s, M. and L. R. issue, 8; South Carolina 6s, non-fund, 4; Tennessee 6s, new, 33; Am. Dist. Tel., 76; Colorado Coal and Iron, 23¾; Caribon, 1⅜; Central, 7¾; Consolidation Coal of Md., 33; Excelsior, 13¼; Little Pittsburg, 3½; Montauk G. & C., 85; New Central Coal, 29¾; Standard, 29; Sutro Tunnel, 1⅝; Silver Cliff, 8¾.

Philadelphia.—Allegheny Valley Income scrip, 92; Am. S. S. Co. 6s, 108; Connecting R. R. 6s, 110¼; Central Transp., 50; Huntingdon and Broad Top Mt. consol., 7s, 65; Little Schuylkill 7s, 108; Lehigh Nav. scrip, 89; Nesquehoning Valley R. R., 54; Oil Creek 1st, 102½; Philadelphia, Germantown and Norristown, 102½; Pennsylvania dividend scrip, 118; Perkiomen 6s, 86; Pennsylvania Canal 6s, 88; Philadelphia and Reading consol. gold, 6s, 104; St. Paul and Duluth pref., 65; Steubenville and Indiana 6s, A. & O., 106½; Susq. Coal 6s, 107; Union and Titusville 7s, 80; West Chester and Philadelphia 7s, 118. The latest quotations are: City 6s, 110@115; do. free of tax, 125@127; do 4s, new, 105@108; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¼@115, do. 4s, new, 107@111; Philadelphia and Reading, 14@14⅛; do. consol. mort. 7s, coup., 114¼@114½; do. reg., 114@115; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 30@35; United New Jersey R. R. and Canal, 169@170¼; Pittsburg, Titusville and Buffalo R. R., 12⅝@12⅞; do. 7s, 69@73; Camden and Amboy mort. 6s, 1889, 114@115; Pennsylvania R. R., 59⅛@59¼; do. 1st mort., 101½@102; do. gen'l mort., coupon, 119@120; do. reg., 119@120; do. consol. mort. 6s, reg., 114⅛@117; Little Schuylkill R. R., 47@47½; Morris Canal, pref., 150@—; Schuylkill Nav., pref., 6@7½; do. 6s, 1882, 70@72; do. 1872, 94@98; Elmira and Williamsport pref., 52@54; do. 6s, 108½@112; do. 5s, 86@90; Lehigh Coal and Navigation, 32¼@32⅜; do. 6s, 1884, 108@110; do. R. R. loan, 110¼@111; do. Gold Loan, 106@108; do. consol. 7s, 104¾@105; Northern Pacific, 30⅝@30¾; do. pref., 54@54¼; North Pennsylvania, 48@48½; do. 6s, 105@110; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 114½@114¾; Philadelphia and Erie, 15½@15⅝; do. 6s, 103@105; do. 7s, 113@114; Minehill, 56@56½; Catawissa, 6@10; do. pref., 45@46; do. new pref., 39½@41; do. 7s, 1900, 112@115; Lehigh Valley 53½@53¾; do. 6s, coupon, 117½@118; do. reg., 118½@119; do. 2d mort. 7s, 125¾@127; do. consol. mort., 113½@114; Fifth and Sixth streets (horse), 115@120; Second and Third, 105@105½; Thirteenth and Fifteenth, 74@75; Spruce and Pine, 56@57; Green and Coates, 95@105; Chestnut and Walnut, 80½@81; Hestonville, 21½@22; Germantown, 66@68; Union, 110@115; Lombard and South, 12@18; West Philadelphia, 72@73; People's, 13½@14; Ridge Av., 80@90; Continental, 99@100.

Baltimore.—Baltimore and Ohio 2d pref., 112¼; Baltimore and Cantonsville 6s, 105¼; Baltimore City 5s, 1894, 115½; do. 5s, 1916, 118½; do. 6s, 1890, 118; do. 1902, 121; do. 1886, new, 111; Central Ohio pref., 51½; Canton 6s, 113; Chesapeake and Ohio Canal 6s, 74; Citizens Pass. R. R., 20½; do. Bonds, 103; Maryland 6s, 1890, 112½; do. Defense 6s, 107½; North Carolina 4s, 78; Norfolk Water 8s, 122; Richmond and Danville, bonds 1885, 106; South Side (Va.) 2d mort., 99; do. 3d, 95; People's Pass. R. W., 103; Virginia 10-40 coupons, 42½; do. Peeler coupons, 11½; Wilmington, Columbia and Augusta 6s, 102. The latest quotations are: Central Ohio 1st, 110½@111½; Baltimore and Ohio, 175@176½; do. 6s, 1885, 109½@110; Northern Central, 37¾@38; do. 6s, 1900, 115½@117; do. 6s, 1900, gold, 112½@—; do. 6s, 1904, gold, —@109½; do. 5s, 91¾@—; Marietta and Cincinnati 1st mort., 1892, 115¾@116; do. 2d mort. 7s, 81⅛@81¼;

do. 3d mort. 8s, 44⅜@44½; Pittsburg and Connellsville 7s, 117½@120; Orange, Alex. and Manassas 7s, 91@92; Orange and Alexandria 1st, 108½@109; do. 4th, 50@51; Virginia consol. 6s, 61@61⅛; Virginia Consols coupons, 90¾@91; Virginia 10-40 bonds, 42⅛@42¼; Virginia 10-40 coupons, —@96; City 6s, 1884, 108@—; do. 1886, 110¼@111; do. 6s, 1890, —@118; do. 6s, 1900, 120@—; do. 6s, 1902, 121@—; do. 5s, 1894, 115½@116; do. 5s, 1916, 118@—; Wilmington, Columbia and Augusta 6s, 101½@102; Western Maryland 2d pref., 101@102½; do. guar. by Washington Co., 112@114; do. 1st unindorsed, 109½@—; Chesapeake and Ohio Canal 6s, 73¾@—.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 98½; Atchison and Nebraska 7s, 1908, 112½; Boston Water Power, 9⅝; Boston Land, 6¾; Boston, Concord and Montreal, 95; do. 6s, consol., 1893, 105⅛; Boston, Revere Beach and Lynn, 106½; do. 6s, 1897, 108; Burlington and Missouri River in Nebraska 6s, non-exempt, 103¾; Boston and Maine 7s, 1894, 123¼; Boston, Clinton, Fitchburg and New Bedford 5s, 1910, guar., 101½; Central Iowa and Nebraska, 135; Central of Iowa, 25; Connecticut and Passumpsic Rivers R. R., 70; do. 7s, 1893, 111¾; Chicago and West Michigan, 68; Cincinnati, Sandusky and Cleveland 7s, 1890, conv., 96½; Chicago, Clinton, Dubuque and Minnesota 7s, 107¾; Detroit, Lansing and Northern pref., 105; Flint and Pere Marquette, 19¾; Fort Scott Branch bonds, 102; Fitchburg and Worcester 7s, 1889, 100; Jackson, Lansing and Saginaw 8s, 1891, green, 110; Kansas City, Fort Scott and Gulf pref, 106; do. 1st, 108; Kansas City, St. Joseph and Council Bluffs 7s, 113¾; Kansas City, Lawrence and Southern, 93; do. 4s, 93½; Little Rock and Ft. Smith, 56¾; do. 7s, 102; New Mexico and Southern Pacific, 95; do 7s, 111; New York and New England 6s, 110⅞; Nashua, Acton and Boston 6s, 1894, 14; Nashua and Rochester, 59; Old Colony 6s, 1897, 118; Ottawa, Oswego and Fox River Valley 8s, 1900, 122¾; Philadelphia, Wilmington and Baltimore 5s, 1910, 105; Republican Valley 6s, E. D. 103¼; do. W. D., 103⅛; Rutland, 6; do. pref., 29¼; do. 6s, 1902, 97½; Southern Kansas and Western, 71; Summit Branch, 13½; Wisconsin Central, 9; do. 2d Series, 39; Wisconsin Valley, 67; do. pref., 82; Boston 5s, 1882, 102½; do. 1883, 103; Cleveland 6s, 1898, 116; Chicago 7s, 1890, 116; do. 1892, 117¼; Fall River 6s, 1900, 117⅞; Nashua 6s, 1892, 112½; Newport, Ky., 7.30s, 1901, 111¼; Allouez Mining Co., 4; Atlantic, 18; Brunswick Antimony, 25; Blue Hill, 4; Catalpa, 1⅝; Copper Falls, 14½; Contentment, 1¾; Crusader, 1⅝; Duncan, 2¼; Douglass, 8¾; Franklin, 14¼; Huron, 6¾; Harshaw, 87; Mesnard, 1⅜; National, 2⅝; Osceola, 40; Pewabic, 19½; Phœnix, 2⅞; Silver Islet, 51; Sullivan, 9½; Waukeag, 4.

☞ Canton, Ohio, now has three railroads in active operation—the Valley railroad, from Canton, to Cleveland, and the Connotton Valley railroad, from Canton to Del Roy, having been completed. Work is now progressing on two more railroads, both of which will operate as feeders to Canton—the Connotton Northern railroad, Canton to Liverpool Harbor, on Lake Erie, and the Cleveland, Canton, Coshocton and Straitsville railroad, Canton to Straitsville. Contracts have been let for most of the line of the former, and large forces of men and teams are at work.

Chicago, Burlington and Quincy R. R.

The following is a comparative statement of earnings of the Chicago, Burlington and Quincy Railroad Company for the month of July:

	Gross earnings.	Net earnings
1880	$1,566,661 45	$911,084 79
1879	993,823 23	396,778 69
Increase in 1880	$572,838 22	$514,306 10

And from January 1 to July 31:

	Gross earnings.	Net earnings
1880	$9,715,425 37	$4,952,428 87
1879	7,504,031 91	3,277,650 95
Increase in 1880	$2,211,363 46	$1,674,777 92

These earnings are of the Chicago, Burlington and Quincy proper; neither the Nebraska nor any of the branches included.

☞ Three actions were commenced in the U. S. Circuit Court, Des Moines, Iowa, on the 3d inst. by the Des Moines and Minneapolis Railroad Company against the Chicago and North-western Railway Company. The first case which includes Albert Keep and Marvin Hughitt, is to procure the cancellation of $1,600,000 preferred stock now held by the Chicago and North-western Company, alleged to have been voted to itself fraudulently by its own officers, who had insinuated themselves into the directory of the plaintiffs, in order to absorb its property. The second suit is to recover $12,500 rent for which the Treasurer presented a demand, which was refused, and the draft was protested. The third suit is to procure the cancellation of a deed for 2,362 acres of Polk County swamp lands of great value, which, it is alleged John B. Alley took when an officer of the company, and for which he paid nothing.

☞ From Bogota, August 8th, we learn that the Colombian Congress passed a law on the 21st of July which authorized the Executive power to enter into negotiations with the Panama Railroad Company, with a view of exempting it from its obligation to extend the Pacific terminus of the road from the mainland to the islands in the Bay of Panama, on consideration that the railroad company should pay the Government such a sum of money as would, in the opinion of the Executive be a just compensation for the exemption granted. In case the arrangement proposed is not carried out, the Executive is to insist on the immediate prolongation of the road to the islands.

☞ The directors of the Harrisburg, Lancaster, Portsmouth and Mount Joy Railroad Company recently elected, are: Edmund Smith, George B. Roberts, Josiah Bacon, Wistar Morris, John M. Kennedy, N. Parker Shortridge, James Young, Lewis Elkin, A. J. Cassatt.

☞ The Ontario Silver Mining Company has declared its fifty-ninth dividend (for August) of 50 cents per share, payable at Wells, Fargo & Co.'s on the 15th. The above payment make a total of $2,950,000 distributed by the Ontario Company in dividends.

☞ Private cablegrams have been received at Montreal, to the effect that Sir John MacDonald has succeeded in transferring the Canadian Pacific Railway to the London Syndicate.

Loss of the Vera Cruz.

The steamship Vera Cruz, of Alexandre's line, which sailed from this port for Havana August 25th, foundered at sea on the morning of the 4th about thirty miles off the Florida Coast. All but eleven of the seventy persons on board are supposed to have been lost. A cyclone struck the steamer and for hours she was tossed about at the mercy of the waves, her fires having been extinguished by the shipping of a heavy sea. The passengers and crew were provided with life preservers and the best of order prevailed, but many were crushed and killed in the wreck as was shown from the number of mangled bodies which have been washed ashore. Numerous other wrecks entailing sad loss of life and property have occurred along the Atlantic southern coast during the past week, the details of which are but just being learned.

☞ At the Brussels Exhibition there is an electrical railway in full working. On what may be called the locomotive a Gramme machine is placed which derives its power from a stationary dynamo-electric machine as in other modern forms of a similar nature. The electro-motor or locomotive, which weighs 800 kilogrammes, draws three carriages, each seating six passengers, at the rate of 6.7 miles an hour over a distance of 3,000 metres. It may be here mentioned that Messrs. Siemens and Halskei have asked permission from the municipality of Berlin to extend their electric railway system so as to form a connection between the termini of all the railways of that city.

☞ The officers of the Newport and Wickford Railroad and Steamboat Company, recently elected, are; President, George M. Miller, New York; treasurer, John T. Bush, Newport; secretary, A. S. Sherman, Newport; directors, George M. Miller, John N. A. Griswold, and Levi P. Morton, of New York; John G. Weaver and John T. Bush, Newport; and Syria H. Vaugan, Wickford.

☞ The Illinois Supreme Court has decided the case of E. M. Dunbar against the Chicago and Western Indiana Railroad, reversing the decision of the lower court and dismissing the case. The railroad company consider this a final disposition of the litigation hostile to its entrance into the city and will immediately begin the extension of its tracks to Van Buren street.

☞ Under a recent act of he Legislature the city of New York is authorized to issue its stocks and bonds exempt from city taxation, provided the rate of interest on said bonds and stocks shall not exceed 4½ per cent. The taxes are partially paid in the premium.

☞ Work on the Elizabeth City and Norfolk (Va.) railroad is rapidly progressing. The whole road is graded to Berkeley, and a large water-front has been purchased in that place for the terminus of the road, wharves, &c.

☞ The engineers of the tunnel under the River St. Lawrence, between Hochelaga and Longueil are daily at work on the surveys for the location of the line, and are sanguine of success.

Cape Cod Canal.

A correspondent of the Boston Traveller, writing from Sandwich, Cape Cod, under date of September 3d, says:

The Cape Cod Canal, after 250 years' talk, now shows the promise of becoming an accomplished fact. The company that was organized and incorporated about twenty years ago has preserved its vitality, though sometimes in a state of suspended animation. During the present season the surveys have been going on with renewed vigor, and the results have been worked up by competent engineers, until now the whole route is very nearly definitely located.

The last question to be decided is as to the location of the harbor on the Massachusetts Bay side of the Cape. Near the town of Sandwich there are two small rivers which enter the bay; one is the Scusset and the other is the Shawm. They are only two or three miles in length, and though very tortuous in their course they are very nearly parallel in their general direction. For the most part they run through the level salt marshes and are filled and emptied by the ebbing and flowing tide. They each offer a poor shelter at their mouths for small coasters. The Shawm is the Sandwich harbor, the Scusset is a harbor for a limited wood trade with Boston. The mouths of these two rivers or creeks are not more than a mile apart; but the rivers are separated through most of their course by a long ridge of land, which commences at the beach and runs in a westerly direction. The ridge is nearly a mile long and half a mile wide, and possibly seventy-five feet in height at its greatest elevation. It is called Town Neck, and has been owned in common from the time when the town of Sandwich was first settled, say for about two hundred and forty years. It has never been cultivated, and has been used for a cow pasture, and is still devoted to that purpose, supplying feed for seventy head of cattle.

The question now is whether the canal shall have its Massachusetts Bay opening at the north or Scusset side of this ridge, or on the south or Sandwich side. This question will be decided within a very few days, and probably in favor of the Sandwich side, since the facilities for the construction of a safe and commodious harbor favor this location. There must of necessity be a breakwater or jetty, and as the sweep of the tide is southward and eastward from Plymouth, past Sandwich, onward to Barnstable Bay, and since from the point where the Town Neck touches the beach there is a natural deposit of bowlders, which runs from the shores northeasterly, and terminates in a ledge about half a mile from the shore, it is thought at a comparatively small expense the necessary breakwater may be built out from Town Neck to the ledge, at which point the water reaches an average depth of about fifty feet. Most likely, in view of the set of the tide, and the general configuration of the shore, only one breakwater will be needed to supply all the conditions of a perfectly secure harbor.

It is a fact worthy of notice that the tide in Massachusetts Bay, at high water, is eight feet higher than the tide at high water in Buzzard's Bay. The canal will not be far from nine miles long, and as there are to be no locks at all, there will be a constant current of about two and one half miles per hour setting from Massachusetts Bay in Buzzard's Bay. The people of Boston need not fear that this continual drainage will leave Boston high and dry, as the Atlantic Ocean will supply whatever loss may occur. With this straight unobstructed passage through the canal steamers for freight and passengers will be able to leave Boston at five or six P. M. and reach New York at seven A. M. the next day, making the route to New York one of the most beautiful excursions by water possible, and ocean steamers from and to New York and the various European ports will be able to make the passage and save from eight to ten hours each way.

Chief Engineer George Titcomb, with an able corps of assistants, was on the marshes working up the final data on Thursday, September 2. He speaks with the utmost confidence of the speedy and successful termination of the enterprise. The work in part has already been let out to the well known contractor, Mr. Fisher, and sub-contracts have been awarded to Mr. Snow and Mr. Cameron. Mr. Snow assured your correspondent that by the 12th inst., at least one thousand laborers—Italians hired in New York—would be in the town of Sandwich and ready to commence operations.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 28, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	120,295	4,708 275	5,707,371
Schuylkill Canal	8,805	267,459	604,951
Lehigh Valley.....	83,231	2,075,405	3,048,459
Del.,Lack. & Western.	62,222	2,077,540	2,394,342
Shamokin Valley	20,613	524,324	597,418
Central New Jersey..		2,083,400	2,434,423
United R. R. of New Jersey	22,702	680 047	568,209
Pennsylvania Coal ..	20,553	637,774	922,189
Delaware and Hudson	44,468	1,812,318	2,158,690
Huntingdon & Broad Top Mt.....	7,759	291,901	216 579
Penn. and New York.	19,606	783,416	867,931
Clearfield, Pa..... ..	45,979	1,011,240	1,001,827

The total tonnage of anthracite coal from all the regions for the week ending August 28, as reported by the several carrying companies, amounted to 418,187 tons, against 561,267 tons in the corresponding week last year, a decrease of 143,080 tons. The total amount of anthracite mined for the year is 13,721,275 tons, against 16,560,657 tons for the same period last year, a decrease of 2,839,382 tons. The quantity of bituminous coal sent to market for the week amounted to 104,317 tons against 88,431 tons in corresponding week last year, an increase of 15,886 tons. The total amount of bituminous mined for the year is 2,747,610 tons against 2,339,123 tons for the corresponding period last year, an increase of 408,487 tons. The total tonnage all kinds of coal for the week is 522,504 tons, against 649 698 tons in corresponding week last year, a decrease of 127,194 tons, and the total tonnage for the coal year is 16,468,885 tons against 18,899,780 tons to same date last year, a decrease of 2,430,895 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of August was 142,595 tons, of which 106,905 tons were coal and 35,690 tons coke. The total tonnage for the year thus far has been 4,894,263 tons of which 3,299,518 tons were coal and 1,094,745 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 28 were 49,010 tons, and for the year to that date 1,354,296 tons—255,971 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 24,721 tons, and for the year 852 832 tons, an increase of 220,558 tons over 1579. The shipments to the Chesapeake and Ohio Canal for the week aggregate 22,186 tons, and for the year 353,709 tons, a decrease of 1,402 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 2,103 tons, and for the year 147,755 tons, an increase of 34,011 tons as compared with 1879. —Phil. Ledger, Sept. 6.

☞ Articles of incorporation were filed at Burlington, Iowa, on the 1st inst. of the Southern Iowa and Nebraska Railway Company with a capital of $3,000,000. The corporators are officers and other interested in the Chicago, Burlington and Quincy Railroad. The road will start from Humeston, Wayne county, and extend westward to the Missouri River. Surveys for the line were made two years ago. An engineering party are now engaged in locating 25 miles of the line, with the intention of putting 20 miles of it under contract by the 10th of September.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$2,808,383	$3,071,107
" cotton .	1,795,124	2,096,654
" silk	3,005,372	4,033 289
" flax	1,215 273	995,888
Miscellaneous dry goods.	805,206	968 679
Total.....	$9,624,358	$11,165,617

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$938,063	$1,414,586
" cotton..	337,137	629,029
" silk	426,087	994,025
" flax	321,699	550,186
Miscellaneous dry goods.	80,666	178,774
Total.....	$2,103,652	$3,766,550
Add entered for consump.	9,624,358	11,165,617
thrown upon market...	$11,728,010	$14,932,167

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool ..	$915,409	$1,624,072
" cotton .	312,512	492,023
" silk	414,773	947,164
" flax	387,369	641,838
Miscellaneous dry goods	163,100	397,227
Total	$2,193,163	$4,102,324
Add entered for consump	9,624,358	11,165,617
Total entered at the port.	$11,817,521	$15,277,941

The imports of dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$10,242 209	$14,716 888
" cotton,..	11,418,923	16,652,986
" silk	16,416,232	21,572,072
" flax.....	7,595,556	10,000,896
Miscellaneous dry goods	5,166,504	6,066,750
Total	$19,839,424	$69,009,092

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$4,007,828	$4,926,896
" cotton ..	2,045,775	2,844,078
" silk	2,692,291	3,886,365
" flax	2,197,990	2,964,596
Miscellaneous dry goods.	1,146,799	1,262,728
Total withdrawn from warehouse	$12,090,633	$15,884,663
Add entered for consump.	49,839,424	69,009,092
Total thrown on the market	$61,930,107	$84,893,755

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$4,219,187	$7,555,688
" cotton..	2,128,215	3,886,556
" silk	2,928,108	4,494,372
" flax	2,148,047	4,569,677
Miscellaneous dry goods	1,106,962	1,673,098
Total entered warehouse.	$12,525,519	$21,679,391
Add entered for consump.	49,839,424	69,009,092
Total entered at port....	$62,364,943	$90,688,483

☞ The Manchester and Keene Railroad, extending from Keene, N. H., to a connection with the Peterboro' Railroad at Greenfield, is now be-

ing operated under contract by the Connecticut River Railroad Co.

Legal Notes.

"*Ignorance of the Law Excuses No One.*"

NEGOTIABLE INSTRUMENT.—PRESENTMENT AND NOTICE BY A DISQUALIFIED NOTARY.

When in an action against an indorser upon a promissory note it was shown that the notary who presented and protested the note was disqualified from holding the office of notary, *held*, that he was authorized as an individual to present the note for payment and give the proper notice, and the fact that he had done so could be shown by his testimony as a witness. A notarial protest of a promissory note is not necessary. It is only important as *prima facie* evidence of demand on the maker, and notice to the indorsers. Falk vs. Lee. Pennsylvania Supreme Court, March 29, 1880.

NEGOTIABLE INSTRUMENT.—WHAT IS STIPULATION IN PROMISSORY NOTE.

In a note otherwise negotiable, and containing a promise to pay interest at twelve per cent after maturity, has this stipulation: "If this note is not paid at maturity, the same shall bear twelve per cent interest from date." *Held*, that these stipulations were tantamount to a promise to pay interest from date until paid, at twelve per cent, with a proviso that if promptly paid at maturity no interest would be exacted; that they did not destroy the negotiability of the paper, nor impart notice to a *bona fide* purchaser for value before maturity, of usury in the inception of the note. Parker vs. Plymell. Kansas Supreme Court, January term, 1880.

CONSTITUTIONAD LAW.—EMINENT DOMAIN.—RAILWAY TRACK IN HIGHWAY.

In a case where it was claimed by the owner of lots abutting on a street the fee of which street was in the State, that he was entitled to compensation for the use of the street by a railroad company, *held*, that the use of a street for a railroad is not ordinarily inconsistent with its continued use for the common purposes of a street. The regulation or enlargement of the use of the street, the property of the State, by the Legislature, is not a taking of property within the meaning of the constitutional provision in respect thereto, although the lot owner may thereby suffer incidental or consequential inconvenience or injury. Kellinger vs. Forty-Second St. R. Co., 50 N. Y. 208; People vs. Kerr, 27 id. 188; 37 id. 357; Hatch vs. Vermont Cent. R. Co., 28 Vt. 142; N. Y. & Elm. R. Co. vs. Young, 33 Penn. St. 180; Shearman & Redf. on Neg., § 370; 2 Dill. on Munic. Corp., § 564; Cooly on Const. Lim. 542 *et seq.*; 1 Thomp. on Neg. 358; Wood on Nuis., §§ 753, 755. Houston and Texas Central Railroad Co. vs. Odom.

NEGOTIABLE INSTRUMENTS.

According to the very general concurrence of judicial authority in this country as well as elsewhere, it may be regarded as settled in commercial jurisprudence—there being no statutory regulations to the contrary—that where negotiable paper is received in payment of an antecedent debt; or where it is transferred, by endorsement, as collateral security for a debt created, or a purchase made, at the time of transfer; or the transfer is to secure a debt, not due, under an agreement express or to be clearly implied from the circumstances, that the collection of the principal debt is to be postponed or delayed until the collateral matured; or where time is agreed to be given and is actually given upon a debt overdue, in consideration of the transfer of negotiable paper as collateral security therefor; or where the transferred note takes the place of other paper previously pledged as collateral security for a debt, either at the time such debt was contracted or before it became due; in each of these cases, the holder who takes the transferred paper, before its maturity, and without notice, actual or otherwise, of any defence thereto, is held to have received it in due course of business, and, in the sense of the commercial law, becomes a holder for value, entitled to enforce payment, without regard to any equity or defence which exists between prior parties to such paper.

The transfer, before maturity, of negotiable paper, as security for an antecedent debt merely, without other circumstances—if the paper be so endorsed that the holder becomes a party to the instrument—although the transfer is without express agreement by the creditor for indulgence, is not an improper use of such paper, and is as much in the usual course of commercial business as its transfer in payment of such debt. Bigelow's Bills and Notes, 502, et seq.; 1 Daniel on Nego. Instr., 2d ed., chap. 25, sec. 820 to 823; Story on Promissory Notes, secs. 186 and 195, 7th ed., by Thorndyke; 1 Parsons on Notes and Bills, 218, 2d ed., sec. 4, chap. 6; and Redfield & Bigelow's Leading Cases upon Bills of Ex. and Prom. Notes, where the authorities are cited by the authors.

The courts of the United States, in determining questions of general commercial law, are not controlled by the decisions of a State court, even in an action instituted by a national bank, located in the State rendering such decision, against one of its citizens, upon a negotiable note there executed and payable. Such decisions, not based upon local legislative enactments, are not "laws" within the meaning of the federal statute, which provides that the "laws of the several States, except where the Constitution, treaties, or statutes of the United States otherwise require or provide, shall be regarded as rules of decision in trials at common law in the courts of the United States, in cases where they apply." Swift v. Tyson, 16 Pet., 1, reaffirmed, Brooklyn and Newtown City R. R. vs. Natl. Bank of the Republic of New York. U. S. Circuit Court S. Dist. N. Y.

Note and Comment.

—Look out this fall for false reports set afloat to depress stocks.

—The harvest is a fortnight late on the line of the Northern Pacific Railway this year, owing to late seeding in the spring; but wheat has already begun to pour into Duluth.

—Buffalo wants Uncle Sam to run the Erie canal without tolls, because Canada is spending millions on her canals and may become a formidable competitor in water carriage some day.

—One hundred and five Americans were registered at a single hotel in Interlaken, Switzerland, one day in August. The money spent in the little country by our countrymen and women this summer will amount to an enormous sum.

—The official order of Postmaster General Key with regard to fraudulent lottery schemes and gift enterprises has been sustained and declared constitutional by the Supreme Court of the District of Columbia. Lottery companies will do well to look out for squalls.

—The Philadelphia *Record* says that the case of the Troy and Greenfield Railroad against the State of Massachusetts for the redemption of her property has been "taken up by the New York papers," and that "sooner or later the State will have to give way." Dear me, how oracular!

—So much petty jealousy exists with regard to the appointment of Gen. Myers' successor that the work of signal service may be distributed, the quartermaster's department of the army taking the telegraph business, the department of the interior the observations, and the engineer corps the signal work proper.

—It seems as though the famous Cape Cod Canal, which is to save in sailing distance from seventy to ninety miles in doubling the cape, will be built at last. The old company must spend $100,000 and have $400,000 of capital paid in before November 1st. The contractor is on the ground and expects to begin work during the present month. We shall see.

—An awfully deep game is supposed to be hidden in a petition sent to the stockholders of the New York Central Railroad for their signature, addressed to Vanderbilt, asking "that no steps toward the consolidation of the Lake Shore and Michigan Southern Railway with the New York Central and Hudson River Railroad, on any terms whatever, be taken until the beginning of the coming year." They would seem to be pretty well "consolidated" now, both being controlled by one family.—*Springfield Republican.*

Manufacturing Notes.

Riehle Bros., Proprietors of the Philadelphia Scale and Testing Machine Works, have been extending their works and facilities anticipating increased trade the coming fall. They have also introduced new appliances for turning out their superior products in larger quantities. Their store, 4th above Chestnut Street, contains a varied assortment of all kinds of scales, and parties can examine before purchasing. Riehle Bros.' Coal, Hay, and Cattle scales are taking the lead and orders come in for them from all parts of the United States.

OFFICE OF THE ONTARIO SILVER MINING CO.,
No. 18 WALL ST., NEW YORK, Sept. 6, 1880.

DIVIDEND NO. 59.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for August, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

COMMONWEALTH OF MASSACHUSETTS.

Troy and Greenfield Railroad and Hoosac Tunnel.

OFFICE OF MANAGER,
NORTH ADAMS, August 30, 1880.

Bids will be received by the subscriber until Sept. 15, 1880, for the following wrought iron bridge work on the Troy and Greenfield Railroad.

Two 3 feet Plate Girder Bridges, 36 feet long.

One Through Bridge to have such additions as will fit it for double track. Plans of present structure will be furnished on application.

All Bridge seats are 2 feet wide.

The bridges are required to be of the best American iron and workmanship, and proportioned for a general live load of 3000 pounds per foot of track, and a special panel load of 4400 pounds per foot of track, which loads, together with the dead weight, shall not strain the iron over 9000 pounds per square inch in tension, or in compression not over one-fifth its ultimate strength.

Strains on pins or rivets not to exceed 7500 pounds per square inch of area of pin or rivet. On rivet or pin bearings not to exceed 1000 pounds per square inch of bearing surface measured by taking product of diameter of rivet and thickness of plate.

All pin connections or abutting joints to be plained off or turned.

The bridges to have one coat of acceptable paint before leaving the shop.

Plans must accompany the proposals.

Bids will also be received for the following I Beams to be delivered at North Adams station.

12 ten inch beams 13 feet long.
8 twelve inch beams 18 feet long.
8 nine inch beams 11 feet long.
18 four inch beams 6 feet long.

The right is reserved to reject any or all bids.

G. CLINTON GARDNER,
MANAGER.

A Puzzling Question.

A curious legal question of inheritance has arisen from the lamentable railway accident in Blumenberg, which resulted in the death of several passengers. Among its victims were two Breslau gentlemen, Messrs. Koschel and Callinich, who had been close friends for many years, and were so strongly attached to one another, that they had executed a deed in virtue of which, on the demise of either, the survivor should become entitled to the whole property of the deceased. As both parties to this heritage agreement perished in the accident above alluded to, the questions arise, which, if either of them, died last, thereby becoming his friend's legal heir, and, assuming that their deaths took place simultaneously, what disposition can lawfully be made of their respective properties? The heirs-at-law to these gentlemen have applied to the Breslau Court of Equity for elucidation of this somewhat complicated problem, and the ultimate decision of that authority is awaited with curiosity and interest in Prussian legal circles.—[London Telegraph.

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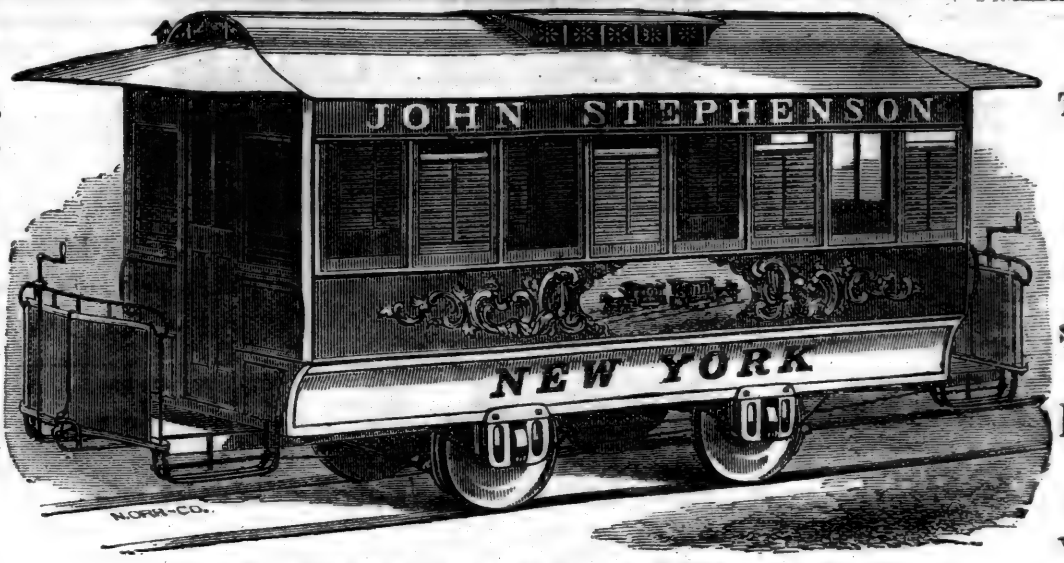
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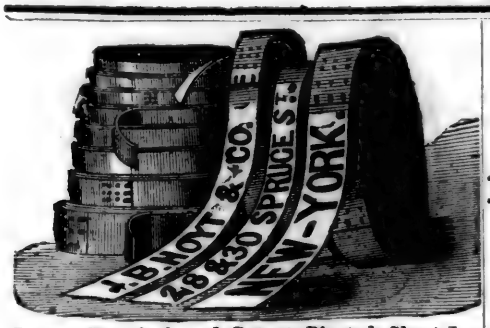
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New York, Friday, September 17, 1880.

The Canadian Pacific Railway.

When British Columbia was admitted into the Dominion of Canada, nine years ago, the leading condition upon which the union was based was an agreement, on the part of the Dominion Government, to construct a railway connecting the Pacific coast with the Eastern provinces. Since that time disputes between the Provincial Government and that of the Dominion, relative to its immediate construction and to the choice of routes, have been the cause of much local irritation and have greatly delayed the progress of the undertaking. Four years since, the Earl of Dufferin, as Governor-General of the Dominion, made a tour through British Columbia, and by his wise mediation succeeded in harmonizing conflicting interests and in bringing about a much better state of feeling; but it was reserved for the Dominion Premier, Sir John MacDonald, and the present government commissioners to put an end to sectional prejudices and to render inestimable service to their countrymen by insuring the immediate construction of the railway, and thus making the great question of the future of Canada no longer a debatable one.

The preliminary surveys have long been made and the route decided upon is familiar to most railroad men. Starting from Thunder Bay on the northwestern shore of Lake Superior, the first objective point is Rat Portage, or Keewatin, at the crossing of the Lake of the Woods; thence the line runs to Selkirk, on the Red River, twenty-three miles north of Winnipeg, the capital of Manitoba. It then spans Lake Manitoba and extends across the vast prairies of the northwest territory in a northwesterly direction to Northcote, at the northern end of the Duck Mountains; thence it takes a westward course through Brattleford and Edmonton, scales the Rocky Mountains at Yellow Head pass, follows the Thompson River and terminates at Burrard Inlet which is situated just north of the mouth of the Fraser River and possesses three fine harbors in English Bay, Coal Harbor and Port Moody, the latter being first reached from the interior. Near Port Moody is New Westminster, one of the most important towns of British Columbia. The distances from the Pacific to the Atlantic by the new route are as follows: by the Union Pacific road from San Francisco to New York via the Michigan Central, Great Western and New York Central, the distance is 3,363 miles; from New Westminster to Montreal by the Canadian Pacific and the line to Montreal by way of Ottawa, it is 2,730 miles—a difference in favor of the Canadian route of 633 miles. From New Westminster to New York by the Canadian Pacific, Michigan Central, and Grand Trunk, it is 3,251 miles, showing a difference in favor of the Canadian Pacific of 521 miles. From San Francisco to Boston by the most available route it is now 3,422 miles, but from New Westminster to Boston the distance will be reduced to 3,087 miles, a saving in distance of 335 miles, and, comparing distances between Portland and the Pacific coast by different roads, we find that the difference in favor of the Canadian route is 521 miles.

A great deal of work has already been expended upon the line from Thunder Bay to Selkirk—a distance of two hundred and twenty-eight miles—and two branch roads have been completed and in operation for some time. One of them extends from St. Vincent to Winnipeg and connects with the St. Paul, Minneapolis and Manitoba Railroad, which runs from St. Vincent to St. Paul, and is destined to become one of the important factors in the grain transportation of the great northwest.

The preliminary surveys have long been completed and the difficulties encountered and overcome in making them have been enormous. The engineers traversed a vast continent which had hitherto been unknown except by fur traders, roving Indians, and a few devoted missionaries. They knew by report that this great expanse was a country intersected by numerous streams and dotted with many lakes; that it was a rocky territory densely wooded for the most part and without a single white inhabitant. Beyond the scanty information obtained from the early missionaries, who had visited it intent upon benevolent enterprises, the engineers have given us the only accurate information of the country west of the Red river that we possess.

The exploration of a portion of the country was a matter of comparative ease, but when the Rocky Mountains were reached, various obstacles presented themselves. One large party of engineers spent nearly two years in trying to find a suitable pass through these formidable barriers and through the hills that lie within the bend of the Columbia river. An immense amount of extra labor was imposed upon the surveying parties on account of differences of opinion between Government officials as to available routes.

Forty-seven thousand miles were actually passed over under circumstances of the greatest difficulty and danger. Some of the engineers were surrounded by forest fires and burned to death; others lost their lives in trying

to cross dangerous rivers, and others died from the effects of exposure sustained in spending winters in the bleak mountains in the midst of deep snow, with only the shelter of canvass tents. In all, forty lives were lost, and in addition to the actual traveling of forty-seven thousand miles of distinct routes in search of the best way, there are actual instrumental surveys, laboriously measured yard by yard, of more than twelve thousand miles; nearly five times the length of the road when completed to the Pacific coast. These preliminary surveys cost about four millions of dollars, and when we consider that they were practically completed in the space of six years we cannot over-estimate the zeal, the ability and the heroic fidelity of the persons who accomplished such results.

With regard to the future of the railway, we are told that the contract for the construction of the line is taken by a syndicate said to be the most powerful in respect to money and influence that has ever taken hold of any American enterprise. Three sets of capitalists seem to have been working for this contract, which bartered for work to be done a vast empire of undeveloped land in the northwest territory. One was led by Lord Dunmore and Brown & Puleston, bankers; another by George Stephen, President of the Bank of Montreal, R. B. Angus, Hon. Donald Smith, Winnipeg, and American capitalists, and the third by Lord Dunraven, Hon. Thomas Brassey, M. P., and others. The information received states that Sir John MacDonald has united the competing interests by adding a cash bonus to the land grant, although he has retained control over the greater portion of the land so as to prevent it being held other than by bona fide settlers.

The contracting parties will receive from the Canadian government a certain number of millions sterling in cash or its equivalent, to be provided for by an issue of Canadian government bonds and a certain number of millions of acres of land. In consideration of these grants, they undertake to form a company, to be called the Canadian Pacific Railway Company, which shall construct and work the line in perpetuity. The government furthermore gives to the contracting parties in addition to the surveys already made the whole of the line already built. Of the immense advantage of the railway, when constructed, to the Dominion of Canada there can be no doubt. Although, on account of sectional jealousy and perplexity in deciding upon routes, progress has been long delayed, the preliminary matters of the railway have been planned and executed with consummate skill and ability.

The line throughout its whole extent will compare favorably in all important particulars with our own trans-continental lines. It will run through the mountain passes by low lying passages which do not exist in more southern routes. The engineer in chief, lately in charge, has reported a location on which, for fully a thousand miles west of Lake Superior, the easterly ascending gradients can be kept down to half the maximum gradients on the Grand Trunk and other roads in operation in the older provinces, thus insuring to a certain extent cheap transportation. The habitable land of the great undeveloped interior is not confined to a narrow belt along the valley of the Saskatchewan, but recent explorations have shown it to be immense in area and abounding in resources which will now be disclosed and turned to account. The vicinity of the great coal fields of Pennsylvania and Michigan to Lake Erie and Lake Huron will enable Canada to develop her mineral deposits and make them available, and she will now be able to carry her grain and lumber to market. England will send over farmers and artisans, and will confidently expect that what has remained until recently almost a desert, traversed annually by migratory herds of antelope and buffalo and only available for wild Indians and hardy trappers, will become ere long the seat of populous provinces and will constitute, if not the most valuable of her colonies, at least one of the great granaries of the world.

The New York Underground Railway.

A meeting of directors of the New York Underground Railway Company was held at the office of Mr. George Ticknor Curtis, Morse Building, Tuesday. The important business transacted was: the consideration of the report from the executive committee of a contract of purchase of the franchise and property held by Col. Vandenburgh, mentioned in our last issue, which report was adopted and the contract ordered to be executed; the submitting by Gen. McClellan, President, of his report on the plan of construction; the appointment of Mr. Walter J. Morris, C. E., as engineer to the company, and arranging for the consolidation of this company with the Broadway Underground Connecting Railway Company.

By the terms of the contract of purchase the issue of bonds is limited to $2,000,000 on each mile of the railway. The negotiations under way for the placing of the bonds are said to be based on terms very favorable to the company, but of course no positive information concerning the details of the negotiations can be made public until the plans and proposals under consideration are further advanced. The consolidation of the Underground Railway Company with the Broadway Underground Connecting Railway Company is a matter that will be easily and speedily effected, prominent gentlemen of the former company being also prominent in the latter organization, so that there can be no conflict of interests between the two companies. The Broadway Underground Connecting Railway Co. is the one which under a recent act of legislature was organized to construct a railway under Broadway from Park Place to Fourteenth Street. All the arrangements for beginning work are being rapidly perfected, and the directors are exhibiting an activity and confidence in the important enterprise, which give the most assuring guarantees of its early completion and successful establishment. The following is Gen. McClellan's report, which was unanimously adopted:

OFFICE OF THE N. Y. U. RAILWAY COMPANY,
NEW YORK, Sept. 14, 1880.

TO THE HONORABLE BOARD OF DIRECTORS OF THE N. Y. U. RAILWAY COMPANY:—

GENTLEMEN—I have the honor to report that in compliance with your resolution of September 9, I have examined the plans prepared by Mr. Morris. His general design is for a double-track road, of 4 feet 8½ inch gauge, within two parallel archways. At the stations and at a few points where the grade line approaches unusually near the surface, and probably at points where your track for freight purposes will be required, it is proposed to replace the arched roof by one supported by iron girders. As a rule the stations are to be beneath the sidewalks. The principal drawings prepared by Mr. Morris consists of plans and profile of the proposed route and a general cross section of the archways. These are herewith submitted marked blank. The plans and profile have evidently been prepared with great care and accuracy. They indicate all known obstacles, such as sewers, gas and water pipes, the location of the stations and the grades of the streets and railway. The detailed arrangements for the termini are not yet elaborated. The general cross section of the archways represents the normal or usual dimensions of the masonry structure and shows the proposed application of concrete, asphalt, invert arches, &c. This section appears to be of ample strength to resist the greatest average pressure and to bear the heaviest load anticipated. As the nature of the subsoil and the relative positions of the grade line and high water mark will vary in different parts of the line, it will be necessary to modify the several sections somewhat for different localities. Mr. Morris deserves great credit for the manner in which he has performed his work, and has evidently studied the subject thoroughly. Regarding his plans as affording a satisfactory general solution of the problem, subject to such modifications in details as future study and proper application to the different portions of the line may render advisable and necessary, I affirm them and recommend them to the Board for adoption.

I have the honor to be, gentlemen, very respectfully yours. GEORGE B. McCLELLAN, President.

Marshall O. Roberts.

Mr. Marshall O. Roberts, prominent in several of the most important American railroad projects and especially well known in New York as a liberal encourager of the city's most worthy public enterprises and charities, died of apoplexy at Saratoga, on Saturday last. His funeral, at New York, Tuesday, was largely attended by representative railroad and business men.

☞ The National Association of General Passenger and Ticket Agents will hold its next annual meeting in this city Tuesday, September 21, 1880. An invitation has been issued by the Pittsburg, Fort Wayne and Chicago, Canada Southern, and Wabash, St. Louis and Pacific Railroad Companies to the Western members of the Association to pass over their routes. The programme contemplates a concentration of the members of the Association invited at Toledo, Ohio, on the afternoon of the 18th, proceeding thence via

the Canada Southern to Niagara Falls, and stopping over Sunday at the Falls. On the afternoon of the 19th the party will proceed to New York via the New York, Lake Erie and Western Railroad.

Fire Underwriting as a Profession.

Last week the Fire Underwriters' Association of the North-West, held their eleventh annual meeting at Chicago. The meeting extended through two days and was attended by representative insurance men not only from the West but from all parts of the country, the meetings of this association having attained within a few years an importance extending far beyond mere local limitations. Among the principal features of the meeting was the address delivered by Mr. D. A. Heald, Second Vice-President of the Home Insurance Company, on "Fire Underwriting as a Profession." It was an address decidedly out of the ordinary run of efforts customarily expected at conventions of the kind, being more than a bare statement of practical facts, or a cold and rigid collection of theories. It was an earnest and manly appeal for a high standard of business principles, moral character and thorough training for those at work in all branches of insurance. A small part of the address only was devoted to what we are commonly accustomed to hear called practical matters, though nothing can really be of more practical value than that which shall tend to elevate and dignify a calling; but the matter of insurance legislation and certain rules that should prevail in the taking of risks were ably touched upon. An experience of thirty years in insurance has enabled Mr. Heald to test and establish the value of certain ideas and convictions he has worked upon and his address is one that carries with it great weight. We quote from two portions of it:

OVER-INSURANCE.

There is a strong tendency even with honest men to insure beyond actual value. The desire to cover the ultimate possibility of loss may be and doubtless is harmless in honest minds, but in minds of another class the desire becomes a powerful incentive to over-insurance. The passage of valued policy laws is an illustration of this peculiar phase of our business. No sooner does a claimant of this sort find himself unable to collect the full measure of the over-insurance he has succeeded in procuring, than he seeks for special legislation compelling the full payment of such over-insurance; and the law makers in blissful ignorance of the real character of their acts, with singular paradox entitle the new law "An Act to Prevent Over-Insurance." They seek to prevent the evil by protecting it, to discourage it by fostering it, to starve it by over-feeding it. All such laws offer a guaranty to dishonesty, a bribe to arson, and indemnity to perjury; for they lead to dishonesty in procuring over-insurance, hold out a bribe to arson in the nature of fixed and stipulated damages and indemnity to the perjury necessary to the full realization of all the advantages sought by fraudulent claimants. The result of all such laws will be directly opposite to the purpose indicated in their title. Instead of preventing over-insurance such laws will encourage it, and if generally adopted will revolutionize our business, corrupt our property-holders, and swell to terrific proportions the needless waste to the country in the increased destruction of property by fires, kindled by these unwarrantable attempts to subject the freedom of contract to iron rules, as unjust and illegal as they are rigid and oppressive. They stimulate and develop the evils they assume to prevent, and throw upon the honest policy-holder an increase in rates otherwise needless. * * * * The insuring public do not and never have demanded such laws. There is not now and never has been any reasonable cause for their enactment. They can be traced it is believed, in every case to disappointed claimants, who failing to substantiate their claims in the courts, have sought special legislation to enforce recovery at the hands of conscientious and unwilling judges. The undermining of public morals by these laws may be slow, the increase in losses not alarming at first, but the effect will be most pernicious and inevitable. To an intelligent public sentiment we must look for repeal of these as well as all obnoxious laws; meanwhile, we are to protect our interests as best we may by individual or combined action, looking more confidently to the former for that safety which we feel we can and ought to command. * * * *

EXCELLENCE IN BUSINESS LIFE.

Every consideration that can influence man to higher ambition and nobler attainments demands of us all a high standard of excellence in business life. A stern regard for the honor of our profession, and a power of character that shall give life to our purpose and enthusiasm to our hearts, while it commands the respect and confidence of the world. Let us then draw liberally and without stint from the well of that divine enthusiasm, and go forth with higher aims, stronger purpose, and inspiring confidence to the day by day labors, duties and privileges of our profession. Let us remember that failure to realize the highest honors often arises from the want of a proper estimate of the character and purposes of our profession. Viewed simply as a money making machine, and shorn of its higher aspirations and possibilities, it becomes cheap and sinks to the level of mere empiricism. The world is sick of noisy smartness, as some count smartness. It is tired of pretence, and can be influenced permanently only by genuine worth and generous culture, by rectitude of mind, of heart, and of action. Let us then cultivate high thoughts with more than a lover's devotion; enshrine in our hearts a true love of our profession, and, above all, incorporate into our mental and intellectual character, that true sense of fidelity and duty which the world has ever recognized as the key that opens the way to honor and success.

Atlantic, Mississippi and Ohio Railroad.

The receivers of the Atlantic, Mississippi and Ohio Railroad have filed their fourth annual report of operations, embracing the period from July 1, 1879, to June 30, 1880. From this we learn that the total earnings were $1,936,641 68; expenses of operating, taxes, &c., $993,228 27; and for further construction, $20,315 91—leaving net earnings $923,097 50. Compared with the previous year the gross earnings show an increase of $264,509 85, and the operating expenses a decrease of $66,860 48, making an increase in the net earnings of $331,370 33, equal to 54 per cent. The resources in receivers' hands June 30, 1880, amounted to $870,714 38, and the liabilities at same time were $458,767 86, leaving an excess of resources of $411,946 52. Included in the liabilities is the sum of $120,190, which has been ordered to be paid on account of past due interest on the bonds of the Atlantic, Mississippi and Ohio Railroad Company, $186,714 78 the interest due 1st July, 1880, on the divisional bonds of the company, and $84,190 73 to be paid in extinguishment of the Virginia and Tennessee registered interest certificates which fell due January 1, 1871, and January 1, 1880. There has been paid during the year $399,831 85 on account of interest on divisional bonds maturing since July 1, 1876. The old floating debt of the company has been reduced by the payment of $11,592 39 on account of back labor claims and interest on bonds which accrued prior to June 13, 1876. The divisional bonded indebtedness will be reduced to $5,011,900 by the payment of $84,190 78 registered interest certificates, for which provision has been made.

The report states the track is in good condition but the substitution of steel for old iron rails will have to be continued at the rate of not less than 40 miles per annum until the entire road shall have been relaid. Some 3000 tons steel rails were last contracted for, making 17,590 tons, equal to 203⅛ miles, since the road has been in the hands of receivers. These rails are now being put on the track, and by the middle of September it is estimated that there will be 230 miles of steel rails on the main track. A new iron bridge has been erected over Reed creek, and one has been built for the eighth crossing of Peak creek. Twenty-seven smaller bridges, of 15 to 70 feet span, have been renewed during the year. The company's buildings have been kept in good repair. A new coach-shed has been erected at Norfolk and the grounds raised and otherwise improved. The new freight depot is nearly completed. Eleven new water-tanks and five new turntables have been built during the year.

In conclusion, the receivers congratulate the friends of the road that the operations of the year have been closed with such satisfactory results. The net revenue realized was more than sufficient by the sum of $192,133 69 or the payment of full interest on the divisional and Atlantic, Mississippi and Ohio bonds, and the payment of interest on the latter has been partially resumed, as will be seen by the statement above by order of the court.

Personal.

—John Pierrepont Edwards has been recognized by the President as Consul for Great Britain in New York.

—Ex Senator James W. Dwyer of Massachusetts has a large contract on the New York and New England road at Pawling, N. Y.

—Sir John MacDonald, the Dominion Premier, who has been in England upon business connected with the Canadian Pacific Railway, has sailed for Canada.

—Charles Parsons has been elected President of the Midland Railroad Company of New Jersey, to fill the place made vacant by the resignation of the Hon. Garrett A. Hobart.

—William S. Connor has been elected President of the Delaware River Railroad Company, to fill the vacancy occasioned by the death of Thos. L. Ogden, Esq. The office of the company will shortly be removed from Woodbury to Paulsboro'.

—E. H. Waldron, Manager of the Lake Erie and Western Railroad, has been appointed General Manager of the Frankfort and Kokomo Railroad. Mr. Waldron retains the management of the "Lake Erie," although he has additional duties assigned him.

—Sir John Hawkshaw, the engineer who had charge of the construction of the underground railroads of London, and his wife and son were in this city recently, and were taken over the entire elevated railroad system in a special train by Cyrus W. Field and Vice President Guilford. Sir John expressed himself as delighted with all he saw.

—A new office, that of General Manager, has been created by Judge Lathrop, Receiver of the Central Railroad of New Jersey, and Joseph S. Harris has been appointed to the position. General Manager Harris assumes control of the Central Railroad of New Jersey, the New York and Long Branch Railroad and other leased lines, and is only subordinate to Receiver Lathrop and the Board of Directors.

—F. De Funiak, General Manager of the Louisville and Nashville Railroad Company, announces by circular that on the first day of October his company will assume control of the Pensacola Railroad, Pensacola and Selma Railroad, and the Selma Division of the Western Railroad of Alabama. The jurisdiction of the general officers of the Louisville and Nashville Railroad Co. will be extended over the above lines.

St. Paul, Minneapolis and Manitoba Railway.

From the report of the directors of this company for the year ending June 30, 1880, we learn that the receipts during that time were: from passengers, $672,047 91; from freight, $2,084,711 78; express, $30,620 14; mails, $40,178 69; rent of track and stations, $37,304 33; rent of leased lines, $47,777 77; miscellaneous, $20,467 62—total, $2,938,108 24, against $1,900,528 98, an increase of $1,032,579 26, or 54.3 per cent. The operating expenses were $1,300,512 82 (or 44.33 per cent); state tax (3 per cent of gross earnings) $86,559 92; expenses of reorganization, $35,288 09; legal expenses, $12,576 64; and interest due and accrued $947,226 77. The total earnings per mile were $4,471 20; total operating expenses per mile, $1,982 48.

The total length of road owned and operated is 656 miles, of which 98 miles were built during the year and 101 relaid with steel rails. The company is engaged in constructing 200 miles of road, chiefly in the west bank of the Red River, in Dakota, all of which it expects to have completed and in operation before the close of the year.

The equipment of the road consists of 65 locomotives, 5 sleeping cars, 64 passenger, mail and baggage cars, 25 caboose and tool cars, 887 box cars, 72 stock cars, 509 flat cars, and 20 gravel cars.

There have been expended on improvement of the roadbed, purchase of right of way, fencing, water stations, etc., $340,676 49, and on new equipment, $197,021 60, which sums have been provided for from funds reserved for that purpose at organization of the company, while more than ordinary expenditures for maintenance and repairs have been charged to operating expenses. The real estate purchased and permanent improvements represented by the sum of $357,185 45 in the general statement, comprise the lands acquired by the company for union depot at Minneapolis and ground for additional yard room and work shops at St. Paul, new general office building and large freights warehouses at St. Paul, and other property which add materially to the value of the company's assets.

The sales of land by the company during the year for cash and on credit have amounted to 268,741 acres, representing the sum of $1,209,928, from which has to be deducted the amount credited and the liability incurred to settlers for cultivation under the terms of the company's contracts, $300,706. The total cash received over and above the expenses of the department, as principal and interest on land sales, and as consideration for real estate disposed of by the company, has been $597,672 09, which sum is applicable to the sinking fund for retirement of the first mortgage bonds. Of this issue $161,100 in bonds have already been purchased and cancelled, and a further amount of $379,100 has been called in by the trustees for redemption on first of July. The land grant of the company, all of which has been earned by the completion of the line to St. Vincent in accordance with the provisions of the act of congress, amounts to about 3,848,000 acres, of which there have been sold to date 1,087,974 acres.

Although unusual opportunities were repeatedly afforded to every bondholder of the old company to join in majority in the reorganization proceedings, there are still outstanding bonds of the $2,800,000, $3,000,000 and $6,000,000 issues, amounting in all to $256,500, the distributive share on which, $54 207 21, lies in the court depository subject to payment on presentation of the bonds. A few of the holders of these bonds, instigated by an insignificant local element personally hostile to the new company, have taken proceedings to reopen the foreclosure decrees by which the company came into possession of the property. These suits are still before the courts, but are regarded as of no moment to the company. A similar suit on the $15,000,000 mortgage was effectually disposed of by the decision of Mr. Justice Miller at the last term of the United States court in St. Paul.

The financial statement shows the following: real estate and permanent improvements, $357,185 45; expenditure on construction and equipment of new lines, $198,767 87; cost of railway, equipment and lands, $31,135,928 33; cash, $1,365,644 27; other assets $787,448 72—total, $33,839,974 64. The liabilities are: current bills and interest due at date of report $1,522,707 30; funded debt: first mortgage bonds outstanding, $7,838,900; second mortgage bonds, $3,000,000. St. Paul and Pacific bonds due in 1881 and 1892, $486,000 (making total bonded debt of $16,324,900); capital stock, $15,000,000; sinking fund applicable to redemption of first mortgage, $486,572 09—total, $33,284,179 39, leaving to balance, for profit and loss, $555,795 25.

Western Union Telegraph.

In the report presented by the Executive Committee at the last quarterly meeting of the Board, held June, 9, 1880, the net profits for the quarter ending June 30 (May being partially and June wholly estimated), were stated at $1,201,185 78

The official returns for the quarter (ended June 30) showed the profits to be $1,017,466 22, or $183,719 51 less than the estimate.

The following revised statement based upon complete returns, will show the condition of the company at the close of the quarter ended June 30, 1880:

Surplus April 1, 1880, as per quarterly report		$824,298 59
Net profits, quarter ended June 30, 1880		1,017,466 22
		$1,841,764 81
From which deducting—		
Dividend of 1¾ per cent, paid July 15, 1880	$717,571 75	
Interest on bonded debt	106,891 04	
Sinking fund appropriations	20,000 00	
Construction account	477,990 40	
Purchase of patents	56,857 99	
Purchase of telegraph stocks	80,749 78	
Materials and supplies purchased & on hand unissued, in excess of amount issued and charged into current expenses of the year, ended June 30, 1880.	28,448 71	
		1,488,509 67
Leaves a surplus July 1, 1880, of.		$403,255 14

The net profits for the quarter ending September 30, instant, based upon official returns for August, and estimating the business for September (reserving amount sufficient to meet the claims of the Atlantic and Pacific Telegraph Company under existing agreements), will be about | | $1,104,041 63
Add surplus, July 1, as above | | 403,255 14
| | | $1,507,296 77
From which appropriating— | | |
Interest on bonded debt	$107,000 00	
Construction	300,000 00	
Sinking fund appropriations	20,000 00	
Purchase of telegraph stocks and patents	30,000 00	
		457,000 00
Leaves a balance of		$1,050,296 77
A dividend of 1¾ per cent requires		717,570 00
Deducting which, leaves a surplus, after paying dividend, of		$332,726 77
The full returns for the last quarter, ending June 30, give accurate data for summing up the business of the fiscal year ending with that date, and show the net profits for the year to have been		$5,146,639 45
The cash surplus at the beginning of the year was		772,469 91
Making		$5,919,109 36
Of this there has been paid—		
Regular dividends to stockholders	$2,870,241 25	
Extra dividend of one per cent from surplus	410,035 00	
For interest on bonded debt and sinking funds	468,517 13	
For construction on new lines and purchase of Stocks in Telegraph and Telephone Companies.	1,358,632 49	
For patents	320,130 00	
For real estate	98,298 35	
Total payments out of earnings		5,515,854 22
Leaving surplus July 1, as above, of.		$403,255 14

In view of the preceding statements, the committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and three quarters per cent from the net earnings of the three months ending September 30, be, and is hereby declared payable on the 15th of October next, to stockholders of record, at the close of business on the 20th day of September, instant.

Resolved, That for the purpose of the Annual Meeting of the Stockholders, to be held on Wednesday, the 13th of October next, and of the dividend hereinbefore declared, the stock books of the company be closed at three o'clock on the afternoon of the 20th of September, instant, and be reopened on the morning of the 16th of October next.

Respectfully submitted,
NORVIN GREEN, President.

Cumberland Valley Railroad.

A correspondent of the Baltimore Sun, writing from Hagerstown, Md., under date Sept. 11th, says that the Cumberland Valley Railroad Company have concluded to extend their road from Martinsburg, W. Va., a distance of about twenty miles further south, and then adds:

The extension to Winchester will put the road in connection with an important business center

of the Shenandoah Valley, and where it will form a connection with the Valley Branch of the Baltimore and Ohio railroad, now extending to Staunton. Engineers will next week commence surveys for the proposed extension, and, after the adoption of a line, work will be immediately commenced and vigorously prosecuted, so that the extension may be in operation in the early coming summer.

Southern Pacific Railroad.

The Southern Pacific Railroad Company own two distinct lines or systems, the Northern Division, consisting of a line from San Francisco to Soledad, 143 miles, with a branch from Carnadero to Tres Pinos, 18 miles, and the Monterey Railroad (nominally leased but really owned), from Castroville to Monterey, 15 miles. This system of 176 miles is worked by the company directly, but the Monterey road was not completed until the close of the year. The Southern division consists of a line from Goshen, Cal., to Yuma, Ari., 489 miles, with branches from Goshen to Huron, 40 miles, and from Los Angeles to Wilmington, 22 miles, being 551 miles in all; this division is worked by the Central Pacific Company under lease. The two divisions are to be connected hereafter by a line from Soledad to Lerdo, 160 miles. The company has a land grant of twenty sections per mile, covering about 930 miles of road built or to be built. It also owns the Colorado Steam Navigation Company, whose lines run on the navigable waters of the Colorado River some 300 miles. The equipment consists of 46 engines, 69 passenger and 12 baggage and mail cars, 581 box 348 flat cars, 228 service cars. Of these, 28 engines, 52 passenger and 10 baggage cars, 373 box and 191 flat cars and 94 service cars are in use on the Northern Division, the rest being leased with the Southern Division. The general balance is as follows:

Stock	$36.763,900 00
Funded debt	29,186,000 00
Other liabilities	475,713 08
Balance of accounts	1,819,347 99
Total	$68,244,961 02
Road and property	$66,804,710 54
Materials	122 805 62
Cash	188,980 73
Current accounts	448,097 55
Profit and loss	740,366 58
Total as above	$68,244,961 02

The stock and funded debt remained unchanged during the year. All the bonds are first mortgage 6 per cent bonds, and are further secured by a trust under which all receipts from the land grant are applied for the redemption of bonds. The company is responsible as guarantor for $236,000 bonds of the Market Street Railroad in San Francisco. The traffic of the Northern Division (161 miles) for the year was as follows:

Train mileage, passenger	305.763
Train mileage, freight	137,647
Total	443,410
Total locomotive mileage	570,332
Average miles per engine	20,369
Passengers carried	413 658
Passenger mileage	13,339,712
Tons freight carried	180,331
Tonnage mileage	11,613,297
Average passenger train load, number	43.63
Average freight train load, tons	84.37

This division has a very considerable local and surburban business out of San Francisco. In summer it has also a good deal of travel to pleasure resorts on the line; this was expected to be largely increased this year by the opening of the Monterey road, in connection with which the company has built a large hotel at Monterey, and made other arrangements for promoting summer travel. The earnings, &c., of the Northern Division, with the general income account, were as follows:

Passengers		$411.331 14
Freight		427,992 06
Mail and express		25,709 10
Total ($5,384 86 per mile)		$865,062 80
Expenses (61.20 per cent)		526,565 85
Net earnings ($2,120 48 per mile)		$338,496 95
Rental of Southern Division		1,659,819 76
Total		$1,998,316 71
Payments for interest	$1,751,160 00	
Payments on other accounts	366,246 46	
		217,406 46
Excess of payments		$119,089 75

The net receipts were considerably in excess of interest charges. For the previous year the report was made in a somewhat different form. The net earnings for that year were $2,155,704 03 showing a decline in net receipts last year of $157,387 82, or 7.3 per cent.

Denver, South Park and Pacific Railroad.

As the Stock Committee of the New York Stock Exchange at its next meeting will pass upon the application to have the stock and bonds of the Denver, South Park and Pacific Railroad Company admitted to the list of securities, the following facts from the official statement of the company, filed with its application, will be of interest:

The company was chartered June 14, 1874, under the laws of the then Territory of Colorado, authorized to construct and operate a narrow gauge railroad from the city of Denver by the South Park and the valley of the Arkansas to Southwestern Colorado and the Pacific Ocean, with various branches.

The following is now in operation: Main line, Denver to Buena Vista, 135 1 miles; Gunnison extension to Hortense, 6 miles; 141.1 miles. Branches—Bear Creek Junction to Morrison, 8.8 miles; Como to upper coal mine (towards Breckenridge), 1 mile; Como, south to lower coal mine, 3 miles—total, 12.8 miles. Total owned and operated, 153.9 miles; side track, 13.03 miles; gauge, 3 feet.

The extension of the main line to Gunnison City, a distance of fifty-eight miles beyond the end of track at Hortense, is now mostly under contract for completion in November next, or as soon thereafter as practicable. Trackage has been leased to the Denver and Rio Grande Railway Company over this extension as a rental equal to 8 per cent per annum upon one-half its cost, in addition to one-half of its maintenance.

Under the same contract the Denver and Rio Grande Railway Company has extended its line to Leadville from its intersection with the Denver, South Park and Pacific Railroad at Chalk Creek, and leased to it upon the same terms, equal rights in perpetuity.

The same agreement between these two companies provides for the pooling of all the receipts derived from them by the business of their roads on the joint trackage from Denver and Pueblo.

The road has been constructed by the parties who own it, nearly all citizens of Denver, and is reported to be one of the most substantially built and best equipped in the country. On the construction and equipment of the 150 miles now operated the stockholders have expended in cash $2,550 000. This 150 miles is bonded for only $1,890,000.

The railroad company owns 87½ per cent of the South Park Coal Company, which has 2,000 acres of coal lands at or near Como, in the South Park, about half-way between Denver and Leadville, on which are two well opened mines.

The capital stock authorized is $5,000,000, on which there has been issued on 150 miles of completed road, $3,500,000. All further issues of stock are to be limited to the rate of $20,000 per mile of completed extension and branches.

The first mortgage bonds to be issued are $2,500,000, of which there have been issued, at the limited rate of $12,000 per mile of completed road in actual operation, $1 800,000. Bonds dated August 1, 1876, principal and interest payable in United States gold coin of or equal to the present standard and free from United States taxes; principal payable May 1, 1905; interest payable May 1 and November 1, at the rate of 7 per cent. per annum. Bonds $1,000 each, numbered from 1 to 2 500 inclusive, with provision for their registration, and secured by a first mortgage upon its line of road from Denver to the extent of 208½ miles, its equipment, depots, shops, franchise and other property. A sinking fund of 1½ per cent per annum on the amount of bonds outstanding is applicable after August 1, 1886, to the amount of bonds by annual drawings for their redemption at par and accrued interest. Farmers' loan and Trust Company of New York, trustees. The company has no other bonded debt, and is substantially free from floating debt. Earnings for the year ending June 1, 1880, were $1,659,764; expenses, $560,934; net earnings, $1,098,829.

Shenandoah Valley Railroad.

The completion of the Maryland Division now places the whole line of the Shenandoah Valley Railroad, so far as at present contracted (to Milford, Warren county, Virginia), in direct communication with New York, Philadelphia, and all points in the Middle and New England States, via the Cumberland Valley and Pennsylvania Railroads, as also with Baltimore, via the Western Maryland Railroad. These conditions are additional to that previously established with the Baltimore and Ohio Railroad at Shenandoah Junction, 28 miles from Hagerstown.

Track is now being laid southward from Milford, the present stopping point of trains, and northward from Waynesboro, on the Chesapeake and Ohio Railroad, and the work of construction is progressing so rapidly throughout the whole of the unfinished portion of the road as to insure its entire completion from Hagerstown, Md., to Waynesboro, Va. (143 miles), during the present year, opening to commerce and travel an important highway between the Middle and North Atlantic States and the great South and Southwest.

A first class railroad organization, with corresponding equipment, is now operating the finished portion of the road, and trains are running regularly between Hagerstown and Milford, Va., a distance of 75 miles. As additional lengths of road are finished, the running of trains will be extended to new stations, and increased facilities offered to the business and pleasure-seeking public.

The wonderful Caverns of Luray, which have recently been carefully explored by a large party of scientific gentlemen from the Smithsonian Institute, are immediately upon the line of the Shenandoah Valley Railroad, the entrance to the caverns being but three-quarters of a mile from the town of Luray and from the Luray passenger station of the railroad.

☞ Articles of association of the Cape May and Sewell's Point Railroad Company have been filed in the office of the Secretary of State of New Jersey. The road will begin at the city of Cape May and terminate at Sewell's Point. The length of the road is two miles, and the amount of capital stock is $30,000, divided into 600 shares of $50 each.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon,Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '80 4
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June '78 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July 80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M. & N.	May 80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 3
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3½
" " pref. 50	338,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*.....50	1,159,800	October.	Oct. '79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref 100	769,800	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jerse/.100	18,583,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J. & J.	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'80 3½
" pref...100	2,425,400	M. & S.	Sept.'80 3½
Chicago,Burl. & Quincy.100	21,004,456	M. & S.	Sept. 80 2
Chi., Clin., Dub.&Minn.....50	6,156,000	A. & O.	Apl. '79 1½
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi , Mil. and St. Paul...100	15,404,261	A. & O.	Apl. '80 3½
" " pref.....100	12 279,483	A. & O.	Apl. '80 3½
Chicago & N. Western.100	14,988,267	J. & D	June'80 3
" " pref.100	21,625,258	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val.100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	May 80 5
Concord and Porta.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1.0	2,175,700	F. & A.	Aug.'80 2
Connecticut River.....100	2,100,000	J. & J.	July '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	July 80 2½
" 1st pref..50	241,900	A. & O.	Apl. '80 4
" 2d pref...50	243,000	A. & O.	Apl. 80 4
Danbury and Norwalk .50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Aug.'80 1.
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.10.	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '80 3½
East Pennsylvania*.....50	1,409,200	J. & J.	July 80 3
East Mahanoy*.....50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	May '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,800	J. & D.	June'80 2½
Eel River.....100	3,000,000	— & —	Sept.'80 4
Elmira, Jef. & Canand*...50	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	July '80 2
Illinois Central.....100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls& Sioux City*100	4,625,000	quarterly	Sept.'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. 80 1½
Io. So. & Mo. Northern. 25	1,000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,400,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,466,500	F. & A	Aug.'80 4
" " (guar.)100	533,500	F. & A.	Aug. 80 5
Lawrence*.....50	450,000	quarterly	July '80 2
Lehi a Valley.....50	27,332,555	quarterly	July '80 1
" pref. 50	105,200	quarterly	July '80 2½
Little Miami*.....50	5,871,450	quarterly	Sept. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '80 3
Louisville & Nashville...100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence....100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati...100	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A.	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738.204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 5½
Mobile & Montgomery...100	2,704,800	F. & A.	Feo. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 6
Nesquehoning Valley*.... 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N.Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,413,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	8,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,008,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,435,000	quarterly	ug.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 1½
Panama.....100	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	63,870,200	M. & N.	May '80 2
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil.,Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,561,900	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp.100	5,504,300	quarterly	July '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	.....	Oct. '79 4
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley..... 50	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	856,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '78 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '78 3
St. Paul and Sioux City..100	4,000,000	....	.....
" pref..100	4,000,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	676,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '80 3
Shore Line*.....100	996,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	Jul e'79 3½
Stockbridge and Pitts.*.130	448,700	J. & J.	July '79 3½
Stony Brook*.....100	267,300	M. & N.	Nov.'77 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'79 2
Terre Haute & Indiana.100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '78 4
Union Pacific 100	36,745,000	quarterly	July '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	July '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '79 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 3
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. '79 3½
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	— & —	Apl. '78 3
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock,E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N.Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
People's (Phila.).....25	206,054	.....	July 79 2
Philadelphia City.....50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 3½
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,327,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.a
" " (pref.). 50	2,883,977	annually	A.'9 140c.a
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express.....50	18,000,000	J. & J.	July '80 3
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '78 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,668,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Morgonza Coal Co.....100	306,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 80 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	6,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common ...100	5,708.795	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,760,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal.... 50	1,250,000	J. & D.	June'80 3½
Topeka Equipment Co...100	256,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,950,000	quarterly	Oct. '80 1½

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113¾
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	111
3d Mortgage	263,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	115¾
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,700,000	7.3	Jan. & July.	New York.	1896	122
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	...
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	105¾
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	32
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	112¾
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	118¾
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	116¾
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	105
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	110
Land Income bonds	480,000	8	Jan. & July.	Boston.	1885	106¾
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	95
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,800	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'95	1,710,000	6	April & Oct.	"	1885	109¾
Loan of 1853-'90 (Balt.) sks fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sks fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	234,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	...
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	104¾
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	112¾
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	42¾
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*		Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1893	117¾
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	123¾
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1905	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	123
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1896	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	94
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114¾
Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	376,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1887	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1916	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,860,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	106¾
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109¾
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1890	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1896	....
2d Mortgage	497,000	6	April & Oct.	"	1889	108¾
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (sks fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	93¾
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	966,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.	"	86-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107¾
1st Mort. (W. to Minn. Lake)	134 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	...
Adjustm-nt Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	103½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	84
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	108
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95–'98	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	...
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	New York.	1899	108½
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'93–'92	106½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	...
1st Mort.(San Joaquin V.D.)gold	6,090,000	6*	April & Oct.	" "	1900	109
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	13½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	45½
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76–'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	30
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	41
Missisquoi R.R.(")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	...
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1885	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold " B".....	15,000,000	6*	May & Nov.	New York.	1908	71½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	...
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	...
Funded Interest, coupon.....	160,500	8	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.).....	330,000	6	Jan. & July.	Boston.	'80–'98	104
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	123
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds. ..	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115½
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,854,000	7	Feb. & Aug.	" "	1900	112
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	108½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1890	122½
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $20,000,000.	14,530,500	7	June & Dec	Boston.	1903	125
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	980,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	6	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	J. n & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,200 000	3 200 000	8	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	640,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	113½
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	115
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	114½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	..
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	133
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	113½
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1907	104
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	115
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	271,400	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	109½
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	" "	1882	....
1st Mort. (Menominee River) ..	500,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	272,000	7	March & Sept.	" "	1899	....
Consol. skg fund (C.& N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	124½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	120
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	246,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $25,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	.. ..
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	120½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort., guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1905	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	97
1st Mort.(San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring, & Cinc.)	1,000,000	7	" "	New York.	1901	84
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	121
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,894,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1896	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
2d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York,	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1906	93¼
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,247 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'98-'99	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	25,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1832	....
1st Mort.(Tol., Loganap't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	..
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	6	" "	"	1906	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	.. ..
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1981	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	551,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R.):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,000	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac)						
1st Mortgage.....	850,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York,	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	107½
Des Moines and Ft. Dodge:						
1st Mortgage(ecupon).....	2,400,000	8	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1901	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York,	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	61,000	8	May & Nov.	"	1890	...
Detroit & Milwaukee(Gt.W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1878	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	1546	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	"	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	121
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	113½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1888	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold.....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	113½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T. & Ga.,old)	635,000	6	" "	" "	'80-'85	..
Company Bonds (" new)	125,400	6	" "	" "	1876	..
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1906	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London,	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	98
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1880	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	109½
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2862	86
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1907	127
2d Mortgage.....	2,174,000	5*	March & Sept.	" "	1919	105
3d Mortgage.....	4,852,000	7	" "	" "	1883	107
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	..
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	115
1st Consol. Mortgage gold...	16,856,000	7*	March & Sept.	NY&London.	1920	120
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	87½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	104½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1905	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1893	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,710,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p.v.)	425,000	10	May & Nov.	"	1888	....
1st Mort.(Bay C. & L.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1893	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.		1902	90
Construction Loan.....	280,000	8	Jan. & July.		1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	300,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	6	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,200,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremon: Elkhorn & Mo.(StC&P):						
1st Mortgage	600,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,092,000	7	Feb. & Aug.	New York.	1882	103½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425.000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Illman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,168,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	106½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1886	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo.(T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108½
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
2d Mortgage of 1869	300,000	6	April & Oct.	Bryt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,237,000	7*	Jan. & July.	New York	1891	103
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	106
1st Mort. (Waco & N W. Div.)	940,000	7	" "	"	1903	105
Income and Indemnity bonds	1,359,500	7	May & Nov.	"	....	98
Consolidated Mortgage	2,394,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	84½
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1900	....
Sterling Bonds, £800,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort.(Nor.Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	78
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64½
Indianapolis and Madison:						
1st Mort. assumed by J.,M. &I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage(Hous.&Gt.N.RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert.B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lake S. (I., D., L. & L. M.):						
1st Mortgage 8% bar.	770.000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109
1st Mort. (Northern Ext.) guar.	514.000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (238 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1889	....
2d Mortgage	3,000,000	8	" "	" "	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	340,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	115
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St.Jo.&CB.78 m)conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" ")gold	1,000,000	7*	" "	" "	1896	....
Consolidated Mort. (260m.)conv.	337,000	7	March & Sept.	" "	1890	112
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118
1st M.(8dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110½
1st Mort. (1,000,000 acres).....	———	7	March & Sept.	N.Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1890	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N.Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,360	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	99
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	96½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....
2d Mortgage.....	500,000	7	Jan. & July.	" "	1908	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	123½
2d Consol. Mort. for $25,000,000.	10,480,000	7	June & Dec.	" "	1902	118½
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	....
2d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,505,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,884,000	7	April & Oct.	" "	1893	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	356,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg... }		6	" "	"	1898	118
2d Mortgage for $8,000,000	6,000,000	7	March & Sept.	"	1910	127½
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	113½
General Mort., registered.... }		6*	" "	"	1923	113½
Lewisb., Centre & SpruceC.(Pa.E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101½
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1898	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1930	....
2d Mortgage	900,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & buildin.	60,000	7	" "	Louisville.	1893	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'86	....
1st Mort. (Memphis and Ohio)..	2,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	106
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	117½
Louisville Loan.....	850,000	6	" "	" "	'66-'67	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1880	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1896	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	766 900	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	7*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1878	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	115
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	115
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	61½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	44½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1898	113½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1893	....
Consolidated Mortgage.....	1,454,000	5-10	Various.	" "	'93-'03	88
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1880	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	600,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,283,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	80
Tennessee State Loan.....	1,814,142	6	" "	" "	'72-'78	....
Income Bonds.....	600,000	10	March & Sept.	" "	1886	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1899	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	101½
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1900	101½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	106½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	126
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113½
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1898	106
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1898	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	6	June & Dec.	New York.	1901	....
Mineral Point						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage guid, guaranteed..	400,000	6*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $3,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,845,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	...
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	97
Third Additional Consol. Mort.	600,000	7	" "	" "	1906	...
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	95
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. and. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	32,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103½
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York.	Sinking fund.	82
Second Preferred Debentures	1,850,000	7		"		50½
Third Preferred Debentures	600,000	7		"		35
Fourth Preferred Debentures	900,000	7	non-acc.	"		36½
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	...
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	320,000	8	June and Dec.	" "	1900	...
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	134
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	116
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1880	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	114½
Special Mortgage	1,025,000	7	.....	" "	....	...
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	114½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	" "	"	'81-'91	...
New Mortgage	4,700,000	7	" "	"	1913	120½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111½
2d Mortgage gold	200,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1893	103
Newark & New York (C. of N.J.):						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $300 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimn.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1891	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage	2,600,000	7	May & Nov.	New York	1899	89½
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "		1991	....
New Jersey Wes Line						
1st Mort. gold for $2,000 000	1,300,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1888	101½
2d Mortgage	500,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12 250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
Bonds for B. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	111½
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,600,000	18,466,000	7	Jan. & July.	" "	1903	130½
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	130
Consol. Mort. of 1872, reg. }		7	" "	" "	1900	....
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	..6
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1890	...
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1898	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1883	....
North Eastern (S. Car.):						
1st Mortgage	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	232,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1893	108½
2d Mortgage	1,500,000	7	May & Nov.		1896	115
General Mortgage	2,035,000	7	Jan. & July.		1903	114
North Shore (Flush., N.H. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	103½
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	109½
Consol. General Mort. Coupon.	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon.	3,000,000	5	" "	Baltimore.	1925	92
Second General Mort. coupon.	1,000,000	6	" "	"	1925	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	300,000	8	" "	"	1879	....
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	116
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	117
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	103½
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	32,000	5	" "	"	1884	103½
Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000	1,892,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	102½

AMERICAN RAILROAD BOND L ST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	106
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	120½
Oregon and California:						
1st Mortgage, gold	10,960,600	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'93	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	388,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	122½
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	106
2d Mortgage sinking fund	2,650,000	7	Jan & July.	" "	1891	109½
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800 000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1898	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,070 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	19 0	121½
General Mortgage, registered.		6	" "	"	1910	120
Consolidated Mortgage	28,301,540	6*	Jan. & July.	London.	1906	117
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,085,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	19,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	122
Peoria & Bureau Val (C. R. I. & P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv, and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	114
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debentures	1,126,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-43 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1842, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871.	Do'lar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
	Dollar registered	3,339,000	7	" "	"	1911	115
	Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	104½
	Gold or stg reg.	663,000	6*	" "	"	1911	106½
	Dollar coupon	305,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv		10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)		19,686,000	6*	Jan. & July	" "	1908	70½
Income Mortgage of 1876		2,218,000	7	June & Dec.	Philadelphia.	1896	62
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000.		18,036,500	7	Various.	Philadelphia.	'92-'94	....
Debentures guaranteed		1,731,600	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,155,000	7	Feb. & Aug.	Philadelphia.	1896	77½
Funding Income		515,933	7	" "	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1873	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,543,000	7	Feb. and Aug.	Philadelphia.	1900	110
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1912	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	127½
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	129
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1901	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July	Baltimore.	1898	110
1st Mort. (Turtle Cr. Div. 10½ m)	226,000	6	Feb. & Aug	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,50,,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1885	....
Portland & Ogdensb (Me. & N. H)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	800,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	"	1899	....
Portsmouth, (Ft. Falls & Conway:						
Bonds guar. by Eastern R. R.	456,000	4½	June & Dec	Boston.	1927	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	35,000	...	.....	.....	....	....
2d Mortgage	800,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1887	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1908	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Ral'h.	1908	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1897	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1894	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1898	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	800,000	6	.....	"	1886	....
1st Mort. (Northwestern, N. C.)	500,000	6 7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,237	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,280,000	7	April & Oct.	" "	1904	67
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1941	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1891	....
General Mortgage	1,500,000	6	May & Nov.	"	1907	87½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M rtgag	346,000	8	May & Nov.	Saginaw.	1892	110
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1896	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	116
2d Mort. (" ")	6 000,000	7*	May & Nov.	" "	1897	106
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	106
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	115
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	107
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	115
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	79
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	866,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (L.S.& M.S):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H R.R.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1936	....
2d Mort. (Gov. Subsidy)	1,623,200	6	" "	U.S. Treasury	1936	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,666	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1896	103
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	90
3d preferred bonds	452,800	6	" "	" "	'84-'90	95
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	106
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	90
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	100
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1890	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	196,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'82-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie June. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,000,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 3,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	106
Consolidated Mortgage	7,548,000	6*	June & Dec.	" " "	1905	94
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	68
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	105
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	100
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	101
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	103
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104
3d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1883	106
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	39
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	102
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1903	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar.	59,700	7	Jan & July.	Troy.	1873	....
Troy and Boston.						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,251,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	12⅛
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	116⅛
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	13,861,000	8	March & Sept.	New York.	1894	116⅛
Omaha Bridge Bonds Sterling	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,800,000	6c	May and Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,220,000	6c	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	87
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan'a)	3,000,000	6	March & Sept.	Philadelphia.	1901	112
Sterling Loan £369,200 (U. Co's)	1,846,000	6c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa'a)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)	....	....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108⅛
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	115
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....
Utah Central:						
1st Mortgage	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free	200,000	7	" "	"	1879	113
Convertible bonds	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	..
3d Mortgage	990,000	6	" "	" "	1884	101⅛
5th Mortgage	962,000	8	March & Sept.	" "	1900	117
Registered Certificates	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	6	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P.,T. & R.):						
1st Mortgage, assumed	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9c	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	92
2d Mort. (" " ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	100
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	100
3d Mort. " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " ")	700,000	8	March & Sept.	"	1880	80
Funded Coupons (do.)	722,684	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	"	1896	....
Virginia State Loan	213,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou	41,000		May and Nov.	New York.	1898	....
1st Mortgage for	256,000	7c	Apr. and Oct.	" "	1901	35
Westchester and P						
General Mortg	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	120
Western North Carolina:						
1st Mortgage	855,000	8	Jan. and July.		1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage		7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7c	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	109⅛
Sterling Bonds, Sinking Fund	981 234	6c	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	114
2d Mortgage preferred	600,000	6	" "	"	1895	102⅛
3d Mortgage endor. by Balt	675,000	6	" "	"	1900	115
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,735,000	6c	Jan. and July.	New York.	1899	108⅛
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	105
General Mortgage	1,200,000	7	....	"	....	....
Western Union (Chi.,M. & St. P.)						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,000,000	7c	Jan. and July.	N.Y. or Lond.	1897	....
1st Mort. (Southern Extension)	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	103
Wilmington and Reading:						
1st Mortgage	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	42
2d Mortgage coupon or regis	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds	848,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7c	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7c	Jan. and July.	New York.	1896	112⅛
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,719,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m	1,610,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds	4,225,000	7c	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,000	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1861	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds	400,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,903,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	74
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1893	80
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869 reg. 3d series, Jan. 1, 1871	5,000,000	7	Jan. and July.	New York.	1894	107
Coupon bonds of 1874	3,000,000	7	" "	" "	1891	111
Registered bonds of 1874	2,000,000	7	Apr. and Oct.	" "	1894	116⅛
Lehigh Coal and Navigation:						
Loan of 1877, Debentures	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures	41,550	6	" "	"	1883	90
Convertible Loan, gold	771,500	6c	March & Sept.	"	1894	107⅛
1st Mortgage, registered	5,381,983	6	J. A. J. & O.	"	1884	106
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	110⅛
Mortgage (equip.) Loan, gold	4,658,500	6c	June & Dec	"	1897	106⅛
Consolidated Mortgage	1,175,000	7	" "	"	1911	125c
Greenwood Mortgage Loan	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip	103,164	7	Jan. and July.	"	1887	..
Pennsylvania:						
1st Mortgage skg fund guar	2,805,000	6	Jan. and July.	Philadelphia.	1910	89⅛
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,714,300	6	March & Sept.	Philadelphia.	'72-'97	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'07	70
Improvement bonds	200,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,000	7	" "	"	1916	90
Coupon Bonds	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July	Phila. & Balt.	1868	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. S'ds (" ")	824,810	6	" "	" "	1884	75
Union:						
1st Mortgage	3,000,000	6	May and Nov	Philadelphia	1882	....
West Branch & Susquen. (Penn.):						
1st Mortgage	470,000	6	Jan. and July	Philadelphia	1874	....
2d Mortgage	100,000	6			1888	....

RAILROAD SHARE LIST, including Milcage, Rolling Stock, Debts, Income, Dividends, &c., &c.

"$ 122 64 (6) occurring in the columns headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. p.c.	Value of Shares. Par. $	Market. p.c.
Dec. 31, 1878	96.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	350,000	—	96.0	120,788	41,310	.....	229,136	89,918	—	100	...
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	385	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	591,195	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,371,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	268,623	435,336	1,006,211	456 679	7	100	110
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,663	531,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland † (3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	*	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,525	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,540	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,998	8,615,000	14,588,500	2,276,946	769,128	868.5	1,781,972	217,105	611,086	3,950,866	2,035,676	—	100	121½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	95,184	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,691	Atlantic and Great West..N.Y. Penn.& O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,366,182	919,064	2,652,839	3,745,207	676,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf † .. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	951,287	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,052,955	2,051,625	7,121,900	14,565,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706 964	—	100	....
Dec. 31, 1878	149.8	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	3,484,000	—	.....	.....	5,000,000	3,484,000	288,359	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	—	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	19,116,258	57,305,232	3,031,492	18,277,509	37,670,350	5,319,729	37,111,919	567.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	174½
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	458,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,838	64,638	3,583,250	6,500,000	288,365	.....	90.2	571,460	909,543	284,681	689,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	—	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.)Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,290	184,988	478,643	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	8	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,146	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,118,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	689,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	—	.....	.....	1,000,000	475,000	.....	.....	59.0	185,271	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.....Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,304	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,612,555	6,633,538	2,219,536	8	100	180½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,247,404	155,962	1,462	82,101	869,002	554,300	263,133	.....	52.5	135,063	104,752	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B...Mass.	4,872,687	974,449	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	151.6	766,719	688,428	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	673	Boston, Concord and Montreal .....N. H.	4,819,000	*	380,905	222,687	1,800,000	2,527,300	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	95
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,687,374	434,374	1,469,337	86,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	307,873	2	500	91
Sept. 30, 1878	115.5	11.0	107.5	—	77	123	32	1,890	Boston and Maine.....Mass., N. H. & Me.	8,513,216	1,242,230	1,040,054	206,339	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	137
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	3,522,798	*	9,161	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	47½
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,174	207,400	698,898	144,398	4,060,000	500,000	677,343	363,127	67.7	300,010	3,213,189	569,751	1,216,417	358,490	6	100	139½
Sept. 30, 1878	8 8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	186,618	26,326	249,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	100½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,868,000	—	.....	.....	2,288,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	163.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	8,330,000	—	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia...Penn.	5,498,035	1,081,819	5,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	186	Buffalo and Southwestern.....New York.	2,553,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,024	138,227	221,850	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,782	560,311	—	100	65½
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,341,852	*	60,449	2,000 377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	89	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	28,007	33.9	23,976	8,592	....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	197,956	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,332	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,200	—	.....	.....	2,624,200	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,049	540,985	198,123	55,641	1,215,711	987,000	142,856	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3 378,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	78,091	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000 000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	968,044	1,490,270	233,045	—	100	69½
Mar. 31, 1879	42.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	408,539	.....	.....	420,786	163,969	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,850	.....	44,818	.....	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1 667,000	.....	.....	75.6	.....	.....	.....	.....	113.310	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	—	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	133½
Sept. 30, 1878	294 5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	718.6	952,966	.....	.....	2,721,624	1,623,309	2½	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,624	*	.....	.....	4,921,056	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,558	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	168.9	—	253	220	64	18762	Central of New Jersey.....New Jersey.	17,161,526	2,851,370	.....	.....	18,563,200	31,850,276	4,208,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	76
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*..... Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.8	—	36.2	—	31	19	8	341	Central Ohio (B. & O.)..... Ohio.	4,937,968	425 557	349,182	104,796	2,858,550	2,500,000	42,592	456,586	137.3	1,281,787	297,472	646,572	829,253	266,448	6	50	91
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,389,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,868	8,744,740	—	100	74
Sept. 30, 1878	195.0	—	18.0	—	22	17	5	21?	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	58,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio .....Va. & W. Va.	34,496,195	2,975,421	108,602	486,035	15,950,402	28,268,820	2,127,889	—	425.0	3,233 377	172,175	588,086	1,986,360	341,621	—	100	19½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,895,219	322,266	177,286	145,719	2,163,300	826,500	26,212	24.427	53.6	557,059	124,321	419,309	527,588	123,885	1pf	100	53
Dec. 31, 1878	243.5	121.9	129.0	—	160	76	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,403	781,991	1,967,306	4,691,519	2,156,385	7	100	116½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,712	*	1,592,686	3,327,845	27,956,916	27,058,725	13,568,334	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,580	8	100	135½
June 30, 187	64.0	48.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,636,109	*	.....	.....	6,156,600	.....	230,334	.....	221.6	313,592	87,572	235,333	588,595	260,947	—	100	79½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073.985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,485	158,401	674,068	388,422	80,517	4	100	99
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	*	352,407	71,536	323,054	3,714,154	220,611	115,716	152.2	563,439	111,068	498,127	784,536	229,516	—	100	99
May 31 1879	52.4	—	27.8	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,696,900	—	.....	.....	3,916,200	779,700	.....	.....	52.4	.....	.....	.....	1,454,766	545,537	10	100	135
Dec. 31, 1878	931.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I&M.	58,755,184	*	2,848,298	1,480,429	27,698,744	32,098,500	791,598	2,520,074	1,585.3	5 991.705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	91½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514.220	34,598,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	18,490,606	6,816,812	7pf	100	103
Mar. 31, 1879	600.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,565,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,484	1,125.0	7,546,000	1,500,000	2,236,270	9,409,833	4,329,961	10	100	118½
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	25,911,401	—	.....	.....	8,663,650	17,247,851	120,696	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	39½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(Roads not occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶.")

Year ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484 3	671 6	—	495	178	86	16388	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,276,765	5,510,852	3,429,027	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	8,767,042	2,746,062	6,096,445	13,979,766	5,959,501	—	100	107¾
Dec. 31, 1878	25.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	.....	.....	375,100	600,000	.....	.....	25.0	.....	12,400	37,862	27,828	3,912	—	50	.....
Dec. 31, 1878	105.0	49.7	96.8	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,956	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	.....
Nov 20, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley..... Pa.	14,647,061	2,282,317	22,784,411	2,250,670	27,528,855	24,291,000	2,924,178	646,452	302.3	3,547,396	807,482	7,676,955	5,582,788	3,075,811	4	50	107¾
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami..... Ohio.	6,561,375	"	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,950	624,564	1,228,691	384,621	8	50	.....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶..... Ark.	3,000,000	"	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	55
Sept. 30, 1878	94.9	—	63.0	—	65	152	15	381	Long Island ¶..... N. Y.	6,242,608	—	.....	.....	2,260,600	1,881,750	.....	.....	322.9	1,609,250	1,157,715	261,580	1,33 ,314	497,895	—	50	.....
Dec. 31, 1878	101.5	63.0	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	8,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10¾
Jan. 30, 1878	174.7	—	28 2	—	31	24	15	448	Louisville, Cincinnati and Lexington. Ky.	5,772,640	"	.....	.....	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978 053	294,160	—	100	103
Jan. 30, 1878	145.0	280.6	98.8	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	"	94,988	144,132	9,007,819	17,400,722	2,5c2,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	8	100	143¼
Dec. 31, 1878	288.9	—	26.0	—	29	12	8	469	Louisville, N. Albany & Chicago.... Ind.	3,500,000	—	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	5.6	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.)..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.6	.....	.....	.....	91.424	36.569	—	50	.....
Jan. 30, 1878	187.3	87.9	153 5	—	65	38	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,608,963	"	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,627	1,845,793	266,980	—	50	.....
Jan. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,580,000	"	200,000	3 844	.....	3,550,000	20,113	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	100	18
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742 200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	37¾
Jan. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston..... T., M. & Ala.	7,396,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,585	.....	292.0	645,928	.....	158,458	882,417	307,445	—	100	.....
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	"	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	.....
Jan. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	166,463	.....	.....	203,671	63,062	—	100	.....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,938	—	6,159,161	345,178	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,453,937	1,530,787	6,872,094	2,707,353	4	100	94¼
Sept. 30, 1878	166.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	"	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,088	245,025	49,745	—	100	.....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,592,911	"	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	359,350	117,911	—	100	.....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.)..... Minnesota.	2,529,000	—	.....	.....	2,000,000	360,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	.....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	186,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	"	.....	163,917	825,400	1,982,900	324,445	.....	100.0	167,487	.....	.....	378,780	176,935	—	100	.....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2	—	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	"	.....	308,672	1,457,223	1,800.000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	3,125	—	100	.....
Dec. 31, 1878	676.0	209.8	96.6	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	"	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,960,176	266,478	490,060	2,981,662	848,483	—	100	33¾
Dec. 31, 1878	283.8	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,623,000	"	.....	.....	800.000	15,823,000	.....	.....	423.5	.....	781,907	.....	3,984,448	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard..... Alabama.	2,010,311	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	394	Mobile and Montgomery ..... Alabama.	3,166,261	557,434	17,000	8,510	1,278,941	1,138,500	8,039	.....	84.0	104,000	31,485	.....	195,008	60,335	—	100	.....
Jun. 30, 1878	472.0	56.6	48.2	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	"	2,487,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,778	233,067	186,638	2,098,500	279,321	—	100	23
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,999	"	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	.....
Dec. 31, 1878	54.6	36.0	205.6	—	111	101	37	3,169	Morris and Essex ..... New Jersey.	17,710,791	13,144,340	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	110¾
Sept. 30, 1878	14.5	—	23.4	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,020	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	49.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.)..... N. H.	2,005,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95,982	45,275	5	100	59
Jun. 30, 1878	321.0	132.5	45.1	—	47	28	16	1,930	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	"	.....	679,152	329,726	6,575,296	7,522,000	918,941	89,989	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	65
Jun. 30, 1878	122.8	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	3,747,557	—	.....	.....	781,332	1,642,557	2,105,000	389,024	39 ,308	122.3	356,841	77,766	425,257	737,756	337 644	6	100	.....
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	93	Naugatuck ..... Connecticut.	1,928,845	234,097	108.797	57,969	2,000,000	.....	20,996	309.002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	.....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge..... Cal.	531,164	"	7,427	756	242,200	250.000	37,500	59,647	22.6	.....	57,580	19,956	98,065	51,718	—	100	.....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville .. Ohio.	1,731,000	"	31,504	73,998	937,400	800.000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	.....
Jun. 30, 1878	162.6	28.0	5.0	—	10	5	5	115	New Brunswick (3½)..... New Br.	2,021,000	—	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,765	52,340	122,300	27,111	—	100	.....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	22,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	.....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.).. Pa.	884,093	—	55.358	52,472	605,000	—	881	336,082	14.9	193,381	130,508	952,560	268,143	126,789	24	100	.....
Sept. 30, 1878	63.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	.....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)..... Conn.	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	.....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	"	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	181,439	161,046	572,986	367,836	—	100	.....
Dec. 31, 1878	112.0	37.6	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	"	.....	126,058	.....	4,000,000	279,741	.....	149.9	297,708	101,374	231,727	.....	.....	—	100	.....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	—	New York Central & Hudson River. N. Y.	82,163,689	17,730,466	29,967,488	.....	49,428,300	39,801,233	632,050	.....	1,018.3	5,998.041	8,927,565	7,695,413	26,405,017	10,969,068	8	100	129¾
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1.775,000	—	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1878	126.9	—	66.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17.096,144	1,566,020	2,519,150	692,450	9,050,000	10,617,329	2,113,329	———	Included in Lessees returns.						8	100	105
Sept. 30, 1878	5.5	—	5.5	—	—	—	351	—										5.5						8		
Sept. 30, 1878	460.0	96.5	1.179	—	476	311	96	11656	N. Y., Lake Erie & Western. N. Y. & Pa.	118,049,931	"	44,861,219	.....	85,254,400	66,818,204	.....	.....	928.1	16,710,231	4,896,327	6,150,468	15,644,978	5,009,114	—	100	88¼
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	568,111	169,107	704,118	.....	500,000	829,000	45.000	82,829	22.1	181,874	1,056,871	16.740	298,147	188,147	—	100	.....
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	66	13	319	N. York & N. England.. M., R. L. & Conn.	20,622,534	"	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	40
Sept. 30, 1878	123.6	17.5	179.1	—	93	199	59	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,154,455	1,373,773	1,537,029	15.500,000	.....	475.465	1,940,376	152.3	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	184
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	262	N. Y., Providence & Boston.. Conn. & R. I.	2,645.021	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133¾
Sept. 30, 1878	98.5	5.5	.....	—	.....	.....	.....	.....	Niagara Br. & Canan. (N Y C & H R.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1878	228.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.)..... N. C.	4,983,778	—	466,223	59,020	4,000,000	297,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	.....
Sept 30, 1878	92 0	—	8.1	—	13	13	5	—	Northeastern ¶..... S. C.	2,148,131	"	47,317	47,417	899.350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	.....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern ..... New Hampshire.	3,068,400	"	387,960	493,637	3,068,400	100	396,617	484,880	8.9	452,301	141,209	401,922	426,874	107,372	5	100	100¾
Dec. 31, 1878	187.0	18.0	192.9	—	152	64	42	582	Northern Central ..... Md. & Pa.	12,184,505	4 196,107	5,156,440	560.455	5,842,000	15,393,000	1,828,583	.....	322.5	2,936,663	1,380,393	3,903,371	8,723,456	1,118,960	—	50	76¾
Aug. 31, 1878	449.0	186.5	26.0	130.0	48	22	24	5,296	Northern Pacific... Minn. Dak., Wash. &c.	19,588,660	1,115,373	130.694 587	120,347	100.000,000	.....	50,348,761	1,176,193	646.0	.....	.....	.....	1,193,382	583,700	—	100	31
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,196	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,607	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	96¾
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	1,143	Norwich & Worcester..... Ct. & Mass.	3,205,435	179,751	276,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	135
Sept. 30, 1878	118 0	4.0	14.0	—	34	15	6	573	Ogdensburg & L. Champlain..... N. Y.	5,677,000	"	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	22
Dec. 31, 1878	340.5	274.8	108.0	—	124	56	31	950	Ohio and Mississippi..... O., Ind. & Ill.	33,961,476	"	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	301.8	1,193,037	3,959,023	681,190	2,077,616	708,278	6	100	116¾
Sept. 30, 1878	249.4	52.4	76.3	—	72	166	27	2,610	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	74.2	.....	.....	.....	3,137,136	861,547	—	100	86¼
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	1,311	Omaha and Republican Val..... Neb.	1,113,000	"	.....	.....	371,000	742,000	.....	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	.....
Sept. 30, 1878	85 0	—	15.6	—	14	13	6	285	Oswego and Syracuse..... N. Y.	1,762,540	"	.....	.....	1,320,400	461,500	8,801	.....	185.6	352,451	53,277	223,882	319,542	38,266	—	100	.....
Jan. 31, 1879	185.6	—	9.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4,277,634	"	56,606	22,674	2,853,000	1,428,194	66,644	10,079	47.6	.....	24,921	152,478	2,114,869	1,569,516	12	100	195
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	416	Panama..... New Grenada.	12,000,000	"	.....	.....	7,000,000	3,577,306	.....	.....	76.5	147,388	76,899	144,042	217,389	76,385	—	100	.....
Dec. 31, 1878	67.4	—	7	—	—	—	128	—	Pekin Line and Decatur..... Ill.	1,585,448	"	.....	.....	574,000	1,076,000	.....	.....									

| | | |

☞ At the recent annual election of the Pullman Palace Car Co., Robert T. Lincoln was elected a director in the place of J. N. Du Barry resigned. The other directors were re-elected; and the Board, as at present organized, consists of George M. Pullman, President, Charles G. Hammond, John Crerar, Marshall Field, Amos T. Hall, Robert T. Lincoln and R. P. Flower.

☞ Work was begun at Grindstone Hill on the 2d inst., on the Baltimore and Cumberland Valley railroad. The contract calls for the completion of the work from Waynesboro to Shippensburg, Penn., by the 1st of July.

Statement of the Public Debt of the United States, September 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$14,867,000 00	$148,670 00
6 per cent. bonds, 1861 (Oregon,) 1861	734,950 00	7,349 50
6 per cent. 1881 bonds, 1861..	153,322,100 00	1,533,221 00
6 per cent. 1881 bonds, 1863..	60,465,100 00	604,651 00
5 per cent. funded loan of 1881	480,416,450 00	2,001,710 21
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,241,350 00	4,921,609 00
Refunding Certificates.....	1,106,450 00	7,376 33
3 per cent. navy pension fund, 1865.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest.....	$1,713,198,400 00	$12,107,597 04
Interest due and unpaid		2,964,803 76

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	384,250 00	3,306 10
6 per cent. 5-20 bonds, called June, 1864	67,900 00	652 80
6 per cent. 5-20 bonds, called 1865	114,050 00	80,255 00
5 per cent. 10-40 bonds, called, 1864.....	1,628,300 00	238,118 75
6 per cent. Consol. bonds, called, 1865.....	563,450 00	2,116 58
6 per cent. Consol. bonds, called, 1867.....	2,059,800 00	289,472 06
6 per cent. Consol. bonds, called, 1868	617,000 00	85,082 07
1-10 to 6 per cent. treasury notes, prior to 1846	52,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	264 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	48,095 00	2,316 85
5 per cent. 2 year notes, 1863.	35,900 00	1,950 49
6 per cent. compound interest notes, 1863-64.....	241,110 00	49,043 06
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,850 00	5,371 35
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,950 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,128,035 26	$771,412 11

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,880 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	11,300,000 00	
Coin certificates, 1863.....	7,697,900 00	
Silver certificates, 1878.....	13,138,040 00	
Unclaimed interest.....		7,327 03
Fractional currency, 1862, 1863 and 1864. $15,557,929 37		
Less amount estimated as lost or destroyed, act of June 21, 1879..... 8,275,934 00	7,181,995 37	
Aggregate of debt bearing no interest.....	$386,059,831 37	$7,327 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$229,440,150 00	
Bonds at 5 per cent.....	490,410,250 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,241,350 00	
Refunding certificates.....	1,106,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,713,198,400 00	$15,672,400 80
Debt on which interest has ceased since maturity.....	6,128,035 26	771,412 11
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,896 00	
Certificates of deposit.....	11,300,000 00	
Coin and Silver Certificates.	20,836,940 00	
Fractional currency.....	7,181,995 37	
	$386,059,831 37	
Unclaimed interest.....		7,327 03
	$2,105,386,266 63	$15,851,139 94
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,121,237,406 57	

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,964,803 76
Debt on which interest has ceased.....	6,128,035 26
Interest thereon	771,412 11
Gold and silver certificates.....	20,835,940 00
U S. Notes held for redemption of certificates of deposit.	11,300,000 00
Cash balance available Sept. 1, 1880.....	154,663,141 10
	$196,368,332 23
Debt, less amount in Treasury, Sept. 1, 1880.	$1,924,869,074 34
Debt, less amount in Treasury, on the 1st ult.	1,936,896,241 82
Decrease of debt during the month.....	$12,027,167 59
Decrease of debt since June 30, 1880.....	$17,603,221 00

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,282 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,643,333 04; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,291,329 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Aug. 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

What's in a Name.

Contrary to general belief, there seems to be something in a name after all. In referring to the reported discoveries of gold mines in New York, The Daily Stock Report, of San Francisco, says: "The names of townships and counties in Northern New York must be changed before an experience-wise public will believe that gold mines have been struck there. Imagine a gold discovery in a place so politely named as 'Benson Township, Hamilton County!' Let this be changed to 'Jackass Gulch, Hamstring District.' Tell us no more of 'Greenfield,' 'Milton,' 'Mountain House,' in 'Saratoga County,' as the places where strikes have been made. Californiaize them into 'Buckshot Belt,' 'Million-a-minute,' 'Tip-top Shanty,' 'Shirt-tail Bend,' 'Bill-be-damn,' and faith may follow."

☞ The product of the Homestake Mine, Black Hills, for the last two weeks of August was 5,209 ounces of gold bullion, valued at about $86,500. This makes over $144,000 for the month of August, or $16,000 more than for July, which showed the largest production of any month up to that date.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 14.

	W.S.	Th.9.	F.10.	Sa .11.	M.13.	Tu.14.
Allegheny Val. 7 3-10s.....	....	....	....	....	....	....
7s, Income.....	....	32	——	....	32	
Camden & Am. 6s, 1883....	——	....	....	....	104	
6s, 1889	....	....	....	....	....	
Mort. 6s, 1889.....	....	....	114	115	....	
Camden and Atlantic.....	....	....	....	....	....	
Preferred	....	....	31	....	....	
1st mortgage.....	....	....	....	....	....	
2d mortgage.....	....	....	....	....	....	
Catawissa.....	....	....	....	....	....	
Preferred.....	....	46	....	....	....	
7s, new.....	....	....	....	....	....	
Del. & Bound Brook.....	....	....	....	....	....	
7s.....	....	115	....	....	....	
Elmira & Williamsport....	....	....	....	....	....	
Preferred.....	....	....	....	....	....	
Hunt. & B. Top Mt	7½	——	....	....	....	
Preferred	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
Lehigh Navigation	32½	32½	33¾	34¾	35	34½
6s, 1884.....	....	....	108	....	....	
Gold Loan.....	....	....	....	....	....	
Railroad Loan.....	....	....	....	....	....	
Conv. Gold Loan,...	....	....	....	....	....	
Consol. Mort. 7s.....105	....	105	....	106½	....	
Lehigh Valley 55½	54½	54	54	54½	54½	
1st mort. 6s, coupon.....	....	....	....	....	....	
1st mort. 6s, reg.....	....	118½	....	....	....	
2d mort. 7s....	127	....	127½	....	....	
Consol. mort. 6s.....	....	....	....	113¾	....	
Consol. mort. 6s, reg.....	....	....	....	....	....	
Little Schuylkill...	....	....	....	....	47½	
Minehill & Sch. Haven	....	....	50	....	....	
North Pennsylvania	48½	48	48½	48½	48½	
1st mortgage 6s.....	....	....	....	——	....	
2d mortgage 7s.....	....	....	....	....	....	
Gen'l mort. 7s, coup.....	....	....	....	....	....	
Gen'l Mort. 7s, reg...	....	....	....	....	....	
Northern Central, .. 37½	38	....	....	38	37½	
6s.....	92½	93	93	....	....	
Northern Pacific 30½	30½	30	31	31½	31½	
Preferred 54½	53½	54½	56	56½	57½	
Pennsylvania R. R. ... 59½	60½	60	60	60½	59½	
1st mortgage.....	....	....	....	....	121½	
Gen'l mortgage.....	....	....	....	....	....	
Gen'l mort. reg.....	....	....	....	....	....	
Consol. mort. 6s.....	....	....	....	....	....	
Consol. mort. 6s, reg	....	....	....	....	117	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series 108½	....	104½	....	....		
do. 5s, new.....	....	....	....	....	....	
do. 4s.....	....	....	....	....	....	
Phila. and Reading..... 14½	15½	14½	15½	16	15	
1st Mortgage 6s.....	....	....	....	....	....	
7s, of 1893.....	....	....	....	....	....	117
7s, new convertible.....	....	....	....	....	....	
Consol. mortgage 7s.....	....	114½	....	114½	....	
Consol. mortgage reg	....	....	....	....	....	118
Gen'l mortgage 6s.... 69½	71	71	71	71½	70½	
Philadelphia and Erie. 15½	15½	15½	....	15½	....	
1st mortgage, 6s.....	....	....	....	104	....	
2d mortgage, 7s.....	....	....	114	....	....	
Pittsb., Cin. & St. L. 7s	....	....	119	....	....	
Pittsb., Titusv. & Buff.. 13½	14	15½	16½	16½	15½	
7s.....	....	73	78	77½	....	
Schuylkill Navigation..	....	....	....	....	....	
Preferred.....	7½	....	7	....	7½	
6s, 1872.....	....	....	....	....	....	
6s, 1882..... ... 70	....	70	....	70	70	
United Co. of N. Jersey 170	....	171	171	....	172	
Hestonville, (Horse). 21½	21	21	21½	....	....	
Chestnut & Wal. (do)....	....	....	....	....	....	
Green and Coates (do.).....	100	....	....	....	....	

Baltimore stock Exchange.

Closing Prices for the week ending Sept. 14.

	W.S.	Th 9.	F.10.	Sat.11	M.13.	Tu.14.
Baltimore and Ohio .. 175½	....	....	174½	....	....	
6s, 1880.....	....	....	....	....	....	
6s, 1885.....	109½	....	....	....	....	
Central Ohio ($50).....	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s.....	....	....	....	....	....	
2d mortgage, 7s..... 82	82½	83	82½	82½	81½	
3d mortgage, 8s..... 44½	....	45½	45½	45½	44½	
Northern Central ($50) 37½	37½	....	37½	38	37½	
2d mortgage, 6s 1885.....	....	....	....	....	....	
3d mortgage, 6s, 1900.....	....	....	....	....	....	
6s, 1900, Gold.....	....	....	....	....	....	
6s, 1904, gold.....	....	....	....	....	109½	
Orange and Alex. 1st.....	....	....	....	....	....	
2d mortgage, 6s.....	....	....	....	....	....	
3d mortgage, 8s.....	....	....	....	....	....	
4th mortgage, 8s.....	....	....	....	....	....	
O., Alex. & Manassas 7s....	....	....	92	92	92	
Pittsb. & Connellsv. 7s	....	....	119	....	....	
Virginia 6s, Consol .. 60½	60	59	60	59½	59½	
Consol. Coupons 90½	91	91	90½	91	....	
10-40 bonds..... 42	41½	....	....	41½	41½	
Deferred Certificates. 7½	....	....	....	....	7½	
Western Maryland	....	....	84	....	....	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed.....	....	....	....	110	....	
2d M., end. Wash. Co.....	....	....	....	....	....	
2d Mort., preferred	102½	....	103	....	....	
City Passenger R. R.....	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10	Sat.11	M.13.	Tu.14	W.15.
Adams Express..	117¼	117¼	....	....	117¼	117
Albany and Susq.....	....	....	....	....	....	....
1st mortgage.....	113¼	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
American Express.....	59½	....	....	59	....	....
Atlantic & Pacific Tel.....	....	44	43¼	42	41¼	
Burl., C.R. & Nor.....	66¼	....	66	66	65¼	
1st mortgage 5s.....	96	94¼	94	94¼	....	....
Canada Southern.....	63	62	....	....	....	....
1st mortgage guar...	93¼	93¼	93¼	93¼	93¼	93¼
Central of N. Jersey ..	79	78¼	78¼	78¼	76¼	76¼
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass..	108¼	....	....	....	108	....
7s, convertible, ass..108	107¼	107¼	....	107¼	107¼	
7s, Income.....	87¼	87¼	....	....	84	....
Adjustment.....	....	....	....	....	108¼	....
Central Pacific.....	76	75¼	75	....	....	74
6s, gold.....	111¼	....	....	112¼	112¼	112¼
1st M. (San Joaquin).....	....	....	....	....	....	....
1st M. (Cal. and Or.).....	....	....	....	106¼	....	....
Land grant 6s.....	....	....	....	....	....	....
Chesapeake and Ohio...	20¼	19¼	....	19¼	19¼	19¼
Chicago and Alton ...	118	118	117¼	117¼	117¼	116
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	123	....
Sinking Fund.....	....	....	....	....	....	....
Chic., Burl. & Quincy	138¼	137¼	137¼	....	135	134
7s Consol, 1903.....	....	124	....	....	....	....
Chic., Mil. and St. Paul	92	91¼	92¼	92¼	90¾	91¼
Preferred.....	113	112¼	....	113	112¼	....
1st mortgage, 8s.....	....	....	....	....	133	....
2d mortgage, 7 3-10s.....	....	....	....	....	....	....
7s, gold.....	....	....	....	....	....	....
1st M. (La Crosse div.....	....	....	....	....	....	....
1st M. (I. and M. Div.).....	....	....	....	....	....	....
1st M. (I. and D. ext	114¼	....	....	....	....	....
1st M. (H. & D. div.).....	....	....	....	....	111¼	111¼
1st M. (C. & M. div.).....	....	....	....	....	....	....
Consolidated S. F.....	....	....	....	115	115	....
Chic. & Northwestern.	104	103¾	104¼	104¼	103¾	103¾
Preferred.....	124¼	124¼	125¾	125¼	124¼	123¾
1st mortgage.....	109¾	....	....	....	....	....
Sinking Fund.....	....	108	....	....	....	....
Consolidated 7s	124¼	....	....	124¼	....	....
Consol. Gold bonds.	....	....	126	....	....	....
Do. reg.....	....	....	....	....	....	....
Chic., Rock Isl. & Pac	119	118	119	....	117	117
6s, 1917, c..	120¼	....	....	....	120¼	....
Clev., Col., C. and Ind..	....	....	72	71¼	71	71
1st mortgage.....	....	121	....	....	....	....
Clev. & Pittsburg guar	....	....	....	122¼	....	....
7s, Consolidated.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	....
Col., Chi., & Ind Cent	20¼	19¼	19¼	20	19¼	19¼
1st mortgage.....	....	....	....	94	94	93¼
2d mortgage.....	....	....	....	....	....	....
Del. & Hudson Canal.	87¼	87	87	87	85¼	85¼
Reg. 7s, 1891.....	....	....	....	....	....	....
Reg 7s, 1884.....	....	....	116¼	116¼	....	....
7s, 1894.....	91¼	90¼	91¼	91¼	89¼	90¼
Del., Lack. & Western.	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....	....
Erie Railway.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	105x	....
2d mortgage.....	....	107	....	....	....	....
3d mortgage.....	....	....	....	....	....	....
4th mortgage.....	108¼	106¼	....	106¼	106¼	....
5th mortgage.....	....	111¼	....	....	....	....
7s, Consol. gold.....	121	121	121¼	121	....	120¼
Great Western 1st mort	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	104¼	....
Hannibal & St. Joseph	41	40¼	40¼	40	38¼	38
Preferred.....	83¼	83	83	81¼	80¼	80¼
8s, Convertible.....	....	108¼	108¼	108¼	....	....
Houston & Tex. Cent.....	....	65	....	....	64¼	....
1st Mortgage.....	108¼	108¼	....	....	....	108
Illinois Central.....	115¼	114¼	114¼	114¼	112¼	112
Lake Shore & Mich So.	109¼	108¼	109¼	109¼	107¼	108¼
Consol. 7s	....	124¼	....	....	123¾	....
Consol. 7s, reg....	....	....	....	....	....	....
2d Consolidated.....	118¼	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds.....	....	....	....	....	....	....
Louisville & Nashville.	144¼	144	143¼	143	142¼	141
7s, Consolidated.....	116¼	....	....	....	....	117¼
Manhattan	31¼	31¼	29¼	31¼	31¼	31¼
Metropolitan Elevated..	95	96	....	96	95¼	91¼
1st Mortgage	101¼	....	....	101¼	100¾	101¼
Michigan Central.....	96	96	96¼	95¾	94¼	95
7s, 1902.....	123¾	124	....	....	....	....
M. S. and N. I. 1st, S.F	....	....	....	111	....	....
Morris and Essex	112¾	111¼	111¼	111	110¾	110¼
1st mortgage.....	....	....	....	....	....	134
2d mortgage.....	....	....	....	116¼	....	....
7s of 1871.....	....	....	....	....	....	....
7s, Convertible.....	....	....	....	....	....	....
7s, Consolidated.....	....	113¼	114¼	114¼	....	....
N. Y. Cent. & Hud. Riv	132¾	131¾	132¾	132¾	132	130x
6s, Sinking fund, 1883	126	106	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	130¼	....	....	....
1st mortgage, reg...	....	....	....	....	....	....
N. Y. Elevated.....	113¼	114	....	112	110¾	110¼
1st mortgage.....	111	....	....	111	110¾	110¼
N. York and Harlem.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
1st mortgage, reg.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
N.Y., Lake Erie & W.. 46	39¾	39¼	39¾	38¼	38¾	
Preferred..... 69	68¼	68¼	68¾	66¾	66	
2d Consolidated..... 89	88¼	88¼	88¼	87¾	86¼	
New 2d 5s fund.....	84¼	....	84¼	83¼	83	
N.Y., N. Haven & Hart	....	....	....	....	168	
North Missouri 1st M.....	....	....	....	....	....	
Northern Pacific..... 30¼	29¾	30¾	31¾	31	30¼	
Preferred 55¾	55	54¾	56¼	55¼	55¾	
Ohio and Mississippi.. 25¼	25	....	26¼	24¾	25¼	
Preferred.....	....	....	....	....	....	
2d mortgage 115	....	....	117	119	....	
Consolidated 7s.....	....	....	....	....	....	
Consol. Sinking fund 115¼	....	....	116	....	....	
Pacific Mail S. S. Co.. 42¾	41¼	41¾	42	40¾	40¼	
Pacific R. R. of Mo.....	....	....	....	....	....	
1st mortgage..... 108	....	108	....	....	108	
2d mortgage.....	....	....	....	....	....	
Panama.....	....	....	....	....	....	
Philadelphia & Reading 31	29¾	31	31¾	30¼	31¼	
Pitts., Ft. W. & Chi. gtd	124¼	....	....	....	....	
1st mortgage.....	....	....	137¼	....	....	
2d mortgage.....	....	....	....	....	....	
3d mortgage	....	....	....	....	....	
Pullman Palace Car.....	....	....	123¾	....	....	
Quicksilver Mining Co 13¼	13¼	....	....	13¼	12	
Preferred..... 55¼	55	....	....	....	....	
St. Louis & San Fran.....	....	....	....	....	....	
Preferred.....	....	46¼	46¾	46¾	46¼	
1st Preferred..... 77¼	....	....	....	76	....	
St. L., Alton and T. H. 22¼	23¾	23	23¼	22¾	22	
Preferred..... 77¼	79¼	....	....	77¼	....	
1st mortgage.....	....	....	....	....	....	
2d mort. preferred.....	....	....	....	....	....	
Income bonds.....	....	....	....	....	....	
St. L., Iron Mt. & S. As 57¼	56¼	57¾	57¾	56¾	55¼	
1st mortgage.....	....	....	....	....	116¾	
2d mortgage..... 106¼	106	106	....	....	....	
Tol., P. & War. 1st E.D.....	....	....	....	....	....	
1st mort., West. Div.	....	....	....	....	....	
Union Pacific 94¾	93¾	94	94	92¾	92¾	
1st mortgage	....	113	113	112¼	112¼	
Land Grant 7s..... 116	116¼	116¼	....	....	....	
Sinking Fund 8s..... ...	116¼x	....	....	....	....	
United States Express. 49¼	....	49¼	....	....	....	
Wabash.....	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage.....	104	....	....	....	....	
7s, Consolidated.....	....	....	102¾	102¾	....	
St. Louis Division	....	....	....	....	....	
Wabash, St. L. & Pac. 38¼	37¾	38	37¾	35¾	35¾	
Preferred 69¼	66	68	67¼	65¾	65¾	
New Mort. 7s.....	....	....	99	....	..	
Wells-Fargo Express.	110	110	110	....	....	
Western Pacific bonds.....	....	....	....	....	....	
Western Union Tel ...104¼	104¼	104¾	105¾	105¾	103¾	
7s, S. F. conv., 1900.....	....	....	....	....	....	

Boston Stock Exchange.

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11.	M.12.	Tu.14.	W.15.
Atch., Top. and San. Fe. 124	123¾	122¾	123¾	122¾	121¾	
1st mortgage.....	119	118¾	118¾	....	....	
2d mortgage.....	....	....	....	....	....	
Land Grant 7s.....	....	....	....	115¾	....	
Boston and Albany... 150	150¼	....	....	150	....	
7s, reg.....	....	....	....	....	....	
Boston and Lowell	91	91	....	91	....	
Boston and Maine..... 135	....	....	137	....	....	
Boston and Providence	....	....	....	....	....	
Boston, Hart. & Erie 7s 42¼	42	42¾	42¾	41¾	41	
Burl. & Mo. R. L. G. 7s.....	....	....	....	....	....	
Burl. & Mo. R. in Neb.....	109¾	109¾	....	....	....	
6s, exempt..... 86	....	....	....	....	....	
4s.....	....	....	....	....	....	
Chi., Burl. and Quincy. 137¾	138	137¾	137¾	136¾	136	
7s	....	....	....	....	....	
Cin., Sand. and Clev... 15	14¾	15	15¼	14¾	14¾	
Concord ($50).....	....	....	....	....	....	
Connecticut River....	....	143	....	....	....	
Eastern..... 34¼	....	34	34	33	31¼	
New 4½ Bonds.....	....	96¼	....	97	98	
Fitchburg.....	....	....	....	....	131	
Kan. C., Top. & West.....	....	....	....	....	....	
Michigan Central.....	....	96¼	....	....	95¾	
N. Y. & New England.. 40	39¾	....	39¾	38	38¾	
7s.....	....	....	....	....	....	
Northern, N. H..... 100¼	...	100¼	100¼	....	....	
Norwich & Worcester.....	....	....	....	....	....	
Ogden. & Lake Champ 24¾	23¾	23¾	23¾	22¾	22	
Preferred..... 76	76	....	76	75	....	
Old Colony.....	....	116	116	116¼	116¼	
Ph., Wil. & Balt. ($50). 69¼	....	....	69¾	69	....	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Pueblo & Ark. Val.....	....	....	....	....	....	
7s	....	....	112¾	112¾	112¾	
Pullman Palace Car.....	120	....	121¾	121	121	
Union Pacific..... 94¾	94¾	94¾	....	94	....	
8s.....	....	111¾	....	111¾	....	
Land Grant 7s.....	113¾	113	113¾	113¼	113¾	
Sinking Fund 8s..... 116¼	116¼	....	116¼	....	....	
Vermont and Canada.....	....	....	....	....	....	
Vermont and Mass.....	....	....	....	....	....	
Worcester and Nashua....	....	....	....	....	....	
Cambridge (Horse).....	....	....	....	....	....	
Metropolitan (").....	....	60¼	....	....	....	
Middlesex (").....	....	....	....	....	....	
Cal. & Hecla Mining Co....	....	238¾	239	238¾	238¾	
Quincy.....	29	28¼	....	28¼		

New York Stock Exchange.

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11	M.13.	Tu.14	W.15.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	....	....	....	....	109¼	....
U. S. 4s, 1907, coup.....	110	....	....	....	....	110¼
U. S. 4½s, 1891, reg.....	....	....	....	....	....	....
U. S. 4½s, 1891, coup.....	110¼	....	....	....	....	....
U. S. 5s, 1881, reg.....	....	....	....	....	....	102¼
U. S. 5s, 1881, coup.....	....	....	....	....	....	....
U. S. 6s, 1881, reg.....	....	....	....	....	....	....
U. S. 6s, 1881, coup.....	....	....	....	....	....	....
U. S. 6s, 1880, reg.....	....	....	....	....	....	....
U. S. 6s, 1880, coup.....	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.....	....	....	....	....	99¼	99¼
Dt. of Col. 3-65s, coup.....	....	99¼	99¼	....	99¼	99¼

London Stock Exchange.

	—Closing Prices.— Aug. 27.	Sept. 3.
Atlantic & Gt. W. 1st mort., Certs.	70 — 72	70 — 72
Do. 2d mort., Certs.....	29 — 31	29 — 31
Do. 3d mort., Certs.....	13¼ — 14¼	13¼ — 14¼
Baltimore and Ohio (sterling).....	118 —120	115 —117
Central of New Jersey $100 shares .	77 — 82	76 — 80
Do. Cons. Mort. Oct. '79 coupon...	112 — 114	112 —114
Do. Adjustment bonds.....	111 —114	111 —114
Do. Income bonds.....	85 — 90	85 — 90
Det., Gd Haven & Mil. Equip. bds.	113 —115	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c	106 —108	106 —108
Erie shares $100 Recon. Ass. $6 pd.	40¼ — 40¾	41¼ — 42
Do Pref. Shares, R. T. Ass. $8 pd	70 — 72	72 — 74
Do. 1st Con. M. ex-Certs. 6 Cou..	124 —125	124 —126
Illinois Central $100 shares.....	115 — 117	116 —118
Lehigh Valley Consol. mortgage....	112 —115	112 —115
N. Y. Cent. & Hud. Riv. Mt. bonds	134 —138	134 —138
Do. $100 shares.....	135 —137	135 —137
Do. Mort. bonds (ex.....	119 —121	119 —121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds.....	122 —124	122 —124
Do. do. 2d do.	86 — 88	86 — 88
Do. 2d Consol. Mort. bonds.....	90 — 92	91 — 93
Do. Gold Income Bonds.....	77 — 82	77 — 82
Pennsylvania, $50 shares.....	60 — 61	60 — 61
Do. Con. Sink. Fund Mort.....	114 —116	114 —118
Philadelphia & Reading $50 shares.	11¼ — 12¼	11¾ — 12¼
General Consol. Mortgage.....	107 —109	107 —109
Do. Improvement Mortgage.....	92 — 94	93 — 94
Do. Gen. Mort. '74, ex-deferd. con.	68 — 70	68 — 70
Do. Scrip for 6 def. ¼ coupons.	65 — 70	65 — 70
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	110 —112	111 —113
Do 1st pref. stock.....	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 —118	116 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, September 16, 1880.

Money on call is 2½@3 per cent; time loans are 3 to 6 per cent; and prime mercantile paper 4½@5½ per cent.

The actual rates for first-class bankers' sterling are 4.81@½ and 4.83¼@4.84, the posted rates being 4.82 and 4.84½. Cable transfers are 4.84 @½ and prime commercial 4.79½@4.80.

The offerings of Government bonds to the Treasury on Wednesday amounted to $5,649,700, of which $2,500,000 were purchased as follows: $1,676,500 5 per cents at 102.53@102 59; $331,500 6s of 1881 at 104.48@104.65, and $193,000 6s of 1880 at 102.87@102.60.

Judge Lawrence, First Controlier of the Treasury, has rendered a decision in a case recently brought before the department. The decision is important to the holders of registered United States bonds. Lewis Kline bought and had registered in the name of one Myers, of Aurora, Ill., certain Government bonds without the knowledge of Myers. There were judgments against Kline, and the judgment creditors began proceedings against Kline and Myers to compel the application of the bonds in satisfaction of the judgments. Kline went to Canada, and there, in the name of Myers, assigned the bonds to other persons, who now ask their transfer on the books of the Treasury department. Judge Lawrence decides that if the bonds had been registered in a fictitious name they might, perhaps, on proof of the facts, be now transferred to the present holders. But

as they were registered in the name of a real person he became a Trustee, holding the naked legal title, and before the bonds can be registered in the name of the present holders there must be a release from Myers, or a decree of court divesting him of title. He holds that no decree of a court can require the United States to pay the bonds to the judgment creditors of Kline; that a Government bond is a contract to pay the person in whose name it is inscribed or his indorsee, and this obligation cannot be interfered with by a decree of court.

State bonds at the Board were neglected; Railroad bonds were irregular, but generally higher; and Railroad Shares, compared with the quotations of the previous week, show, in some instances, a considerable decline in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 41⅛@42⅛; Canada Southern, 57@58⅛; Central of New Jersey, 76⅛@76¼; Central Pacific, —@74⅛; Chicago and Northwestern, 102⅞@103⅛; do. pref., 122@122⅛; Chicago, Burlington and Quincy, 135⅛@135⅜; Chicago and Alton, 115½@117; Chicago, Milwaukee and St. Paul, 91⅛@91¼; do. pref., 111@111½; Chicago, Rock Island and Pacific, 118@118⅛; Chicago, St. Louis and New Orleans, 39@39½; Cleveland, Columbus, Cincinnati and Indianapolis, 71@71½; Columbus, Chicago and Indiana Central, 19⅛@19⅛; Delaware and Hudson Canal, 85⅛@86; Delaware, Lackawanna and Western, 90@90⅛; Hannibal and St. Joseph, 38¼@38⅛; do., pref., 80⅛@80⅝; Houston and Texas Central, —@66; Illinois Central, 111⅞@112⅛; Lake Erie and Western, 33¼@33½; Lake Shore and Michigan Southern, 107½@107⅝; Louisville and Nashville, 143@145; Manhattan Elevated, 81@81¼; Morris and Essex, 110@110⅜; Metropolitan Elevated, 92½@95; Michigan Central, 94¼@94½; New York Elevated, 110@112; New York Central and Hudson River, 129⅛@130¾; New York, Lake Erie and Western, 38¼@38⅜; do. pref., 67@67½; New York, Ontario and Western, 23⅛@23¾; Northern Pacific, 30⅝@30⅞; do. pref., 54⅛@55; Ohio and Miss., 36@36⅛; do. pref., 75@76⅛; Pacific Mail, 40@40¼; Philadelphia and Reading, 30⅝@30¾; St. Louis and San Francisco, —@36; do. pref., 45¾@46⅛; do. 1st pref., 75@76⅛; St. Louis, Iron Mountain and Southern, 54⅞@55; Union Pacific, 92½@92¾; Western Union Telegraph, 105¼@105⅜; Wabash, St. Louis and Pacific, 35⅛@35¾; do. pref., 65⅝@69¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 111¾; Boston and New York Air Line, 44; Boston, Hartford and Erie 1st, 41; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind. R. R., 115; Chicago, St. Louis and New Orleans R. R., 39; do. inc., 79¼; Chesapeake and Ohio 1st pref., 25⅛; do. 1st, Series B, 69¾; do. cur. int., 39½; Chicago, St. Paul, Minn. and Omaha, 42; do. pref., 81⅜; do. 1st, 106; do. consol., 100; Cincinnati, Indianapolis, St. Louis and Chicago, 86; Central Iowa, 47½; do. 1st pref., 75; do. 2d pref., 42; do. 1st mort., 106; do. deben. certif., 80; Col., Chl. and Ind. Cent. inc., 44¾; do. 1st mort. Trust Co. certif. ass. sup., 93; Chicago, St. Paul and Minneapolis 1st Southern Minn. div., 101½; do. S. W. div., 103; Chicago and Alton inc., 106⅛; Clev., Painesv. and Ash. 7s, new, 118; Clev., Col., Cin. and Ind. consol., 112; Cairo and Fulton 1st, 106¾; Chicago, Burlington and Quincy 8s, 109; Denver and Rio Grande, 73; do. 1st, 107½; do. 1st consol., 98½; Dubuque and Sioux City, 68; Galena and Chicago 1st, 103; Indianapolis, Decatur and Springfield 1st, 108¼; International and Gt. Northern 2d inc., 77; do. 1st, 103; do. 2d, 77; Ind., Bloom. and Western inc., 47; do. 2d, 65; Houston and Texas Central 2d M. L., 117; Houston and Gt. Northern 2d, pur. com. rec., 82¼; Kansas Pacific 1st consol., 96¾; do. 6s, J. & D., with coupon certif., 118½; do. 6s, Denver Div., ass., with coup. certif., 111; do. ex-coupon, 102½; Keokuk and Des Moines pref., 97½; Laf., Bloom. and Muncie income, 69; do. 1st, 104½; Lake Erie and Western, 33; do. inc., 67; do. 1st, 102¼; Lehigh and Wilkesbarre consol. ass., 95½; Marietta and Cincinnati 1st pref., 6; do. 2d, 4; Mobile and Ohio, 22¾; do. 1st deben., 82; do. 2d deben., 51; do. 3d deben., 39½; do. 1st mort., 104; Missouri, Kansas and Texas, 34; do. consol. ass., 105; do. 2d, 64½; Memphis and Charleston, 37½; Michigan Central 8s, S. F., 110; Nashville, Chattanooga and St. Louis, 66; do. 1st, 110; New York, Ontario and Western, 24; New York Central 6s, R. E., 106; Ohio and Mississippi 1st, Springfield div., 103; Oregon Railway and Nav., 137; do. 1st, 106; Ohio Central, 22½; do. inc., 50½; do. 1st, 91¾; Pittsburg, Titusville and Buffalo, 31; Peoria, Decatur and Evansville, 25¼; do. 1st, 101; do. inc., 62½; Rome, Watertown and Ogdensburg, 20¾; do. 1st consol., 66; St. Louis and San Francisco 2d, class B, 80; do. A, 96½; do. Class C, 78¾; St. Paul and Sioux City 1st, 105¼; St. Louis, Kansas City and Northern R. E. 7s, 1895, 107½; Southern Pacific of California 1st, 100½; South Pacific 1st, 103½; St. Louis and Iron Mt. 1st pref. inc., 88¾; do. 2d pref. inc., 84½; do. Cairo, Ark. and Texas 1st, 104; do. Arkansas Branch, 105; St. Paul, Minn. and Man., 1st, 109½; Toledo and Wabash fund int. consol., 90; Texas Pacific consol., 66½; do. inc. L. G., 66; do. construction, 92½; Arkansas 7s, R. R., 8@10; Alabama, Class A, 70; Louisiana 7s, consol., 49½; Missouri 6s, funded, 1894-'95, 112; North Carolina consol. 4s, 78; do. S. T. 3d Class, 4; South Carolina 6s, non-fund, 4; Tennessee 6s, old, 40; do. new, 32; Quebec 5s, 103; Sutro Tunnel, 1⅝; Am. Dist. Tel., 75¼; Central Mining, 7; Caribou, 1¼; Colorado Coal and Iron, 24½; Climax, 1⅝; Deadwood, 12; Excelsior, 10; Homestake, 85; La Plata, 5½; Little Pittsburg, 3¼; Montauk G. & C., 73¾; New Central Coal, 28; Ontario, 32½; Pennsylvania Coal, 225; Standard, 28½; Silver Cliff, 3⅛.

Philadelphia.—Am. S. S. Co., 29½; do. 6s, 109; Allegheny Valley 7s, 106¼; Central Transp. 49⅞; Catawissa new pref., 44; Delaware Division Canal, 36; Erie and Western Transp., 6s, 104; Huntingdon and Broad Top Mt. consol., 7s, 64¾; Morris Canal, 61; do. pref., 150; Nesquehoning Valley R. R., 55; Oil Creek 1st mort., 103; Pennsylvania R. R. dividend scrip, 119½; Philadelphia and Reading consol. gold, 6s, reg., 106; Pennsylvania Canal 6s, 89¾; Philadelphia, Germantown and Norristown R. R., 102¼; St. Paul and Duluth R. R., 35; Texas Pacific 1st, 106; Union and Titusville 7s, 86; United Companies of New Jersey consol. 6s, 112. The latest quotations are: City 6s, 110@115; do. free of tax, 125½@127; do 4s, new, 105@108; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¼@115, do. 4s, new, 107@111; Philadelphia and Reading, 15½@15¾; do. consol. mort. 7s, coup., 114½@115; do. reg., 114¾@115¼; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 172¾@173¼; Pittsburg, Titusville and Buffalo R. R., 15⅜@15½; do. 7s, 77@78; Camden and Amboy mort. 6s, 1889, 115@116; Pennsylvania R. R., 59⅜@59¾; do. 1st mort., 101½@102; do. gen'l mort., coupon, 120@120½; do. reg., 121¼@121¾; do. consol. mort. 6s, reg., 116¾@117¼; Little Schuylkill R. R., 47@47½; Morris Canal, 60@61; do. pref., 150@151; Schuylkill Nav., pref., 7⅛@7¼; do. 6s, 1882, 69¾@70¼; do. 1872, 94@98; Elmira and Williamsport pref., 52@54; do. 6s, 108½@112; do. 5s, 86@90; Lehigh Coal and Navigation, 34½@34¾; do. 6s, 1884, 108@110; do. R. R. loan, 110½@111; do. Gold Loan, 106@108; do. consol. 7s, 105@105½; Northern Pacific, 30¾@31¼; do. pref., 55½@55¾; North Pennsylvania, 48⅛@48¾; do. 6s, 105@110; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 114½@114¾; Philadelphia and Erie, 15½@15¾; do. 6s, 103½@105; do. 7s, 113¾@114; Minehill, 56@56½; Catawissa, 8@10; do. pref., 45@46; do. new pref., 44@45; do. 7s, 1900, 112@115; Lehigh Valley 54@54¼; do. 6s, coupon, 117@118; do. reg., 118@120; do. 2d mort. 7s, 127@127½; do. consol. mort., 118½@114; Fifth and Sixth streets (horse), 115@120; Second and Third, 107@108; Thirteenth and Fifteenth, 74@75; Spruce and Pine, 56@57; Green and Coates, 100@105; Chestnut and Walnut, 80½@81; Hestonville, 21½@22; Germantown, 67@70; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 72@73; People's, 14@15; Ridge Av., 80@90; Continental, 99@100.

Baltimore.—Atlantic Coal, 1.25; Baltimore and Ohio 2d pref., 113; Baltimore and Catonsville R. R. 6s, 105¼; Baltimore City 6s, 1890, 116¼; do. 6s, 1902, 121½; do. 5s, 1894, 116; do. 5s, 1916, 118⅝; George's Creek Coal, 90¼; Maryland Defense 6s, 107½; North Carolina 4s, 79¾; People's Pass. R. W. bonds, 103; South Side (Va.) 2d mort., 99; Virginia 10-40 coupons, 95⅝; do. Peeler coupons, 41¼; Virginia and Tennessee 8s, 117; Wilmington, Columbia and Augusta 6s, 103. The latest quotations are: Baltimore and Ohio, 172½@180; do. 6s, 1885, 109@110; Northern Central, 87½@87⅝; do. 6s, 1885, 108@108⅜; do. 6s, 1900, —@117; do. 6s, 1904, gold, 109@109¼; do. 5s, 92@95; Marietta and Cincinnati 1st mort., 1892, 115¼@116; do. 2d mort. 7s, 81⅜@81½; do. 3d mort. 8s, 44@45; Pittsburg and Connellsville 7s, 118@119¼; Orange, Alex. and Manassas 7s, 92@92½; Orange and Alexandria 1st, 109½@—; do. 4th, 49@50½; Virginia consol. 6s, 59@59¼; Virginia Consols coupons, 90¾@91; Virginia 10-40 bonds, 41½@41⅝; Virginia 10-40 coupons, 95½@96; City 6s, 1884, 106½@—; do. 1886, 110½@—; do. 6s, 1890, 116@116¼; do. 6s, 1900, 120@—; do. 6s, 1902, 121@—; do. 5s, 1894, —@117; do. 5s,

1916, 118@— ; Wilmington, Columbia and Augusta 6s, 102¾@103½ ; Western Maryland 2d pref., 103⅛@104 ; Virginia and Tennessee 8s, 115⅛@120 ; do. 6s, 102⅛@103 ; Charlotte, Columbia and Augusta 1st 106⅛@106½ ; do. 2d, 98@100 ; Atlanta and Charlotte 1st, 94½@95 ; Chesapeake and Ohio Canal 6s, 72⅛@74.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 98⅛ ; do. 7s, Dutch Stamp, 1899, 116½ ; Boston Water Power Co., 9 ; Boston Land, 6½ ; Boston, Revere Beach and Lynn, 100¼ ; Burlington and Missouri River R. R. in Nebraska, non-exempt, 104; do. def., 74 ; Boston, Clinton, Fitchburg and New Bedford, 20; Boston, Concord and Montreal 7s, 1893, consol., 112¼ ; do. 6s, 1889, S. F., 104⅜ ; Crowley, Sumner and Ft. Smith 8s, 1909, guar., 112 ; Chicago and Michigan Lake Shore 8s, 1889, 118¾ ; Central of Iowa, 32 ; Connecticut and Passumpsic Rivers R. R., 72 ; do. 7s, 1893, 111¾ ; Cheshire R. R., 53 ; Cape Cod 7s, 1881, guar., 102¾ ; Cincinnati, Sandusky and Cleveland 7s, 1890, conv., 97 ; do. scrip, 86 ; Chicago and West Michigan, 68 ; Chicago, Iowa and Nebraska, 135 ; Columbus, Springfield and Cincinnati 7s, 1901, 84 ; Detroit, Lansing and Northern, 90¾ ; do. pref., 106¾ ; Flint and Pere Marquette, 20 ; Florence, El Dorado and Walnut Valley, 7s, 1907, 106¾ ; Iowa Falls and Sioux City 7s, 1917, 108¾ ; Jackson, Lansing and Saginaw 8s, 1885, white, 109 ; do. 7s, 1907, 114 ; Kansas City, Emporia and Southern 7s, 1909, guar., 112 ; Kansas City, Fort Scott and Gulf 7s, 41 ; Kansas City, St. Joseph and Council Bluffs 7s, 114 ; Kansas City, Lawrence and Southern, 92 ; Kansas City, Topeka and Western 7s, 116½ ; Little Rock and Ft. Smith, 55 ; do. 7s, 101¾ ; Lynn and Boston, 100 ; Leeds and Farmingham 6s, 1886, guar., 108 ; Metropolitan 6s, 1897, 108⅝ ; Middlesex 6s, 1897, 107½ ; Marquette, Houghton and Ontonagon pref., 40 ; do. 6s, 1908, 89 ; Michigan Central 8s, 1883, equip., 106 ; Marion and McPherson 7s, 1909, guar., 112 ; New York and New England 6s, 110½ ; New Mexico and Southern Pacific, 96 ; do. 7s, 111½ ; Nodaway and Tarkio 7s, 109½ ; Omaha and Southwestern 8s, 1896, 120¼ ; Oregon Railway and Nav., 138¼ ; Old Colony 5s, 1887, 108⅜ ; do. 6s, 1897, 113 ; Ogdensburg and Lake Champlain 8s, 1890, S. F., 102½ ; Ottawa, Oswego and Fox River Valley 8s, 1900, 122½ ; Portsmouth, Gt. Falls and Conway, 20 ; do. 4½s, 1937, guar., 80 ; Portsmouth and Dover R. R., 101¾ ; Republican Valley 6s, W. D., 102½ ; do. E. D. 102¾ ; do. def., 75 ; Rutland, 5⅞ ; do. pref., 28½ ; do. 6s, 1902, 97½ ; Summit Branch, 12 ; Vermont Central 8s, 1902, inc. and ext., 45½ ; Vermont Central and Vermont and Canada 8s, equip., 50 ; Wichita and Southwestern 71 ; do. 7s, 108 ; Wolfboro R. R., 80 ; Wisconsin Central, 9 ; do. pref., 24 ; Maine State 6s, 1889, 115¾ ; Boston 5s, 1905, 116 ; Atlantic Mining Co., 17 ; Aztec, 1¼ ; Blue Hill, 4 ; Brunswick Antimony, 23¼ ; Beaver Run, 6 ; Catalpa, 1½ ; Copper Falls, 15¾ ; Douglass, 3¾ ; Duncan, 2½ ; Empire, 97½ ; Franklin, 13½ ; Great Basin, 4 ; Harshaw, 33 ; Huron, 6⅝ ; Humboldt, 1¼ ; Menard, 1⅜ ; National, 2¼ ; Osceola, 39 ; Pewabic, 17½ ; Phœnix, 2½ ; Ridge, 5½ ; Silver Islet, 39¼ ; Waukeag, 8⅞.

☞ Thomas Messinger, of Great Neck, has been appointed receiver of the Flushing and North Side Railroad, of which the bondholders are foreclosing the mortgages.

Rapid Transit in Brooklyn.

The Rapid-Transit Commission of Brooklyn appointed by the Mayor under the General Railroad Law have reported their plans for a rapid-transit road, and the report has been filed in the Mayor's office. The statement includes the estimate and figures of J. J. R. Croes, the Engineer of the Board, with calculations as to the different styles of elevated roads. The routes were fixed on the 11th of August last, and provide for a line running from Fulton Ferry in a series of curves over streets and through blocks to Adams street up to High street, then to Fulton street and up to the line of the city at New Lots. There is to be a branch down Myrtle avenue to the city line at Newtown and a line from Fulton street at Flatbush avenue to Fourth avenue, then to Prospect avenue and Twenty-first street, while another branch is to leave Fulton avenue at Grand avenue and via Atlantic avenue to the Coney Island Railroad depot. The time allotted for the completion of these several sections of the road runs from two to four years.

The general plan in Adams street and the narrow thoroughfares is to have the tracks over the centre of the street, with columns on the edges of the sidewalks. For Fulton street and Myrtle, Prospect and Ninth avenues it is proposed to have one column in the centre of the street, with the car track separated if necessary to accommodate it, and the other supporting column on the sidewalk, one track to be over the central row of columns and the other as far from the houses as possible. In Flatbush and Fourth avenues the elevated structure is to straddle the horse-car tracks as it does in Third avenue, New York. The highest grade is 79 feet to the mile. A very lofty station will be required at Fulton Ferry, and the engineer remarks that this difficulty can be readily overcome by the use of car elevators at that point capable of raising at once a loaded train of fifty tons.

The estimated cost of the structure is $612,000 per mile, or for the 13 miles $7,958,280. The specifications of the commission are very exact. The iron structure must allow a clear space of 12 feet above the roadway and 9 feet above the sidewalk, and the strength must be sufficient to carry a moving weight of 2000 pounds per foot on each track. Over all cross-walks in the street, aprons or tight floors must be suspended or laid to prevent the falling of cinders and the like to the pavement. The iron work is all to be painted a light color, and it is provided that all steam locomotive engines used shall be fitted with the most efficient and approved devices which may be now or hereafter known for the consumption or purification of the smoke, prevention of the discharge of cinders and repression of noise from the discharge of steam or from the running-gear. The fare may be as much as ten cents, except between the hours of 5.30 to 7.30 A. M. and from 5 to 7 P. M. when 5 cents only may be charged, as directed by law.

The Commissioners will open books for subscription in October, but as yet they have no information that any body of capitalists intend to take up rapid-transit in Brooklyn according to these plans. The capital stock of the company is fixed at $1,000,000, in 10,000 shares.

☞ The Toledo, Delphos and Burlington Railroad Company have closed contracts for the extension of their road 250 miles from Kokomo, Ind., to St. Louis, making a trunk line from Toledo to St. Louis shorter than the Wabash. This road will soon be running through to Dayton, making in all 535 miles of road terminating at Toledo.

The Erie and Boston Line.

Mr. John N. Abbott, General Passenger Agent of the New York, Lake Erie and Western Railroad, has sent the following circular to all ticket agents :

Our line of sleeping coaches on the Atlantic and Pacific Express, trains 3 and 12, formerly run between Hornellsville and Albany, has been extended to Boston on the East and Cincinnati on the West, running over the following named roads : New York, Pennsylvania and Ohio Railroad, between Cincinnati, O., and Salamanca, N. Y. ; New York, Lake Erie and Western Railroad, between Salamanca, N. Y., and Binghamton, N. Y. ; Delaware and Hudson Canal Company's Railroad between Binghamton, N. Y., and Mechanicsville, N. Y., via Albany ; Boston, Hoosac Tunnel and Western Railroad, between Mechanicsville, N. Y., and North Adams, Mass. ; Fitchburg Railroad, between North Adams, Mass., and Boston, Mass. This route will be known as the "Erie and Boston Line," and is represented by ticket forms recently furnished you. The sleeping coaches of this line are new, and of Pullman's latest pattern, and will run between Boston and Cincinnati on trains 3 and 12 daily, except that on Sundays the sleeping coaches will not run east of Albany.

New York, Lake Erie and Western R. R.

The following is a comparative statement of the earnings, expenses, etc., of the New York, Lake Erie and Western Railroad for the month of July :

	1879.	1880.
Gross earnings....	$1,273,532 75	$1,580,975 88
Working expenses..	957,683 03	1,014,658 20
Net earnings..	$315,847 82	$566,317 68

—showing an increase in gross earnings of $307,443 13, in working expenses of $56,975 17, and in net earnings of $250,467 96.

From October 1 to July 31, the earnings, expenses, etc., were :

	1878-'79.	1879-'80.
Gross earnings....	$12 999,804 57	$15,299,817 86
Working expenses.	9,385,818 01	9,657,940 65
Net earnings.	$3,613,986 56	$5,641,877 21

—showing an increase in gross earnings of $2,300,513 29, in working expenses of $272,622 64, and in net earnings of $2.027.890 65.

☞ The Buffalo, Pittsburg and Western Railway Company has been organized with a capital of $1,000,000, to build a road from Prospect Station, on the Crescent Division of the Pittsburg, Titusville and Buffalo Railway, direct to Buffalo.

☞ The Homestake Mining Company has declared its regular monthly dividend for August of 30 cents per share, and an extra dividend of 30 cents per share, both payable September 25 at the office of Wells, Fargo & Co., 65 Broadway.

☞ The earnings of the Indiana, Bloomington and Western Railroad for the month of August, 1880, were $116,731 99, against $107,519 98 for the month of August, 1879, an increase of $9,212 01.

☞ Gen. Kilpatrick has been appointed Government Director of the Union Pacific Railroad vice Nathaniel Niles of New Jersey.

☞ The Utah Northern Railroad is graded in Montana forty miles north of Red Rock.

Value of City of Glasgow Bank Shares.

By a strange irony of fortune, the shares of the failed City of Glasgow Bank have become a valuable property. City of Glasgow Bank shares have become scarce because very few shareholders have survived the blood-letting process of the liquidation. Every holder who has been "sold up," or has made a compromise with the officers appointed by law for the winding up of the bank, loses his right as a shareholder. The remnant of solvent holders being thus enormously reduced, the value of the shares which remain to represent the claim upon the bank's assets become proportionately enhanced. With what feelings must a notification of this sort be read by the hundreds of ruined shareholders and by the thousands of now impoverished persons dependent upon them. To think, too, that the directors of this so-called bank just released from prison or still expiating their offence there, should have the questionable satisfaction of knowing that they have actually raised the market value of each share to £3,000.

Notes from Boston.

The railroad commissioners began their fall examination of the railroads in the state, last Tuesday.

The Brookline selectmen have dismissed a petition for an elevated road from Boston, but the petitioners, as in other petitions for elevated roads from Boston to the suburbs, will apply to the railroad commissioners for a location.

Bryant & King, Boston leather dealers, have received an award of $97,000 damages against the Worcester and Nashua railroad and the Bigelow carpet company of Clinton, the one of whom maintained a culvert and the other a reservoir dam which broke in 1876 and swept away Bryant and King's tannery.

The Connecticut Lake company offers to take $200,000 in Boston, Concord and Montreal railroad stock, and pledges a heavy daily freightage, if the railroad is extended from North Stratford through Colebrook to the Connecticut lake, bringing within reach of the market the now almost inaccessible lumber belt of northern New Hampshire.

The harbor and land commissioners at Boston have contracted with Thomas Potter of Jersey City, N. J., to excavate 300,000 cubic yards of material from the harbor and fill in 15 acres of flats east of the 50-acre lot now owned by the New York and New England railroad company. The price is 40 cents a yard, the same contractor getting 50 cents from the railroad company for grading its neighboring property.

Representatives of the Cambridge and South Boston railroad company urge the Cambridge aldermen to permit an elevated railroad to be built from Mt Auburn to the West Boston bridge. The petitioners declared that they were determined to test the railroad law, and that, should both the city government and the railroad commissioners refuse, an appeal would be made to the supreme court.

There is a proposition to utilize the water which runs out of the west portal of the Hoosac Tunnel, and Manager Gardner and Lieut-Gov. Weston have been looking the matter over. The Troy and Greenfield road is now dependent on the fire district for water supply for the locomotives, and during a drouth the supply is liable to be limited if not entirely cut off, and it is thought practicable to build a reservoir somewhere at the west end and bring water into the village, the 600 gallons a minute of the present water being an ample supply, it is estimated, for all the purposes of the road for the next 50 years, while the interest of the expense to build the works would be less than the rate now paid the fire district for water. It is proposed, also, to allow some party to lay the pipes, and after supplying the railroad to sell the surplus either to manufacturers or other parties, and receive the rentals of the latter for his expenditure.

Steam on the Canals.

In his "Heart of Mid-Lothian," Sir Walter Scott tells of the serious opposition to the proposition to supersede the old easy-going fly-coach by the rapid mail-coach encountered in England and parts of Scotland in the seventeenth century. It was alleged that accidents would be more frequent, and that the movements of the mail-coaches would be so rapid that passengers would not have time to dispute the charges of the inn-keepers. And when Robert Stevenson proposed to construct a railway upon which he believed the trains would be able to attain a speed of six miles an hour he was strenuously opposed on the ground that rapidity of motion would addle the hens' eggs on the neighboring farms, and for other reasons of a similarly weighty character. We are reminded of these historical facts by the opposition that is being made at present to the introduction of the cable-towing system on the Erie Canal. Grocers along the canal banks are opposed to it because they allege that the cable boats don't stop at their places, or don't wait as long as formerly; and some of the owners of horse boats are opposed to it because accidents are of more frequent occurrence with cable than with horse towing. Without expressing an opinion as to the practicability of the cable system as at present operated on our canals, we desire to say that the Canal Board should receive with many grains of allowance the objections advanced against the cable, or any other system of steam towing or propulsion upon the canal. Much of it is due to prejudice against any innovation upon the old methods. If a system could be put in operation to-morrow that would move loaded boats at the rate of five miles an hour and at half the expense of moving horse-boats, its introduction would be opposed, for the reason that it would interfere with existing methods of doing the business. No improvement was ever introduced without exciting serious opposition. But the canal authorities might as well reach the conclusion first as last that it is part of their business to encourage steam on the canal, for unless steam does come into general use the days of canal commerce are numbered. The mule on the tow-path can no more successfully compete with the steamer on the enlarged Welland Canal than the old fashioned stage coach can with the modern fast mail. For this reason we think the Canal Board made a mistake a few weeks ago in rescinding the resolution allowing single steamers the right of way at the locks. So far as the cable system is concerned the company's managers do not claim that it is perfect. Some of the cable is not fit for the work it is made to do There are a great many other defects in the apparatus which are the result of inexperience. These will be corrected as soon as possible. But so long as the company is acting in good faith, is investing large amounts of money in the belief that the system is practicable, is abundantly able and perfectly willing to pay for the little damage done, it should not be inconsiderately interfered with. It is an indisputable fact that this same system is now in practical use upon the canals of Germany and France, and that no difficulty is experienced in navigating serpentine streams with it. If it can be made a success on a European canal, why not on a New York canal.—[Buffalo Commercial Advertizer.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 4, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	208,000	4,916,275	5,869,454
Schuylkill Canal	13,360	280,819	629,798
Lehigh Valley.....	158,416	3,233,830	3,125,059
Del.,Lack. & Western.	97,054	2,174,594	2,474,759
Shamokin Valley	21,349	545,673	612,986
Central New Jersey..	109,757	2,198,157	2,584,492
United R. R. of New Jersey	34,414	714,461	582 069
Pennsylvania Coal ..	32,584	670,358	945,126
Delaware and Hudson	77,118	1,889,437	2,229,030
Huntingdon & Broad Top Mt.....	6,384	298,285	221,527
Penn. and New York.	26,166	809,583	890,912
Clearfield, Pa.....	48,773	1,060,013	1,031,600

The report of the Lehigh and Susquehanna Division of the Central Railroad of New Jersey is for nine days ending August 31, and the total for the year is down to that date.

The total tonnage of anthracite coal from all the regions for the week ending Sept. 4, as reported by the several carrying companies, amounted to 651,490 tons, against 493,459 tons in the corresponding week last year, an increase of 158,031 tons. The total amount of anthracite mined for the year is 14,872,765 tons, against 17,054,116 tons for the same period last year, a decrease of 2,681,-351 tons. The quantity of bituminous coal sent to market for the week amounted to 310,322 tons, against 78,281 tons in corresponding week last year, an increase of 32,041 tons. The total amount of bituminous mined for the year is 2,857,932 tons against 2,377,604 tons for the corresponding period last year, an increase of 480,328 tons. The total tonnage all kinds of coal for the week is 761,812 tons, against 571,740 tons in corresponding week last year, an increase of 190,072 tons, and the total tonnage for the coal year is 17,230,697 tons against 19,431,720 tons to same date last year, a decrease of 2,201,023 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last two days of August was 57,047 tons, of which 46,469 tons were coal and 10,578 tons coke. The total tonnage for the year thus far has been 4,604,481 tons of which 3,464,030 tons were coal and 1,140,451 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 4 were 52,-225 tons, and for the year to that date 1,406,521 tons—300,726 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 23,397 tons, and for the year 876,229 tons, an increase of 238,808 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 25,340 tons, and for the year 379,040 tons, an increase of 25,753 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,487 tons, and for the year 151,243 tons, an increase of 36,665 tons as compared with 1879. —Phil. Ledger, Sept. 13.

Chesapeake Ohio Railway.

The earnings of the Chesapeake and Ohio Railway for the month of August 1880, were.....	$259,109 96
For the month of August 1879.....	216,694 95
Increase in 1880.....	$43,415 01
For the first eight months in 1880..	$1,748,168 94
For the first eight months in 1879..	1,301,887 78
Increase in 1880.....	$546,281 16

The earnings for 1880 are derived from the same sources of revenue with those of 1879, without

any increase of mileage, or development of additional territory, and therefore represent the steady growth of the business of the road independently of the results to be derived from the connections and extensions now in process of construction.

Legal Notes.

"*Ignorance of the Law Excuses No One.*"

RAILROADS.—PRINCIPAL AND AGENT.

Where the conductor on a car acts in the course of his employment as such, and with a view to defendant's interest, and on appearances which he has to exercise his judgment, the railroad is responsible for the manner in which he acted and the consequences of his act, though he may have acted in excess of his authority. [Schultz vs. The Third Avenue R. R. Co. N. Y. Superior Ct. Gen. Term.]

STATUTE OF LIMITATIONS.—NOTE PAYABLE THREE MONTHS AFTER DEMAND.

Payment of a promissory note "payable three months after demand" was sought to be enforced by its holder. The note was indorsed with payment of two installments of interest, but no interest has since been paid during a period of upward of twenty years. Held, that payment of interest was not evidence that a demand for payment of the principal had been made so as to make time run against the holder of the note under the Statute of Limitations, and that the fact that more than twenty years had elapsed without payment was not a fact from which the court could presume satisfaction of the note in the absence of any demand having been made. Chan. Div., March 23, 1880. Brown v. Rutherford. Opinion by Hall, V. C., 42 L. T. Rep. (N. S.) 659.

COMMON CARRIERS.

In the Southern Express Co. v. Van Meter, recently decided by the Supreme Court of Florida, the question was as to misdelivery by an express agent under mistake. A, a stranger in town stopping at a hotel, forged a telegram in the name of B, requesting a bank in another town to remit $500 to B by express, which the bank did on receiving B's agent's obligation to repay it; and it was subsequently repaid. A called at the express office in company with the landlord of his hotel, who treated him there as B, though without any request from the express agent for information or identification. The express agent, knowing that A was a stranger, delivered to him the package. The court held that the express company was liable. The decision seems to have been placed on the principle that an express company is a kind of carrier that is held to make actual delivery (unless it is another than the last in a series of connecting lines), and if it fails to make personal delivery to the one to whom the package is addressd, it must make good the loss.

RAILROAD TAXATION.

The Atlantic and St. Lawrence Railroad Co. is lessor, and the Grand Trunk Railway Company lessee, of a railroad running from Portland to Canada, through Maine, New Hampshire and Vermont. The lease was made in 1853 for 999 years. The personal property used in operating the road belongs to the lessee, and the questions raised relate to the taxation of "the road"—all the real estate of the lessor, including land, buildings and fixtures, used for the ordinary and usual purposes in operating the road, being called "the road." The statute declares that "every railroad corporation * * * * shall pay to the State an annual tax upon the actual value of the road, rolling stock and equipments." Judge Doe says that "the only question is: What was the market value of the road April 1, 1879? A sale or lease of it, made at any time, is admissable evidence on the question of its value at that time, and its value at any time is admissable evidence on the question of its value in 1879. * * * * The lease has no tendency to show anything but the value of the whole road, in three States, in 1853. And it may be possible to ascertain the value of the New Hampshire part in 1879, without finding the value of the whole at that time. When the value of the whole is ascertained there may be difficulty in finding the value of the New Hampshire part. But that difficulty, like all others in the case, is one of fact and not of law. Upon all evidence which the referees regard as of any weight, they will find what was the fair market value of the New Hampshire part of the road on the first day of April, 1879." Atlantic and St. Lawrence R. R. vs. the State. N. H. Supreme Court. C. J. Doe. Sept. 2, 1880.

TRADE MARKS.

Application to register as a trade-mark for ticking the word "Lancaster," accompanied by a symbolical representation of a rose, held, that to admit the word "Lancaster" to be an essential feature of the mark, would convey a false impression to the public—viz., that the goods were manufactured in Lancaster, when, in fact, they were made in Philadelphia, and that any one making like goods in Lancaster might obtain an injunction against the use of such word by parties manufacturing elsewhere. Newman vs. Alvord; Armistead vs. Blackwell; Blackwell vs. Dibbrell & Co., 14 O. G., 633.

Also held—

1. That as a rule geographical names cannot be allowed registration as trade marks.

2. That before any geographical name can be said to be registrable it must clearly appear that the place of that name is such a one that the word will be understood by the general purchasing public as primarily fanciful, and that manufacturers of like goods at such place cannot so mark their wares and claim the protection of our laws.

3. That the essential features of a trade-mark are those only which serve in whole or in part to distinguish the goods of the party by whom such mark is adopted, and it is not proper that anything should be described as essential which the courts would hold otherwise; and,

4. That words calculated to deceive the public as to the place of manufacture should not be allowed registration.

The decision of the examiner of trade marks is accordingly affirmed. Ex Parte Farnum & Co. U. S. Patent Office, Aug. 9, 1880.

Note and Comment.

—Sunday traffic over the Massachusetts State road kicks up quite a rumpus.

—An easy way to make change for a dollar is to cut a $1 greenback into ten pieces. Each piece will then be good for ten cents at the federal Treasury.

—The Connecticut papers describe the speed of trains on the Shepaug road by the story that Jerome Grannis, a New Preston stage driver, being too late for a train last week, licked up and caught it some miles below and put his passengers on board.

—After a few more such accidents, as that reported at the Beea Moor Tunnel in England, where the passengers all safely locked in, like cattle in a pen, waited for an approaching train to slaughter them, our English cousins may conclude to unlock the doors.

—If a railway passenger is injured by an accident arising from a collision or a defect in the machinery or roadway he is simply required to prove the fact of the accident and the extent of the injury. The burden of proof is then upon the railroad to disprove negligence.

—The editor of the Cape Cod Item, who eloquently inveighs against all sorts of deadheading, tells of a religious conference where resolutions were passed pitching into the Old Colony railroad for running Sunday trains, and where immediately following resolutions were passed thanking the same road for favors received in free passes.

—The Bank of England is meeting the drain of gold with ease though the bank of France and the Emperial Bank of Germany find great difficulty in maintaining even the pretense of gold payments. The Boston *Herald* considers this a very strong argument against bi-metalism as the Bank of England is fettered by the single standard of gold in the strictest construction, while the national banks of France and Germany do business under a modified form of the double standard.

—Russia is feeling very seriously the effect of American competition in the exportation of grain. The points which give the American system a great advantage are our vast network of railways, which reach almost the very doors of our farmers, and the facilities which elevators offer in reducing the rate of transport in the shipment of grain. It does not seem likely that the export of cereals from the United States will for a long time receive any serious check from that quarter.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, Sept. 14, 1880.

DIVIDEND NO. 21.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for August, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Also, an

EXTRA DIVIDEND, (No. 22.)

of same amount has been declared, payable at the same time and place. Transfers close on the 20th inst. H. B. PARSONS, Assistant Secretary.

COMMONWEALTH OF MASSACHUSETTS.

Troy and Greenfield Railroad and Hoosac Tunnel.

OFFICE OF MANAGER,
NORTH ADAMS, August 30, 1880.

Bids will be received by the subscriber until Sept. 15, 1880, for the following wrought iron bridge work on the Troy and Greenfield Railroad.

Two 3 feet Plate Girder Bridges, 36 feet long.

One Through Bridge to have such additions as will fit it for double track. Plans of present structure will be furnished on application.

All Bridge seats are 2 feet wide.

The bridges are required to be of the best American iron and workmanship, and proportioned for a general live load of 3000 pounds per foot of track, and a special panel load of 4400 pounds per foot of track, which loads, together with the dead weight, shall not strain the iron over 9000 pounds per square inch in tension, or in compression not over one-fifth its ultimate strength.

Strains on pins or rivets not to exceed 7500 pounds per square inch of area of pin or rivet. On rivet or pin bearings not to exceed 1000 pounds per square inch of bearing surface measured by taking product of diameter of rivet and thickness of plate.

All pin connections or abutting joints to be plained off or turned.

The bridges to have one coat of acceptable paint before leaving the shop.

Plans must accompany the proposals.

Bids will also be received for the following I Beams to be delivered at North Adams station.

12 ten inch beams 13 feet long.
8 twelve inch beams 18 feet long.
8 nine inch beams 11 feet long.
18 four inch beams 6 feet long.

The right is reserved to reject any or all bids.

G. CLINTON GARDNER,
MANAGER.

☞ The Denver and Rio Grande Railway Company has let the contract for grading the extension from Kokomo to Breckenridge. The track will probably be completed to Kokomo by November 1, and to Breckenridge by January 1.

☞ The Chicago and Indiana Southern and the Indiana and Chicago Railway Companies have consolidated under the name of the Chicago and Indiana Southern Railway Co.

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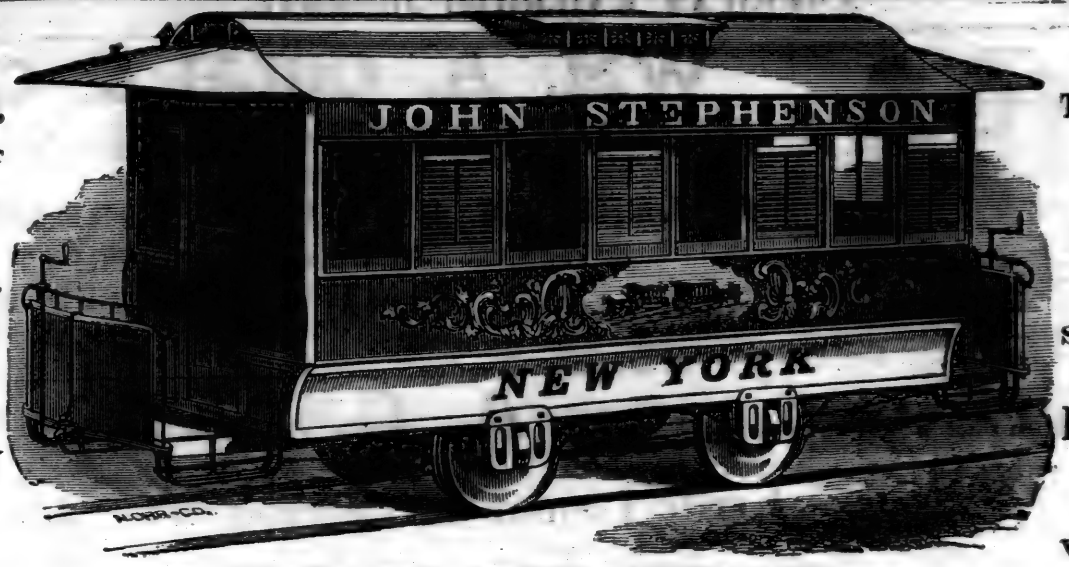
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SECOND QUARTO SERIES, VOL. XXXVI., NO. 39.] NEW YORK, SEPTEMBER 24, 1880. [WHOLE NO. 2,318, VOL. LIII.

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JOHN H. SCHULTZ - - - - President.

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New York, Friday, September 24, 1880.

Counterfeit Money.

Among the new features adopted by the AMERICAN RAILROAD JOURNAL, as appears on another page of this issue, is a department on counterfeit money. It is intended to make this a permanent and authentic feature of the paper, and we believe it is one that will prove of great service and value to our readers. We are to receive from the U. S. Secret Service Division at Washington immediate notice of the discovery of counterfeits which will be promptly published in the JOURNAL, and information in various forms will be given, through facilities which we have, so that this department may be taken as a trustworthy guide and assistant in checking the circulation of bogus money.

The Cape Cod Ship Canal.

The ship canal which is to connect the waters of Massachusetts Bay with those of Buzzard's Bay follows the general plan of the Suez Canal, which is the only one yet constructed without locks at either end and communicating freely with the sea. The Suez Canal is, correctly speaking, an artificial strait connecting the Mediterranean and the Red Sea; and the fact that the two seas are nearly on the same level, and the rise of tide small, allowed this method of construction to be adopted.

The idea of forming this strait between the two seas is of very ancient origin, and its author unknown. It is understood that a water communication between the Red Sea and the Mediterranean was formed as early as six hundred years before the Christian Era and existed for a period of fourteen hundred years, after which it was allowed to fall into disuse.

The idea of restoring this ancient communication on a scale suited to modern times is attributed to Napolean I., who, about the close of the last century, obtained a report from M. Lepere, a French engineer, which however was followed by no result, and it remained for M. de Lesseps, to realize the dreams of sanguine merchants, by completing the long desired passage.

The postponement of the scheme undoubtedly favored its success, for had the canal been completed a few years sooner, before the introduction of ocean-going screw-steamers, it would have been a financial failure, as captains of sailing vessels would have preferred to round the Cape of Good Hope, to threading their way through such an inland passage, exposed to risks of rocks and shoals and subjected to protracted calms and contrary winds. But the rapid adoption of ocean steamers by all the leading shipping firms in the world, introduced a new feature into ocean navigation and made the Suez Canal not only a convenience but a necessity.

M. de Lesseps spent nearly six years in maturing his plans, and in 1855 formed the "Universal Suez Canal Company," but it was not until the latter part of the year 1860 that work was actually begun, and it was not until February, 1869, that water again flowed, for the first time in many centuries, between the Mediterranean and the Red Sea.

In making this strait across the desert and converting dry sands into navigable lakes, there were about eighty millions of cubic yards of material excavated, and at one time nearly thirty thousand laborers were employed, for whose use a supply of fresh water was conveyed from the Nile at Cairo, and distributed along the whole length of the canal.

Looking at these facts, the Cape Cod Canal seems an inconsiderable affair. The Suez Canal has an average navigable depth of twenty-six feet, is seventy-two feet wide at the bottom and is eighty-eight geographical miles long. The Cape Cod Canal will have an average navigable depth of at least twenty feet, will be sixty-one feet wide at the bottom and will have a total length of about nine miles.

The Suez Canal, however, was built by subscriptions from three great nations and was aided and fostered by enormous land grants and other valuable privileges while the canal at Cape Cod will be constructed by private enterprise. If the amount of money expended on the Suez canal was great, the results obtained were of corresponding importance. Twenty thousand pounds sterling is not too large a sum to spend, in reducing the distance between Western Europe and India from 11,379 to 7,628 miles and in effecting a saving in every voyage of thirty-six days. The gentlemen who are to construct the Cape Cod canal do not expect such magnificent results, but are willing to spend several millions of dollars so that steamers from Boston to New York can pass through an unobstructed passage from the Massachusetts to Buzzard's Bay, and so that European steamers can save from eight to ten hours each way across the Atlantic.

The commissions appointed by the Legislature of Massachusetts to inquire into the feasibility of building the canal have been so numerous during the last twenty years, that one member of the house wittily remarked that

the course of the canal could easily be traced by the train of broken champagne bottles and empty sardine boxes stretching from the shore of Buzzard's Bay to Sandwich Harbor.

Ten years ago the Cape Cod Ship Canal Company was incorporated with the following corporators: Alpheus Hardy, Thomas Russell, Henry H. Sturgis, Charles Allen, James Hay, Arthur G. Bradbury, William H. Jackson, Albert Steinberger, William R. Hynes, Rufus Ingalls and Charles A. Secor. The capital stock was fixed at ten millions of dollars, and by the terms of the charter the canal was to be completed within seven years. Owing to the depression of business nothing of importance was done since the passage of the act, and the Legislature at its last session incorporated another canal company who were to have the franchise and property of the old company unless four hundred thousand dollars of capital stock had been paid in and one hundred thousand dollars expended upon the canal before the first of November of the current year.

That the original company will comply with these conditions and speedily complete the canal, there is now no reasonable doubt. Work was actually begun on the morning of September 15th with 112 men and it is announced that 1500 laborers will soon be at work along the whole line.

As the completion of the Hoosac Tunnel ensured the construction of many railroad tunnels hitherto deemed impracticable, so Massachusetts again leads the van and by undertaking and carrying to a successful conclusion the Cape Cod Canal will render a great service to American commerce and hasten the establishment of other canals and other methods of inter-oceanic communication.

Canadian Pacific Railway Negotiations.

The reports which some of the daily papers have published concerning the arrangements for placing the bonds and stock of the Canadian Pacific Railway we find upon inquiry at authentic sources to be certainly premature. All that can be reliably said concerning the matter at present is that in connection with the plans for placing the bonds and stocks which are being discussed, a syndicate has been talked of that should include prominent financial houses in New York, London and Paris. Among the members of such a syndicate who have been mentioned as likely to be prominent participants is the firm of Morton, Rose & Co., who are the London house of Morton, Bliss & Co. of New York. Mr. Rose has special interests in Canada having formerly been the Canadian Minister of Finance. The Societe Generale is mentioned as the probable Paris member of the Syndicate. The organization has branches throughout France and in fact all over Europe and in both credit and influence is one of the strongest companies abroad. It was established in 1859, reorganized in 1870 and is said to have a capital of 60,000,000 francs. M. H. Duvviene is president and among the other officers are Felix Aubrey, J. De la Bouillerie, formerly French Minister of Agriculture; Victor Jacobs, formerly Belgian Minister of Finances; Baron Portail and Prince Saltykoff. Messrs. Morton, Bliss & Co, are well known as one of the strongest and most substantial American banking houses, having a capital of probably about $6,000,000, and through these parties and the above mentioned foreign organizations, with other houses that have been named in connection with the matter, a very powerful syndicate certainly is under discussion. President Stephen of the Bank of Montreal is among the leading financial men having control of the interests of the Canadian Pacific.

The matters relating to the contemplated syndicate for placing the bonds and stock can only be spoken of as being under consideration. The report that the arrangements were completed is erroneous. Several of the prominent personages connected with the important enterprise are now on the water on their way to Europe, and until after their arrival and the discussion of the matter abroad no arrangements of the kind can be completed, and it may be several weeks before the consummation of the negotiations can be announced.

Meeting of the General Passenger and Ticket Agents' Association.

The semi-annual meeting of the General Passenger and Ticket Agents' Association of the United States was held in this city this week, in the rooms of the National Railway Club, 46 Bond street. The rooms used on this occasion were those fitted up by the National Railway Publication Company, for the purpose of affording accommodations for railroad meetings of different kinds. They are very conveniently arranged and handsomely furnished, and supply a need which has been long felt here. Their fitness for the purpose was fully appreciated by the large number of prominent railway men who have been here this week. The Convention began its session Tuesday morning at eleven o'clock, with the President of the Association, Mr. W. B. Shattuc of the New York, Pennsylvania, and Ohio Railroad, in the chair. The total number of members of the Association is one hundred and forty-five, of whom one hundred and twelve were present Tuesday.

The minutes of the previous meeting were read and approved, after which the Committee on Rates went into session, the following roads being added to those appointed last year: Chicago, Milwaukee, and St. Paul, Cincinnati Southern, and the Virginia Midland. The committee composed of Land Grant Roads appointed at the last meeting to report upon a communication from the United States Quartermaster-General not being ready the time for the committee to make its report was extended to the next meeting, which it was unanimously decided should be held at St. Louis, on the third Tuesday of next March. Upon the opening of the afternoon session the chairman of the Committee on Rates reported differences existing between the Louisville and Nashville Railroad, and the Cincinnati Southern Railroad, each claiming to be the short line from New Orleans to Cincinnati, and having the right to fix the rate. In answer to the Chair, Mr. Atmore of the Louisville and Nashville Railroad stated that tickets were on sale via. Milan, and that trains ran in connection. The matter was referred to the General Committee, who after a short recess reported in favor of the Louisville and Nashville road.

Representatives of the Land Grant Roads in Kansas and Nebraska sent in a request by circular, asking for the purpose of correcting erroneous opinions that have arisen regarding the condition of crops in the States named, and to increase travel along their lines, that the Association favor an excursion at half colonist rates now in force for excursion tickets, to all of the land grant points named in the colonist rate sheet, the excursion to occur on November 9th, 1880. After a little discussion, the privilege was granted by the Association. The General Committee made very favorable mention in their report of the merits of J. A. Kingsbury's coupon baggage check, a ticket and check combined, but did not deem it a matter in which positive action by the Association was necessary, thinking any members desiring to use the ticket and check could do so independently of others, though they suggested a careful study of the merits of the invention.

The Committee on Rates were busy preparing their schedules throughout the day, and with a prospect of two or three good days' work ahead of them. The Convention went into session again on the following day, but we leave the report of the finishing up of its work until our next issue.

The meeting has been a very harmonious one thus far, though there has been much important business—with of course some conflicting interests to be attended to. The leading railroads of the country were represented, and most creditably, by men skilled in the important interests intrusted to them, and who knew exactly what they were here for, and just how to go to work to accomplish it. So with a good presiding officer there was little unnecessary delay in transacting the business, though much time was required in the details of the arduous work of adjusting the long schedule of rates with their manifold complications. The Secretary of the Association, Mr. Smith of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad, had much and important work devolving upon him, but it was very cleverly and expeditiously performed, much to the satisfaction of the Association and all brought in contact with him, including members of the press, who are indebted to him for facilities affordedthrough his courtesy.

The following is the present list of members of the Association. Those marked with a * were in attendance; those marked with a † have become members since last Convention.

*ABBOTT, JOHN N..New York, Lake Erie and Western.
*ALLEN, D. C.....South Carolina.
*AKGELL, JOSEPH.....Delaware & Hudson Canal Co.
*ATMORE, C. P.....Louisville & Nashville.

APPLEBY, C. T.....Illinois Midland.
*†ADY, GEORGE.....Denver, South Park & Pacific.
*†ARCHER, JOHN J.....Scioto Valley.
*†ANTHONY, W. M.....Boston, Barre & Gardner.
*BARKER, JAMES.....Wisconsin Central.
*BENNETT, E. J.....Little Rock & Fort Smith.
*BOYLSTON, S. C.....Savannah & Charleston.
*BROWN, J. D.....Missouri, Kansas & Texas.
*BUTTERFIELD, THEO.....Utica & Black River.
*BALDWIN, H. P.....Central of N. J.
BODINE, JOHN F.....Williamstown, N. J.
*BROWN, J. W.....Seaboard & Roanoke, and Bay Line Steamers.
*BALDWIN, WM. S.....Pittsburg, Titusville & Buffalo.
BROWN, JOHN W....Indiana, Bloomington & Western.
BOOTHBY, F. E.....Maine Central.
*BLOOD, H. B.....Keokuk & St. Louis Line Steamers.
BRONSON, H. M....Cincinnati, Sandusky & Cleveland.
*†BUELL, F. S.....Buffalo, New York & Philadelphia.
*†BYINGTON, E. B.....Lehigh Valley.
*CARPENTER, T. P.....Lake Superior Transit Co.
*CARPENTER, A. V. H..Chicago, Milwaukee & St. Paul.
CARY, J. W.....Lake Shore & Michigan Southern.
*CHANDLER, F.....Missouri Pacific.
CHARLTON, JAMES.....Chicago & Alton.
COLE, L. M.....Baltimore & Ohio.
CONE, C. S., Jr.....Ohio & Mississippi.
*CONNOR, GEO. L.....Old Colony Steamboat Co.
*CUMMINGS, S. W.....Fitchburg.
CHIPLEY, W. D.....Pensacola.
CLARKE, F. B.....Chicago, St. Paul & Minneapolis.
*CAREY, S. E.....Chicago, St. Louis & New Orleans.
*†CASE, MUNSON T.....Green Bay & Minnesota.
*†CARPENTER, W. A.....Detroit, Lansing & Northern.
*DADMUN, GEO. A...Philadelphia, Wilmington & Baltimore.
*DANIELS, GEO. H.....Wabash, St. Louis, & Pacific.
*DANLEY, W. L....Nashville, Chattanooga & St. Louis.
DAVANT, T. S.....Memphis and Charleston.
DAVANT, J. S.....Port Royal & Augusta.
DORSEY, E. B.....Georgia.
*DUNHAM, A. S.....Chicago & Eastern Illinois.
*DURFEE, W. M.....Providence & Worcester.
*DIXON, W. H.....St. Paul & Sioux City.
DAWES, A. C...Kansas City, St. Joseph & Council Bluffs.
*DERING, H. R..Jeffersonville, Madison & Indianapolis.
*†DAVIDSON, W. M.....Florida Central.
ETTINGER, M. L.....Chicago & Iowa.
*EGAN, JOHN..Cincinnati, Indianapolis, St. Louis & Chicago.
*ERNST, J. C.....Kentucky Central.
*EDGAR, WM.....Great Western.
*FARMER, L. P.....Pennsylvania.
*FILKINS, L. W.....Stonington Steamship Line.
*FLANDERS, D. J.....Boston & Maine.
*FORD, E. A.....Vandalia Line.
*†FIRTH, W. H.....Detroit, Grand Haven & Milwaukee.
*†FOYE, CHAS. H.....Portland & Ogdensburg.
*†FISHER, T. F.....Galveston, Houston & Henderson.
*GALLUP, E.....Boston & Albany.
GAULT, THOMAS D..Chicago, Pekin & South-western.
*†GABBETT, CECIL.....Western of Alabama.
HALL, J. MORTON.....Allegheny Valley.
*HAIR, B. S.....St. Paul & Duluth.
*HARRISON, W. H.....Columbus and Toledo, and Col. & Hocking Valley.
*HANCOCK, C. G.....Philadelphia and Reading.
*HEWITT, JOHN C.....Peoples' Line Steamers.
*HOUSTON, W. J.....Atlanta & Charlotte Air Line.
*HOWARD, CONWAY R.....Chesapeake & Ohio.
*HOLWILL, W. F....Delaware, Lackawanna & Western.
*HANSON, A. H.....Illinois Central.
*†HILLS, F. C.....Sioux City & Pacific.
*HEAKES, F.....Evansville & Terre Haute.
*JAY, M. S.....Memphis & Little Rock.
*JOHNSON, W. P.....Lake Shore & Michigan Southern.
*JOHNSON, A. H.....Arkansas Midland.
KIMBALL, THOMAS L.....Union Pacific.
*KNIGHT, RAY.....Selma, Rome & Dalton.
*KENDRICK, D. M.....Indianapolis & St. Louis.
*†KENDALL, A. C.....New York & New England.
*LYON, JAMES A.....Keokuk & Northern Line Packet Company.
*LEET, A. B.....Grand Rapids & Indiana.
LORD, C. K.....Baltimore & Ohio.
*LOWELL, PERCEVAL....Burlington & Missouri River (in Neb.).
*†LABELLE, J. B.....Quebec, Montreal, Ottawa & Occidental.
*MILLER, F. A.....Cairo & Vincennes.
MILLS, B. F....Burlington, Cedar Rapids & Northern.
*MORRISON, L. B.....Alabama Great Southern.
*MYERS, F. R.....Pennsylvania Company.
*McDONNELL, A. O...Atlantic, Gulf & West India Transit Company.
MASTERS, W. H.....Texas & New Orleans.
MULLEN, GEO. W..Fort Wayne, Muncie & Cincinnati.
*MACABE, C.....Peoria, Pekin & Jacksonville.
MORSE, F. E.....Hannibal & St. Joseph.
*†MORSE, F. W.....Montpelier & Wells River.
*†MORAN, M. R.....New London Northern.
*NOURSE, J. P.....Flint & Pere Marquette.
*O'BRIEN, W. L.....Pittsburg, Cincinnati & St. Louis.
*ORME, A. J.....Atlanta & West Point.
*†OGDEN, JAMES R...East Tennessee, Virginia & Georgia.
*PARKER, S. S.....Louisville, Cincinnati & Lexington.
*PEIRCE, T. W., JR.....Galveston, Harrisburg & San Antonio.
*POPE, A.....Wilmington & Weldon.
*POMEROY, F. L.....Boston, Hoosac Tunnel & Western.
*RUGGLES, O. W.....St. Louis, Iron Mountain & Southern.
*RAY, E. A.....New Haven & Northampton.
*ROCKWELL, CHAS. H...Indianapolis, Peru & Chicago.
RICHARDSON, LORING.....Ogdensburg & Lake Champlain.
*†RICHARDSON, JNO. B...Morgan's Louisiana & Texas R. R. & S. S. Company.
RICE, OWEN.....Cincinnati, Wabash & Michigan.
*ST. JOHN, E.....Chicago, Rock Island and Pacific.
*SANBORN, G. G.....Northern Pacific.
*SHATTUC, W. B.....New York, Pennsylvania & Ohio.
*SMITH, A. J....Cleveland, Columbus, Cincinnati & Indianapolis (Bee Line).
*SMITH, A. D.....Pittsburg & Lake Erie.
*SMITH, GEO. W.....Lake Erie & Western.
*SMITH, WM. F.....Central Vermont.
*SNOW, F. E.....Canada Southern.
*STENNETT, W. H.....Chicago & North-western.
*STEVENSON, SAMUEL.....Cincinnati, Hamilton & Dayton.
SCHRIEVER, J. G.....Morgan's Louisiana & Texas.
SANDERSON, GEO. A....Indianapolis, Decatur & Springfield.
*†SLAUGHTER, M.....Virginia Midland.
*†SERAT, M. W.....Utica, Ithaca & Elmira.
*†STINSON, J. D.....Shenango & Allegheny.
*†HRALL, W. A.....Chicago & North-western.
*TOWNSEND, H. C.....Wabash, St. Louis & Pacific.
*TUTTLE, L.....Eastern (Mass).
*TAYLOR, C. A..Richmond, Fredericksburg & Potomac.
TILTON, J. A.....Cleveland, Mt. Vernon & Columbus.
*VAN BENTHUYSEN, C. B. ..New York & Albany Day Line Steamers.
*WALDO, J.....Houston & Texas Central.
WENTWORTH, HENRY C.....Michigan Central.
WHITE, W. F.....Atchison, Topeka & Santa Fé.
*WOOD, J. R.....Chicago, Burlington & Quincy.
*WISHART, D.....St. Louis & San Francisco.
*WILSON, E. P.....Cincinnati Southern.
*WRENN, B. W.....Western & Atlantic.
WILLIAMS, D. E.....Mobile & Girard.
*†WELLS, LYMAN.....Northeastern of Georgia.
*†WHITEHEAD, G. A.....Central of Georgia.
*†WILSON, S. C.....New York City & Northern.
*†WALLER, CHAS. J.....Mobile & Ohio.
*ZIMMERMAN, D. M.....Camden & Atlantic.

Mr. Hickson and the Grand Trunk Railway.

The publication of a new journal, The *Commercial Traveller*, was started this month at London, Ontario. It will be published monthly, and while being especially devoted to the community of Commercial Travellers, will at the same time be identified with general mercantile and railway interests. It starts at an opportune moment, when renewed activity in Canadian industries is so conspicuously apparent, and promises to be a sprightly and valuable feature of provincial journalism. From the first number we quote the following interesting sketch of Mr. HICKSON, the widely known railway manager, and facts concerning what he has done for the Grand Trunk Railway:

Mr. Hickson was born in England in 1830, and began his railroad life when a boy as an apprentice in the York, Newcastle and Berwick Railway. He afterwards became assistant to the General Manager of the Manchester, Sheffield and Lincolnshire Railway at Manchester, and while thus engaged attracted the attention of Sir Edward Watkin, then commissioner and afterwards President of the Grand Trunk Railway.

Mr. Hickson was appointed by him to the position of Chief Accountant of the Grand Trunk in December, 1861, and afterwards to that of Secretary and Treasurer. In the performance of the duties which this latter office entailed, Mr. Hickson found ample scope for that financial and administrative ability which has since met with such general recognition. For nearly twenty years it was his task to battle against what often appeared to be insuperable obstacles, but his skill, knowledge and energy were always in the end victorious, and he had the happiness of preserving the Grand Trunk to its original shareholders when so many lines were thrown into liquidation and the owners deprived of their property. In 1874 Mr. Hickson was promoted to the responsible position which he has since filled. The first service which he had to perform in his new capacity was to effect the change of gauge of the road east of Montreal, so as to complete its uniformity throughout with that of its connections, and to enable cars to go through without change of bulk.

Mr. Hickson's management has been highly successful. When he joined the Grand Trunk Railway in 1861 its traffic earnings were, for the year ending June 30, $3,476,773. In 1879, the revenue had increased to $8,476,566. In the former year the passengers carried were 722,086, and in the latter, 1,973 519. In 1861, the freight amounted to 695,266 tons, and in 1879 to 2,871,225 tons.

It is impossible to write of Mr. Hickson's administration without some mention of the Chicago extension, of which he is President, as well as of the Michigan Air Line. For years it had been agreed by all those who had given any thought to the subject that without this extension the Grand Trunk was so trammelled that it might be completely crippled by its rivals as to the business from Chicago and points beyond, besides having also to contend with the rival enterprises in Canada, some of which have been built by government aid. The financial question, however, loomed threateningly up whenever any attempt was made at a settlement of the difficulty, and it was in this connection that Mr. Hickson's practical experience and skill came to the rescue, and for him was reserved the solution of so important and urgent a problem. It was at this time he negotiated the sale to the Government of the Dominion of Canada of the unremunerative River du Loup Line for $1,500,000. What makes Mr. Hickson's administration so especially satisfactory is the contrast afforded by its results to the issue which had long been predicted by a large portion of the Canadian press and public, with whom it was a foregone conclusion that the Grand Trunk, like so many of its American confreres, must go sooner or later into liquidation. Under less efficient management the line assuredly would have shared the fate so abundantly foretold for it, but energy, economy and vigilance saved it from the ruin that has in recent years overtaken so many other railway properties, and won for Mr. Hickson a high reputation.

To the shareholders it must certainly be some consolation, after their long run of misfortune, to know that their finances are controlled and their road administered by a thoroughly honest master mind, whose victories over circumstances that would have daunted even men not wanting in skill or courage, constitute his claim to continued confidence, and whose past successes are a guarantee of a fair future yet in store for the Grand Trunk. The first effects of the opening of the Chicago connection which took place late in February, and while it was still so defective in equipment, will be an increase of over three-quarters of a million in the traffic for the portion of the half year, after taking into account the loss of the revenue for the 118 miles sold to the government last August. The payment of the dividend on the first, with good prospects for the second preference stock, will be thus assured, which is an event unprecedented in the history of the company.

☞ Notification of an important change in the railway policy of the Queensland Government has been made. Until recently the Government have followed the plan in force in the Australian colonies generally of borrowing money for the construction of lines. Now the Melbourne Argus says, they have determined to adopt the American land-grant system. During his recent visit to London, Mr. M'Ilwraith (the Premier) found that English capitalists were willing, and even eager, to make Queensland railways on these terms.

☞ The importations of this port last week amounted to $12,797,557, one of the heaviest weeks the port has ever known. The importations for the corresponding week of last year were $7,179,688.

Common Law.

RAILROADS.—CONTRACTS AGAINST PUBLIC POLICY.

In the case of the Western Union Telegraph Co. vs. Union Pacific R. R Co., decided on the 30th day of June, 1880, in the U. S. Circuit Court, District of Kansas, it was held that a provision in a contract between a telegraph company and a railroad company, to the effect that the telegraph company will transmit the family, private and social messages of the executive officers of the railroad company free, is against public policy, and immoral, and taints the entire contract, so that a court of equity will not enforce it, or grant any relief to a party claiming under it

The Court said: "The officials of a railway company are quasi public officers. Their duties are of a fiduciary character. They are in an important sense trustees. To pay them individually anything of value for executing a corporate contract, is grossly unlawful, and taints such contract with moral turpritude. Vast interests in which the public, as well as the immediate parties, are deeply concerned, are entrusted to the control and management of such officials; and in my judgment there are important considerations of public policy which demand that courts of justice shall hold them to a strict account, and shall never for a moment recognize as valid a contract obtained by paying, directly or indirectly to such officials any considerations, whether large or small.

THE FIRST NATIONAL BANK OF LOCK HAVEN VS. MASON.

M. kept an account in his own name in a National bank. The bank notified him not to draw any more against his account, as they proposed to hold it for the security of an indebtedness of T. & M., whose money the deposit they alleged really was. Held, that the bank had no right to claim as between themselves and their depositor that the deposit belonged to any one else except the depositor.

Error to Court of Common Pleas of Clinton county, Pa.

Opinion by Paxson, J. June 19, 1880.

It is well settled that money deposited in a bank to the credit of A, may be shown to be the property of B. It may be reached by attachment on the part of the judgment creditors of B., or its payment by the bank to A, may be stopped by a proper notice on the part of B that the money belonged to him.

But the bank, the depository, cannot set up an adverse title to defeat the suit of its own depositor. Having received it as the money of plaintiff, and given him credit therefor, the bank is estopped, in the absence of any notice from or claim by the real owner, from disputing plaintiff's title. Having received the money as the money of the plaintiff, they are bound to pay it to him or upon his order. Such a contract is implied from the fact of the deposit.

It is clearly against public policy to permit a bank that has received money from a depositor, credited him therewith upon its books, and thereby entered into an implied contract to honor his check, to allege that the money deposited belonged to some one else. This may be done by an attaching creditor, or by the true owner of the fund, but the bank is estopped by its own act. A departure from this rule might lead to novel results and embarrass commercial transactions.

Judgment affirmed.

RAISED BANK CHECKS.

A bank, upon whom a check is drawn, is bound, at its peril to know the handwriting of the drawer, and if it pays a check to which the signature of the drawer is forged, it must suffer loss as between itself and the drawer or an innocent holder to whom it has made payment. Nat. Park Bank vs. Ninth Nat. Bank of New York 46 N. Y. 77. But the responsibility of a bank, which pays a forged check, for the genuineness of the drawers signature is absolute only in favor of one who has not, by his own fault or negligence contributed to the success of the fraud or to mislead the bank. Ellis vs. Ohio Ins. Co., 4 Ohio St. Rep. 628; National Bank of North America vs. Bangs 106 Mass. 441.

There is no presumption that the bank is acquainted with the handwriting in the body of the check, inasmuch as checks are often filled up in the handwriting of persons other than the drawer and with which the bank, the drawee, is not presumed to be familiar, and may have no opportunity to become acquainted. Bank of Commerce vs. Union Bank 3 N. Y. If the rule were otherwise, a bank never could safely pay a check filled up in a handwriting that was new to it until it had first satisfied itself by inquiry from the drawer whether the check had been properly drawn. This would result in such delay and inconvenience as to greatly interfere with commercial transactions which are so largely carried on by means of checks. The rule is settled in most states that if a bank, in good faith and without negligence pay to an innocent holder a check, which has been fraudulently altered in amount, after it left the hands of a drawer it will ordinarily be entitled to recover back from the person, to whom it has been paid, the excess over the true amount of the check. Bank of Commerce vs. Banking Association of New York, 55 N. Y. 211.

But were the alteration be made in such a manner that on the face of the check there appears enough to excite a reasonable suspicion of fraud, or if the bank has information which would lead a prudent person to suspect that the bill had been altered, it would be doubtless the duty of the bank to decline payment until the doubt was removed. Redington vs. Woods 45 Cal. 406.

COMMON CARRIERS.

In Pennsylvania Co. v. Miller, 35 Ohio St. 541, it was held that: (1) The implied undertaking of a carrier to insure the safety of baggage does not extend to the contents of a trunk, consisting of samples of merchandise, which the passenger, a travelling salesman, carries to facilitate his business in making sales. (2) But the carrier by taking the property into his charge and putting it in his warehouse for safe-keeping, assumes the relation of it of an ordinary bailee, and he is bound to take such care of the property as a man of ordinary prudence would of his own, under like circumstances. Counsel cited in support of the first holding: "Macrow v. R. R. Co. L. R. 6 Q. B. 612; Railroad Co. v. Shepperd, 8 Exch. 30; Cahill v. Railroad Co., 13 C. B. 818; Wilson v. Railroad Co., 53 Me. 60; Weeks v. Railroad Co., 72 N. Y. 50; Railroad Co. v. Carrow, 73 Ill. 348; Alling v. Boston and Albany Railroad Co., 126 Mass. 121. In support of the second holding, counsel cited: Mich. S. and N. Ind. R. R. Co. v. Oehm, 56 Ill. 293; Camden and Amboy R. R. v. Baldauf, 16 Penn. St. 67; 2 Redf Am. Railway Cas. 267; 2 Smith and Bates' Am. Railway Cas. 357; Minter v. Pacific R. R. Co., 41 Mo. 503; Butler v. Hudson River R. R. Co., 3 E. D. Smith. 571; Hannibal R. R. Co. v. Swift, 12 Wall, 262; Dexter v. Syracuse, Binghamton and New York R. R. Co., 42 N. Y. 326; Phillips v. Earl, 8 Pick. 182.—Albany Law Journal.

Mexican Railroads

A dispatch dated Mexico, Sept. 10th, says that President Diaz has finally settled the propositions for railway connections, and then adds:

He will concede the road to the Pacific Coast to the Palmer party; the road to El Paso to the Symon party, and the road to Laredo, with a branch from San Luis Potosi to Tampico, to the Southern Pacific Railroad Company. This arrangement has caused much dissatisfaction among the various railroad interests. General Palmer wanted the road to El Paso for a connection with the Denver road. The Vera Cruz Railroad Company is greatly excited, because the Tampico branch will cut off half their business. The arrangement may still be changed. President Diaz has not yet signed the papers. The Vera Cruz Railroad Company has published the following report of the receipts of the road: 1876, $2,175,000; 1877, $2,700,000; 1878 $2 895,000; 1879, $3,256,000. The receipts for the first five months of 1880 were $1,512,000. The dollars are silver, worth about 88 cents each.

Notes from Boston.

—Work on Chelsea Bridge is being pushed forward with great energy, both on the Boston and the Chelsea sections. The Lynn and Boston Railroad are now using their tracks on the Boston section, and a few weeks will see the structure completed and open for general public travel.

—The Boston and Maine Railroad is to have a double track the entire distance from Portland to Boston.

—The Nantasket Beach Railroad Company has discontinued trains for the season. Before next season the road will be extended to Tudor's Point in Hull, and will also connect with the Old Colony Railroad at some point near Weir River. The steamboats will run to the beach until the 1st of October.

—The Water Power Company has completed the arrangements for the sale of all its remaining lands north of the Boston and Albany Railroad for $700,000. This will cancel one-quarter of the debt, leaving it about $2,100,000.

Counterfeit Note List.

HOW TO USE THE LIST.

All Paper Money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the following list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,009 to 19,088
Lynn, Mass	*National City Bank*	121 to 150	66,797 to 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 to 750	19,009 to 19,088
Lynn, Mass	*National City Bank*	121 to 150	66,798 to 66,825

† The date on this note is incomplete, it reads simply "U 15th, 1865."
‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2319; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

Personal.

—An organization to be known as the Brotherhood of Switchmen and Firemen has been organized at Indianapolis.

—Eugene H. Angamar, of New Orleans, has patented an improved apparatus for removing snow and ice from railroads and streets by heat.

—The next meeting of the Railroad Claim Agents' Association is to be held in Chicago on the second Wednesday in January, 1881.

—D. D. Robertson has been elected President, J. H. Wells Vice President, and R. McKeon Secretary of the Master Car Painters' Association.

—James C. Clarke, General Manager of the Chicago and New Orleans Railroad, who has recently been to Baltimore, has returned to New Orleans.

—W. W. Scranton, General Manager of the Lackawanna Iron and Coal Company, has resigned, and C. F. Mattes has been appointed to take charge of the works.

—B. F. Techenor has been appointed Chicago Agent of the Passenger Department of the Wabash, St. Louis and Pacific Railroad, with office at 85 South Clark Street.

—Sol. Haas has been appointed General Freight Agent, and A. Pope, General Passenger Agent, of the Seaboard Air Line, Piedmont Air Line and the Atlantic Coast Line.

—H. C Whiting has been appointed Superintendent of the San Francisco and North Pacific Railroad, vice A. A. Bean, resigned; appointment dating from September 1.

—N. K. Elliott has been appointed General Superintendent of the Vandalia Line, with office at St. Louis. Alonzo Robbins succeeds Mr. Elliott as Master of Transportation.

—The United States Court has authorized Louis Genis, Receiver of the Illinois Midland Railroad, to purchase four engines for the use of the road, not to exceed in price $10,000 each.

—Hugh J. Jewett, President of the New York, Lake Erie and Western Railroad, arrived in this city on the 20th inst. from Europe, in the steamship Baltic of the White Star Line.

—George M. Serpell has been appointed Master of Transportation of the Pittsburg Division of the Baltimore and Ohio Railroad. Mr. S. has been engineer and roadmaster of the Division for many years.

—H. F. Hawley has been appointed Assistant Superintendent of the Chicago Division of the Chicago and Alton Railroad, with headquarters at Bloomington, Ill. He will have charge of train-men and the distribution of cars.

—Mr. Fred Heakes, Genl. Passenger Agent of the Evansville and Terre Haute R. R, and Mr. T. W. Venneman, General Ticket Agent, of Evansville, Indiana, were among the western attendants at the National Railway Club rooms this week.

—Sheldon Fish, of Chicago, has been appointed by Judge Drummond Receiver of the Chicago and South Atlantic Railroad Company under a bond of $25,000. He is given the usual power to take possession, collect debts and generally take charge of the property.

—Manager G. Clinton Gardner and Treas. Austin Bond of the Troy and Greenfield Railroad drove from North Adams to Albany last week with Gen. Jas. H. Wilson of the New York and New England Railroad to examine into the feasibility of building a railroad from Albany to the Mass. State line.

—Several of the employes of the Pittsburg, Cincinnati and St. Louis Railway Company have formed an association, with William Mitchell as President, to assist each other financially. The principal object of the association is to protect the members from garnishee processes of collecting bills.

—Joseph P. Wiswall, of West Troy, and recently of the Metropolitan Elevated railway, New York, is superintendent of construction of the new Saratoga Lake railway, acting directly under the orders of President Burt. They have over 200 men at work on the excavations and forty teams. Two hundred more Italian laborers are daily expected.

—At a meeting of the Executive Committee of the Mexican Central Railroad in Boston, on the 15th inst., Rudolph Finke was unanimously chosen General Manager of the road. A telegram was read from the chief engineer, now in Mexico, stating that the Government had signed the contract and decree giving the right to build the road to El Paso and confirming the subsidy. An assessment of 10 per cent was ordered, payable October 7.

—At a meeting of the Railway Travelling Auditors' Association, held in Chicago on the 15th inst., the following officers were elected: M. S. Salisbury, of the Michigan Central, Detroit president; R. S. Lukenbill, of the Louisville and Nashville, Louisville, Ky., vice president; Robert Shaw, of the Flint and Pere Marquette, East Saginaw, Michigan, secretary, and W. M. Adams, Illinois Central, Chicago, treasurer. The object of the organization is comparison of methods and ideas, social intercourse, etc. The next meeting is to be held the second Wednesday in September, 1881.

The Belgian State Railway System.

At the close of 1878, out of a total length of 5,710 miles of rails (not track) in its roads, only 2,355 miles were of steel. The average number of miles run by a freight car on these roads in 1878 was 5,947; of a passenger car, 23,104 miles; of a locomotive, 19,000 miles. The average number of cars per express passenger train was 10.4; per ordinary passenger train, 9.8; per freight, 25. The average receipt per mile was $1.28; the expense, 77 cents; the profit, 51 cents. The average number of passengers per car was nine; per passenger train, 70.51—the latter much larger than the average in this country, which is not more than fifty. The average passenger journey was only twelve and a half miles, and 22.7 per cent of the seats were occupied on an average. The average actual load of loaded freight cars was 0.17 tons, of freight cars almost exactly 100 tons (99.96) of 2000 pounds, and the average distance freight was hauled was 43.7 miles. The average load was 42 per cent of the capacity of the freight cars. Of the passengers, less than 5 per cent were first-class, but they yielded 19⅓ per cent of the passenger earnings; 13 per cent were second-class, yielding 22¾ per cent of the earnings, and 82 per cent were third class, yielding 58 per cent of the earnings. The average receipt per passenger was only 15 cents; the average receipt per passenger per mile, 1.16 cent—the lowest in the world, probably, except on some of the East India railroads. Nearly 60 per cent of the whole passenger mileage is on round-trip tickets or at other reduced rates. The average receipt per passenger per mile for passengers travelling at full rates was 1.46 per cent, while about 7 per cent of the whole passenger mileage was made by passengers riding on various kinds of commutation tickets at the average rate of only 0.4 cent per mile, and travelling an average distance of eighty seven miles. The average rate per ton per mile was 1.4 cents, while the average in the State of New York the same year was 0.999 cent. The earnings of the State system per mile of road were $13,217, 12¾ per cent of which was from passengers and 8⅛ per cent from express, baggage, &c., carried on passenger trains. The expenses were 59.8 per cent of the receipts, leaving the net earnings $7,904 per mile. The State in 1878 worked 1,372 miles of road and the same year 919 miles in Belgium were worked by fifteen different companies, one of which has 280 miles and one 100 miles of road, but no other so much, and eleven had forty miles or less. The average gross receipts of these companies were $7,718 per mile (not three-fifths of the State railroads' receipts), the percentage of expenses 56¾ and the net earnings $3,350 per mile.

Petersburg Railroad.

In the suit of Atkins, Brothers & Co., William Burkhardt, J. Wilcox Brown, surviving trustee, and Thos. Branch, trustee, vs. the Petersburg Railroad Company et al., Judge Hughes, in the U. S. Circuit Court for the Eastern District of Virginia, on the 9th inst., entered a decree ordering the sale of the road to satisfy certain judgments obtained, the priority of which are specially set forth in the decree. The decree allows until January 17, 1881, for redemption by the company. The terms of the decree not being complied with, it is directed that the sale be advertised for sixty days, and that the purchaser shall deposit $10,000 as a pledge of good faith. After the sale the report thereof will be held thirty days for exceptions, after which time, if the sale is confirmed, the road will be turned over to the purchasers. The road extends from Petersburg, Virginia, to Weldon, N. C. It is currently reported that the company defendant may be ready, either at the October term of the court or the January term, to make such an exhibit of the condition and earnings of the road as to present a case for a suspension of the sale; but up to this time, no sufficient cause having been shown to prevent a sale, the decree has been entered as the merits of the case required.

☞ More than one third of the entire number of miles of railroad in the world last year was operated in the United States. The AMERICAN RAILROAD JOURNAL during its fifty years of railroad chronicling has seen the railroads of this country grow from less than one hundred miles into more than eighty-six thousand. The number of miles of railroad in the whole world in 1879 was 210,000. The number of locomotives in use was said to be 105,000 representing about 30,000,000 horse power.

☞ The forty-ninth annual exhibition of the American Institute is now in full and successful operation in this city. It was opened under the most favorable auspices, with one of the finest displays that has been presented for years. In the machinery department especially there are abundant evidences that it has been a stimulating year for inventive skill.

☞ The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions and tallow from the United States during August, 1880, were $10,903,617, and during August, 1879, $8,173,174. For the eight months ended August 31, 1880, $92,875,046, and for the same period in 1879, $75,246,601.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	111
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	933,000	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	(15)
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,300,000	7.3	Jan. & July.	New York.	1896	122
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	108½
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	31
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	112½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119½
Land Grant Mortgage (gold)	3,115,500	7*	April & Oct.	Boston.	1900	115½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	108
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	95
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	758,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'90	579,500	6	Jan. & July.	Baltimore.	1890	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	100½
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1888	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1888	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1885	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Philadelphia.	1885	105½
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	670,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	104½
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	113½
	357,200	6	" "	"	1893	105½
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	35½
1st Mortgage, guar. by Erie	5,000,000	7	" "	"	1900	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	Boston.	1890	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	117½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	123½
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	87
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,250,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov.	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1888	....
Buffalo and Erie:						
Mort. bonds (ass'd by L S & M S)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	125
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	94½
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	—
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	.....	...	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	570,500	8	" "	" "	1899	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,805,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	6,000,000	7*	Jan. & July.	New York.	1891	107
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,500,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	400,000	7*	Jan. & July.	Philadelphia.	1893	120
2d Mortgage	497,000	6	April & Oct.	"	1890	108½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	94½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,300,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	286,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.	"	88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107½
1st Mort. (W. to Minn. Lake)	1,300,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(Ca' NW):	$					
1st Mortgage, 1st Div. $10,000pm	679,000	7	Feb. & Aug.	New York.	1891	112¾
1st Mortgage 2d Div. $10,000 p.m.	582,000	7	" "	" "	1894	116¼
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117¼
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	107¾
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	1890	117¾
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	New York.	1903	102¾
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	83
Consol. Mort. for $25,000,000	15,000,000	7	J. & J. & O.	" "	1899	107¼
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	110¾
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'96	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102¾
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	100
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108¼
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88-'92	106¼
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	109
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	13¾
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	45
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39¾
Equipment Mort. (").	1,000,000	8	" "		1889	50
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.		1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38¾
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.		1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	109
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B"	15,000,000	6*	May & Nov.	New York.	1908	71¾
2d Mortgage	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	330,000	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	123
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115¾
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)	1,551,000	7	Feb. & Aug.	" "	1900	113
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,570,000	8	Jan. & July.	New York.	1883	108¾
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872	1,462,475	7	Jan. & July.	Boston.	1896	122¾
Bonds of 1778, Sinking Fund	615,000	5	June & Dec.	"	1895	101
Five per cent bonds	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 6 p. c. Mort. b'ds(Iowa D.)	600,000	6	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	125
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1890	....
1st Mort. (Ill. Gr. Trunk) guar.	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Riv.)guar.	1,073,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88¾
Chicago and Canada Southern.						
1st Mortgage	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. gurr. C., B. and Q.	1,500,000	8	Jan. & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div) gold	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $2,500 000	2,200,000	8	Jan. & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C.&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.)	640,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage	12,000,000	6*	" "	"	1906	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage	480,000	8	March & Sept.	Boston.	1889	113¾
1st Mortgage	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	115¾
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1906	119
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	114
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115¾
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114¼
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	135
2d Mort. (" ")	1,316,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	111¾
1st Mort. (Mil. and Western) Div.	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)	4,000,000	6	" "	" "	1909	108
1st Mort. (La C. & Dav. Div.)	1,785,000	5	" "	" "	1910	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000	8,433,000	7	Jan. & July.	" "	1905	115¾
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	271,400	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage (193 m.)	2,440,300	7	" "	" "	1885	109¾
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	" "	1892	....
1st Mort. (Menominee River)	560,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	126
General Consol. Gold Bonds	12,343,000	7*	June & Dec.	" "	1902	119
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	246,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1908	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	121¼
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,248,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,072,300	7	June & Dec.	New York.	1890	98
1st Mort. (San., Day. & Cin.S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101¼
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	84
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108¾
2d Mortgage	588,258	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	2,000,000	7*	Jan. and July.	New York.	1891	----
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	122
1st Mort. (C., C. and C. R. R.)	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	854,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds	662,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110
2d Mortgage (" ")	540,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	10,428,000	7	April & Oct.	New York.	1908	94
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	" "	1900	52
Income convertible.....	3,547 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'92-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	581,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	.. ..
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	84
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	684,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,262,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1906	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage.....	300,000	7		"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	.. ..
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,346,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	251,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	106,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	185,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	100½
Convertible Bonds.....	800,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,087,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1890	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	107½
Des Moines and Ft. Dodge:						
1st Mortgage(octpon).....	2,400,000	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)...	770,000	8	" "	New York.	1889	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	...
Detroit & Milwaukee(Gt.W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1878	...
2d Mortgage (").....	1,000,000	8	" "	" "	1876	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1876	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	"	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	"	18.8	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	" "	1896	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	12?
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1869	113½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1893	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	.. ..
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	496,000	7	March & Sept.	Philadelphia.	1908	113
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,800,000	2,999,000	7	Jan. & July.	New York.	1900	113½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
Endorsed Bonds (East T. &Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. &Ga.)	92,000	6	Jan. and July.	" "	1886	...
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'86	..
Company Bonds (" new)	125,400	6	" "	" "	1876	.
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1886	100
Loan of 1867	.....	7	" "	"	1887	...
Loan of 1868.....	.....	6	" "	"	'88-'89	...
Loan of 1869.....	.....	6	May & Nov.	"	1889	...
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,140,500	6*	March & Sept.	London.	1893	...
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	99
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1900	...
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	109½
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	106½
3d Mortgage.....	4,852,000	7	" "	" "	1883	106½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	106½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	152,600	7	Jan. & July.	" "	1891	.
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	120½
1st Consol. Mort. Coup. Bonds.	5,688,000	7*	" "	" "	1920	88½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	105½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1884	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	225,000	7*	Jan. & July.	"	1908	.. ..
Fall River, Warren & Prov.(B&P)						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly 8. F. ($25,000 p m.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & Kalag.)guar.	100,000	10	Jan. & July.	Newark.	1882	...
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1 900,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	86
Construction Loan.....	280,466	8	Jan. & July.		1876	..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1899	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. & Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1890	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1899	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1900	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1893	103½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1899	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	113½
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1900	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	....	....
3d Preference Bonds £7,168,910	35,819,550	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1885	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,336,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	109
1st Mort. (Q. & Palm. R. R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R. R. 55 m)	1,200,000	10	Jan. & July.	" "	1891	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1885	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.82 m. skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F. & P. M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300,000	8	April & Oct.	Brad. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	107½
1st Mortgage (Western Div.)	2,365,000	7*	" "	" "	189	105½
1st Mort. (Waco & N. W. Div.)	940,000	7	" "	"	1903	105
Income and Indemnity bonds	1,250,500	7	May & Nov.	"	....	95
Consolidated Mortgage	2,884,000	8	April & Oct.		1912	100½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	116½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,333,000	7	April & Oct.	"	1896	64½
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1898	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1906	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	116
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	77
1st Mortgage Extension gold	5,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64½
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds(")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds(" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lake Sh. (C., D., L. & L. M.):						
1st Mortgage 6's, gar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,980,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	109
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1908	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1883	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1883	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	840,000	8	May & Nov.	New York.	1888	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1900	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & C. B. 78 m) conv.	1,400,000	10	March & Sept.	" "	1902	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1896	....
Consolidated Mort. (260m.)conv.	937,000	7	March & Sept.		1899	113
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L. L. & G)						
1st Mortgage for $3,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	120
1st Mort. (2d Div. 252.94 m.)gold	4,053 000	6*	June & Dec.	" "	1896	118½
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110½
1st Mort. (1,600,000 acres).....	—	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,260	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1895	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,850	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1895	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	99½
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1875	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1897	....
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,433,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon... }		7	Jan. & July.	" "	1900	123½
2d Consol. Mort. for $25,000,000.	18,460,000	7	June & Dec.	" "	1903	118½
Bonds of 1882 (Reg. & Coupon)	3,705,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,358,000	7	" "	" "	1899	120
Reg. Mort. (Clev.,Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	....
2d Mort. (" ")	920,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1895	....
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,505,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1896	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	5,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	800,000	7	Feb. & Aug.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg... }		6	" "	"	1898	118½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	129
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	114
General Mort., registered.... }		6*	" "	"	1923	115½
Lewisb., Centre & Spruce C.(P.& E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,400,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	82
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101½
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	" "	New York.	1896	....
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	101
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1898	....
General Mortgage.....	775,000	7	" "	New York.	1899	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,854,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept.	New York.	1900	....
2d Mortgage.....	800,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	276,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	100
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'86	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch).....	1,000,000	7	Mar. & Sept.	" "	1907	106
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	118½
Louisville Loan.....	850,000	6	" "	" "	'85-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1893	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga.R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1897	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1880	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 200	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	180 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	115
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	115
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	80½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	43½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	118½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1893	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1900	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,223,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1895	90
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,500,000	6*	Jan. & July.	New York.	1908	103
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	124
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	"	1890	113½
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	100
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400 000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	750,000	7-	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1890	....
Mineral Point						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7-	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L (B., C.R. & N.)	$					
1st Mortgage gold, guaranteed	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N.O.St.L. & Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1890	....
1st Mort. (Tebo & Neosho) S.F.	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	103½
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.	1,182,000	7	" "	" "	1906	58
Third Additional Consol. Mort.	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds	32,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103½
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	82
Second Preferred Debentures	1,850,000	7		"		50
Third Preferred Debentures	600,000	7		"		35
Fourth Preferred Debentures	900,000	7		"		36½
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,800	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	132½
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	115
Convertible bonds	384,000	7	Jan. & July.	" "	1900	103
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	114½
Special Mortgage	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	113½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.).	1,000,000	4	" "	"	'81-'91	....
New Mortgage	4,700,000	7	" "	"	1913	110½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111½
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1893	103
Newark & New York (C. of N.J.).						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	360,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willim.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y. & O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond	1903	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York	1899	89½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1891	....
Consol. Mort. for $7,000 000	5,300,000	7	April & Oct.	"	1908	....
Income Mortgage	758,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $3,000 000	1,200,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	393,000	6	April & Oct.	New York.	1895	101½
2d Mortgage	493,000	7	June and Dec.		1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt.N. (N.O.St.L. & C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1918	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106
Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	892,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,891,300	6	June & Dec.	" "	1887	112
2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $20,000,000	18,465,000	7	Jan. & July.	" "	1903	130½
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	150
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	129½
New York Elevated:						
1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000	1,000,000	7	Jan. & July.	"	1890	....
Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1858	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	282,500	8	" "	"	1899	....
North Missouri (St. L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1888	107
2d Mortgage	1,500,000	7	May & Nov.		1896	117
General Mortgage	2,035,000	7	Jan. & July.		1903	114
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	109
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	116
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered	206,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	110
Consol. General Mort. Coupon.	1,836,000	6*	" "	"	1894	....
Second General Mort. coupon.	3,000,000	5	" "	Baltimore.	1926	90½
Second General Mort. coupon.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
2d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H. & E.):						
1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	116
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	116½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1883	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	104
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1886	110
Plain Bonds	32,000	5	" "	"	1884	103½
Plain Bonds	1,450.000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	102½

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	103
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	. . .
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1907	...
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	120½
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (O., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'88	....
Consolidated Mortgage	338,000	7	Mar. & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	122½
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107½
2d Mortgage sinking fund	2,560,000	7	Jan. & July.	" "	1891	109½
3d Mortgage	4,500,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1895	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T. W. & W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	1900	122
General Mortgage, registered.		6	" "	"	1910	123
Consolidated Mortgage	28,201,540	6*	Jan. & July.	London.	1905	117½
State lien for $7,500,000, stg fd.	4,091,678	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	107½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia	1903	....
2d Mortgage	19,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,000,000	7	" "	"	1906	123
Peoria & Bureau Val. (C. R. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec.	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'78-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	2,000,000	7	Jan. & July.	Philadelphia	1888	114
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	...
Philadelphia and Reading:						
Loan of 1°66, debenture	1,128,500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-46 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mortgage Loan of 1836, stg	382,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1856, stg	134,400	7*	" "	"	1898	....
Consolidated Mortgage June 1, 1871	Do'lar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115½
	Dollar registered	3,339,000	7	" "	"	1911	115½
	Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	104½
	Gold or stg reg.	663,000	6*	" "	"	1911	107
	Dollar coupon	305,000	6*	" "	Philade phia.	1911	102½
New deben. loan, conv.		10,496,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)		19,686,000	6*	Jan. & July	" "	1908	71½
Income Mortgage of 1876		2,218,000	7	June & Dec.	Philadelphia.	1896	82
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000		18,038,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed		1,731,800	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,155,600	7	Feb. & Aug.	Philadelphia.	1896	75½
Funding Income		315,933	7	" "	"	1896	....

Description of Bonds.	Amount.	*	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	...
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1900	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	110
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	134½
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	880,000	7	Jan. and July.	" "	1912	127
2d Mortgage (Series H)	880,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	880,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	880,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	880,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	880,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July	Baltimore.	1898	110
1st Mort. (Turtle Cr. Div. 10½ m)	326,000	6	Feb. & Aug.	Pittsburg.	1890	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	...
New Mort. gold, for $3,500,000	1,853,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1890	....
Income bonds	1,500,000	6*	" "	" "	1890	....
Portsmouth, (Ft. Falls & Conway):						
Bonds guar. by Eastern R. R.	496,000	4½	June & Dec	Boston.	1967	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $500,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1830	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	840,000	5	Feb. & Aug.	Boston.	1896	...
Quincy and Palmyra:						
1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	115½
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Bal'h	1896	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1897	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1896	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	800,000	7*	.....	.....	....	...
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,227	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	...
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	80,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1930	....
Rochester and State Line:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgge (W. & R.) Stg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1891	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1894	64
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1891	....
General Mortgage	1,500,000	6	May & Nov.	"	1961	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1886	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	116
2d Mort. (" ")	4,000,000	7*	May & Nov.	" "	1897	105½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	105
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	648,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	118½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	107½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	115½
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	79½
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	6*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (L S & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	2,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	113
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H) & L:						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,621,000	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'83-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'73-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1868	....
2d Mort.	200,000	7	" "	" "	1880	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	100
3d preferred bonds	452,800	6	" "	" "	'84-'90	97
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	100½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	350,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1867	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1891	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	900,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	136
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	92½
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	66
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110½
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	108½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	109½
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	101
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	104
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1879	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	39
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	102½
Consol. 2d mort. gold	2,124,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	260,000	7	Feb. and Aug.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	121
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	116½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	116½
Omaha Bridge Bonds Sterling..	2,225,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K. & T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	87
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	112
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Comp'a's)	154,000	6	Feb. and Aug.	"	1883	96
3ond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Ster'g S.F. £262,000 (C. & Am.'	1,310,000	6g	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	116
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage { 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage { 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage { 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M. & O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y. & Lynch.	1873	..
3d Mortgage	990,000	6	" "	" "	1884	101½
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	34,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105½
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1898	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	92
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	109
3d Mort " ")	1,200,000	6	Jan. and July.	"	1875	109
3d Mort. " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " ")	700,000	8	March & Sept.	"	1890	60½
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	317,932		Jan. and July.	"	'92-'98	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Mem	11,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,500,000	256,000	7g	Apr. and Oct	" "	1901	35
Westchester and P'ns.....:						
General Mortg...e tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	120
Western North Carolina:						
1st Mortgage.....	865,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M. & W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	602,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	109½
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	111
1st Mort. endor. by Balt.....	300,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	114
2d Mortgage preferred.....	600,000	6	" "	"	1895	104
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	115
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	108½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	115
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	5,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	6	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,300,000	7	June & Dec.	Baltimore.	1900	103
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	15
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1861	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	112½
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,710,000	7	Jan. and July.	New York.	1887	109½
2d Mortgage $12,000 p. m.....	1,610,000	7	May and Nov.	" "	1907	113
Extension mortgage bonds.....	4,225,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						99½
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,998,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1900	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	74
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1880	3,500,000	7	Jan. and July.	New York.	1884	107
reg. { 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	114
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	115½
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,770	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	103½
1st Mortgage, registered	5,281,963	6	J. A. J. & O.	"	1884	103
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110½
Mortgage (equip.) Loan, gold....	4,558,500	6g	June & Dec.	"	1897	103
Consolidated Mortgage.....	1,116,080	7	" "	"	1911	120
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	89½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph. & Rdg):						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	98½
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	70
Improvement bonds.....	260,000	6	May and Nov.	"	1230	....
Boat and Car Loan	766,650	6	" "	"	1913	76
Boat and Car Loan	621,600	7	" "	"	1916	90
Coupon Bonds.....	1,200,000	6	Jan. and July.		1898	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July	Phil'a. & Balt.	1885	....
2d Mortgage (Susquch. Canal)	1,311,000	6	"	"	1878	....
Pref. Int. B'ds (" ")	324,810	6	"	"	1894	76
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1893	....
West Branch & Susqua. (Penn.):						
1st Mortgage.....	400,000	6	Jan. and July.	Philadelphia	1874	....
2d Mortgage.....	595,000	6	"	"	1881	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	96.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,350	.....	229,136	89,918	—	100	....
Dec. 28, 1879	200.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	5,613,000	1,750,000	891,195	.....	362.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq.†(D. & H.)..New York.	7,374,745	1,698,693	845,023	.....	3,500,000	6,045,000	373,461	—	177.2	692,461	293,623	485,336	1,006,211	456,579	7	100	111
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,784	2,413,863	681,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	375,531	2,126,643	1,910,222	915,726	—	50	.....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	.....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,888	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	.....
Dec. 31, 1878	148.6	2.1	12.1	—	10	6	5	361	Atchison and Nebraska.....Kan. & Neb.	4,371,736	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	166,718	449,279	125,548	—	100	80
June 30, 1879	470.4	—	41.6	—	30	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,346	769,128	868.5	1,781,972	217,106	611,086	3,950,868	2,085,676	—	100	119
June 30, 1879	30.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia.	1,192,636	.....	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West. N.Y. Penn. & O.	89,236,462	*	11,982,758	1,985,380	34,675,804	67,220,893	6,925,537	—	512.0	4,358,182	919,064	2,662,830	3,745,207	675,849	—	100	....
Dec. 31, 1878	227.0	118.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,829	1,013,294	4,476,677	3,566,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	408.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,032,955	2,051,625	7,121,900	14,565,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt	3,484,000	.....	.....	.....	5,000,000	3,484,000	288,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	188	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	13,116,258	57,806,252	3,031,492	18,277,309	37,670,350	5,819,729	37,111,919	557.3	3,303,055	.....	.....	8,563,957	4,089,612	8	100	172
Sept. 30, 1878	31.0	—	37.8	—	—	—	—	—	Washington branch † .....Maryland.	1,650,000	.....	.....	114,332	1,650,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	5,343,715	.....	.....	.....	5,680,685	.....	2,668,080	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	66
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	.....	.....	.....	1,508,450	7,744,000	3,425,853	.....	262.6	1,349,681	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	26	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,838	64,638	3,533,250	6,500,000	288,385	—	90.2	571,469	209,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	33,000	1,500	—	9.0	18,864	13,664	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.) Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	.....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,124	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	201.6	48.0	178.6	—	243	184	55	4,907	Bennington and Rutland.....Vt.	1,475,000	.....	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9¾ mos.)	.....	168,584	68,297	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,426,060	321.7	5,024,183	5,200,641	2,642,555	6,633,533	2,219,536	8	100	150
Mar. 31, 1879	98.5	72.3	19.0	17.0	30	27	16	672	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	135,063	104,752	721,301	156,229	70,219	—	100	....
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	20
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,890	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	682,485	165.8	.....	.....	.....	590,550	201,612	6	100	95
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,985,843	604,122	1,078,411	307,878	2	500	894
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Maine.....Mass., N. H. & Me.	5,613,216	1,242,230	1,040,044	206,369	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	137
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line.....Conn.	2,522,798	*	9,164	77,615	2,945,231	500,000	509,535	54,511	53.6	287,486	99,429	170,314	282,861	77,660	—	100	44
Sept. 30, 1878	8.8	—	1.5	—	6	33	—	16	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,326	249,200	1,000	243,649	60,011	8.8	104,086	686,888	.....	181,265	87,324	2	100	100
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.0	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,786,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	168.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,061,819	6,030	230,609	1,971,450	2,807,500	701,079	338,434	120.5	509,791	199,122	599,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,853,473	.....	.....	.....	943,800	1,099,707	.....	197,696	67.2	162,729	101,024	138,227	221,550	49,998	—	100	....
Jun. 30, 1878	262.6	168.1	30.0	22.0	87	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	64
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,280	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,683	379,379	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,823	25,007	33.9	23,976	6,592	.....	15,150	4,245	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,261,700	*	.....	.....	1,793,700	3,438,000	200,000	—	142.3	233,048	.....	.....	137,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.8	—	19	11	3	389	Cairo and St Louis (3 ft.).....Ill.	7,828,520	*	.....	.....	4,456,000	2,500,000	25,748	—	146.5	284,210	79,382	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	228,171	.....	157.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	168	California Pacific (C. P.).....California.	18,800,673	393,014	131,150	390,890	12,000,000	6,850,000	1,498,690	—	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,658	369,417	67.0	278,180	.....	.....	399,061	121,213	—	50	60
June 30, 1878	72.6	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,375,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	...
June 30, 1878	29.2	69.0	61.6	—	42	25	17	2,085	Canada Southern..... .....Canada.	22,839,458	*	4,915,026	161,534	16,000,000	11,511,643	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	283,045	—	100	59
Mar. 31, 1879	242.0	—	15.1	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	.....	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,589	.....	.....	420,765	163,969	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.0	—	8.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.0	.....	.....	.....	.....	113,370	—	100	19
Dec. 31, 1878	271.6	—	18.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	133
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,552	506,458	7,500,000	3,617,000	396,718	—	713.6	952,966	.....	.....	2,721,624	1,523,309	2†	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,629	.....	.....	.....	4,921,055	4,325,000	180,545	—	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18768	Central of New Jersey.....New Jersey.	17,161,836	2,851,370	.....	.....	18,563,200	11,850,276	4,208,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,889,526	2,302,770	—	100	73
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	81	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,557	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	91
Dec. 31, 1878	882.8	330.4	169.4	—	237	326	51	4,262	*Centrs. Pacific*†.....Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,258	12,339,278	1,941.0	5,628,444	6,978,188	1,787,642	17,530,858	3,744,740	—	100	73
Sept. 30, 1878	195.0	—	18.0	—	22	17	5	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,182,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,353	88,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.3	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975,421	108,692	486,035	15,950,402	28,258,820	2,127,589	—	425.0	3,233 377	172,175	588,066	1,936,360	341,621	—	100	19
Sept. 30, 1878	58.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,299	322,266	177,285	145,719	2,153,300	826,500	26,342	24.427	58.6	557,059	124,321	419,309	627,588	123,885	1pf	100	58
Dec. 31, 1878	245.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	—	677.8	2,709,406	781,991	1,967,806	4,691,519	2,156,385	7	100	114
Dec. 31, 1878	486.5	1,117	455.8	103.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,655	3,327,845	27,966,816	27,058,725	13,568,334	1,482,847	1,624.1	5,764,874	2,187,020	3,975,910	14,119,666	6,586,580	8	100	129
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,686,109	*	.....	.....	6,156,600	.....	260,334	.....	221.6	313,592	87,572	236,838	538,895	260,947	—	100	79
Dec. 31, 1878	50.8	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,073,985	*	.....	.....	978,985	1,096,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	3	1,228	Chicago and Eastern Illinois...Ill. & Ind.	3,949,594	*	352,407	71,536	323,054	3,714,184	220,611	115,718	182.2	563,439	111,058	498,127	784,536	229,510	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C.&N.W.).Ia.	4,695,900	.....	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,587	10	100	135
Dec. 31, 1878	831.2	681.0	182.0	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.&M.	58,755,184	*	2,848,298	1,480,429	27,683,744	32,088,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	3,451,758	3,659,454	7pf	100	92
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern. Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,385,059	36,514,220	34,598,000	3,241,088	4,342,772	1,616.5	11,135,659	3,328,427	4,265,937	13,420,606	6,316,812	7pf	100	102
Mar. 31, 1879	600.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific. Ill. & Iowa.	34,553,530	*	2,524,005	163,916	20,980,000	9,982,000	11,097	5,367,454	1,125.0	7,646,000	1,500,000	2,286,270	9,409,883	4,829,961	10	100	116
Dec 31 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O.-Ky., T., M. & La.	26,911,501	.....	.....	.....	8,663,550	17,247,851	120,695	.....	571.6	1,818,812	(227,184	(436,158	2,819,019	818,723	—	100	35

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Year ending	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484 3	671 6	—	495	178	86	—	L. S. & Mich. S. N.Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,852	3,420,037	50,000,000	37,024,000	1,925,820	3,246,152	1,176.8	8,767,042	2,746,032	6,098,445	12,979,766	5,959,501	—	100	106
Dec. 31, 1878	98.0	—	2.0	—	—	—	—	—	Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	—	—	375,100	600,000	—	—	25.0	.....	12,400	37,882	27,328	3,912	—	50	....
Nov 30, 1878	161.0	192.2	346.6	—	235	72	86	—	Lehigh Valley..... Pa.	13,802,966	—	16,035,233	1,178,788	11,198,550	15,619,276	1,616,813	2,587,304	202.9	1,420,552	358,536	275,994	1,874,063	961,579	—	50	....
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami ..... Ohio.	6,561,376	*	22,784,411	2,350,670	27,728,855	24,391,000	2,924,178	646,452	202.3	3,547,393	807,482	7,676,955	5,582,738	3,075,811	4	50	106
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* † ..... Ark.	6,000,000	*	490,682	27,421	4,636,300	2,104,000	27,419	811,809	194.9	1,157,971	850,960	624,564	1,228,691	354,621	8	50	....
Sept. 30, 1878	94.9	—	63.0	—	65	152	15	361	Long Island † ..... N. Y.	6,242,603	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	68
Dec. 31, 1878	101.5	63.0	9.4	—	—	—	—	—	Louisiana and Mo. Riv. (C. & A.)..... Mo.	5,248,000	—	.....	.....	2,260,600	1,881,760	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,557,314	497,898	—	50	....
Jun. 30, 1878	174.7	—	28 2	—	31	24	15	443	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	94,688	144,132	1,624,000	1,674,000	.....	.....	101.5	.....	.....	.....	231,290	138,370	—	100	109
Jun. 30, 1878	185.0	280.6	98.8	—	180	75	37	3,239	Louisville & Nashville ..... Ky. & Tenn.	24,006,920	*	7,506,120	803,939	2,007,819	17,400,722	2,562,673	3,304,765	213.5	613,520	327,384	314,262	978,053	294,160	—	100	....
Dec. 31, 1878	288.9	—	26.0	—	22	12	8	459	Louisville, N. Albany & Chicago.... Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	273.4	3,110,247	720,427	2,614,007	5,697,598	2,344,242	8	100	151
Dec. 31, 1878	38.0	5.0	9.2	—	—	—	—	—	Mahoning Coal (A. & Gt. W.) ..... Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	288.3	.....	171,863	.....	621,780	50,141	—	100	100
Jun. 30, 1878	187.3	87.0	183 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)... Ohio.	23,605,983	*	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	91,424	26,569	—	50	....
Jun. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland... Ohio.	3,580,000	*	2,584,932	391,220	3,932,050	11,307,811	7,509,691	.....	312.0	2,272,100	701,122	716,637	1,545,793	266,980	—	50	....
Dec. 31, 1878	63.1	25.4	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*..... Mich.	7,804,961	1,050,376	200,000	3 544	.....	3,530,000	20,113	.....	99.7	171,715	74,140	45,114	110,777	9,467	—	100	....
Jun. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston..... T., M. & Ala.	7,395,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,525	.....	292.0	645,928	.....	188,468	682,412	307,445	—	100	37
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock..... Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n.. T. & Ky.	(No report since reorganization.)								115.0	156,462	.....	.....	208,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central..... Mich.	28,437,988	*	6,159,161	545,173	18,738,204	13,191,000	20,960	3,192,107	803.7	6,812,580	1,433,937	1,530,737	6,872,094	2,707,353	4	100	93
Sept. 30, 1878	156.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western... Wis.	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	132,068	245,025	49,745	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis.... Minnesota.	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,235	263,356	559,350	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.).... Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—	—	—	—	—	Minnesota Valley (C. & N. W.)... Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee.. Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	167,457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	—	—	Missouri, Iowa and Nebraska.. Mo. & Ia.	3,838,149	*	.....	308,672	1,457,223	1,800,000	329,969	559,678	85.0	116,920	39,000	105,000	98,827	8,125	—	100	....
Dec. 31, 1878	576.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas.. M. K. & Tex.	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,961,682	348,458	—	100	31
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific..... Missouri.	16,625,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	761,907	.....	3,964,445	1,660,087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard ..... Alabama.	2,010,311	*	17,000	8,510	1,278,941	1,133,500	5,039	.....	84.0	104,000	31,485	.....	196,008	60,356	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	28	17	10	894	Mobile and Montgomery ..... Alabama.	3,166,261	567,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,188	62,493	.....	680,183	258,391	5	100	....
Jun. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,761	5,320,000	15,484,249	719,729	.....	528.6	1,166,778	233,007	186,538	2,098,500	879,851	—	100	23
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula ..... Alabama.	3,142,909	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	36.0	206.6	—	111	101	37	3,469	Morris and Essex ..... New Jersey.	17,710,791	19,144,940	4,141,925	625,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	110
Sept. 30, 1878	14.5	—	23.5	—	21	28	9	275	Nashua and Lowell..... N. H. & Mass.	948,146	201,688	.....	257,165	800,000	200,000	216,183	90,764	58.7	424,020	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	43.8	—	4.0	—	—	—	—	—	Nashua & Rochester (W. & N.).... N. H.	2,005,800	—	.....	.....	1,205,800	700,000	.....	.....	48.8	.....	.....	.....	98,982	43,275	5	100	59
Jun. 30, 1878	321.0	182.5	45.1	—	47	28	16	1,080	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	14,097,296	*	679,152	329,726	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	66
Jun. 30, 1878	122.3	—	13.3	—	—	—	—	—	Nashv. & Decatur (L. & N.).... Tenn. & Ala.	3,747,557	—	.....	781,582	1,642,557	2,105,000	389,024	89,308	122.8	356,841	77,766	425,257	737,786	337,644	6	100	....
Sept. 30, 1878	56.5	—	19.1	—	13	13	7	93	Naugatuck ..... Connecticut.	1,928,845	224,087	108.797	57,969	2,000,000	.....	20,696	309,002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	21.6	—	1.3	—	3	2	2	86	Nevada County Narrow Gauge..... Cal.	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,956	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville .. Ohio.	1,781,000	*	31,504	78,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3 ft.)..... New Br.	2,031,000	—	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,768	82,340	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	45.0	14.5	—	11	12	3	45	New Brunswick and Canada..... N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	22,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—	—	—	—	—	Newcastle & Beaver Val. (Penn. Co.).. Pa.	534,068	—	.....	.....	505,000	.....	.....	.....	14.9	193,381	130,508	982,560	268,143	126,789	24	100	..
Sept. 30, 1878	83.9	15.1	25.7	—	20	18	8	458	New Haven and Northamp. Conn. & Mass.	4,005,281	796,516	55,358	52,472	2,460,000	2,181,000	381	336,032	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	266	New London Northern (C. V.)... Conn.	2,052,708	231,902	82,628	61,270	1,500,000	687,500	236,993	67,702	100.0	416,067	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile. La., Miss. & Ala.	6,000,000	—	6,525,000	3,525,000	180,989	.....	.....	.....	141.0	.....	131,439	161,046	672,960	367,836	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—	—	—	—	—	New York and Canada (D. & H.). N. Y.	8,153,683	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	218	—	New York Central & Hudson River. N. Y.	82,163,689	17,730,486	29,967,488	.....	89,423,300	39,801,233	552,050	.....	1,018.3	5,298,941	8,947,565	7,695,413	26,406,017	10,288,946	6	100	129
Sept. 30, 1878	24.5	—	1.2	26.8	—	—	—	—	New York City and Northern..... N. Y.	1,775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	17,006,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in Lessees returns.						8	100	195
Sept. 30, 1878	5.5	—	5.5	—	—	351	—	—										5.5									
Sept. 30, 1878	466.0	96.5	2.179	—	475	311	96	11656	N. Y., Lake Erie & Western. N. Y. & Pa.	118,949,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,730,931	4,896,827	6,150,468	15,644,978	5,009 114	—	100	36
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. Y. & Manhattan Beach (3 ft.)... N. Y.	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	181,874	1,066,871	16,740	298,147	138,147	—	100	....
Sept. 30, 1878	85.7	58.2	39.1	100.0	36	65	13	319	N. York & N. England.. M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,362	1,731,635	435,257	1,006,287	197,890	—	100	37
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	39	1,280	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,164,455	1,373,773	1,537,029	15,500,000	.....	475,465	1,940,376	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	170
Sept. 30, 1878	60.6	12.5	57.7	—	24	31	12	252	N. Y., Providence & Boston.. Conn. & R. I.	2,645.02	559,487	1,089,987	.....	3,000,000	1,050,000	218,800	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	129
Sept. 30, 1878	98.5	5.5	.....	—	—	—	—	—	Niagara Br. & Canan. (N Y C & H R.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	North Carolina (R. & D.) ..... N. C.	4,933,778	—	.....	.....	4,000,000	297,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494,022	159,659	6	100	....
Sept 30, 1878	92.0	—	8.1	—	13	13	5	—	Northeastern † ..... S. C.	2,148,131	*	466,223	89,020	4,000,000	100	396,617	484,880	8.0	452,801	141,309	401,922	426,874	107,372	6	100	100
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern ..... New Hampshire.	3,068,400	*	387,960	493,637	3,068,400	.....	.....	.....	322.5	2,036,663	1,380,236	5,903,371	3,722,456	1,118,960	—	50	73
Dec. 31, 1878	137.0	13.0	192.9	—	152	69	42	532	Northern Central ..... Md. & Pa.	12,184,505	4 196,107	5,166,440	560,455	5,842,000	15,303,000	1,328,533	.....	646.0	.....	.....	.....	1,193,382	583,700	—	100	99
Aug. 31, 1878	469.0	136.5	28.0	180.0	48	22	24	5,296	Northern Pacific... Minn. Dak., Wash. &c.	19,588,650	1,115,378	130,694 587	120,347	100,000,000	.....	50,349,761	1,176,193	322.5	2,036,663	1,380,236	5,903,371	3,722,456	1,118,960	—	50	73
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,196	North Pennsylvania (P. & R.)..... Pa.	5,834,418	1,748,208	4,619,567	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,890,319	1,810,278	917,484	1,460,924	573,061	4	50	96
Sept. 30, 1878	59.4	7.0	13.9	—	21	15	7	1,143	Norwich & Worcester..... Ct. & Mass.	3,205,485	179,761	278,037	228,630	2,804,400	400,000	31,928	845,525	66.4	407,889	335,000	403,094	666,883	269,778	10	100	133
Sept. 30, 1878	118.0	6.0	14.0	—	34	16	6	578	Ogdensburg & L. Champlain..... N. Y.	5,677,000	*	.....	.....	5,077,000	894,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	23
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	960	Ohio and Mississippi..... O., Ind. & Ill.	33,961,476	*	50,578	377,737	24,050,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	89
Sept. 30, 1878	249.4	52.4	76.3	—	72	158	27	2,510	Old Colony..... Mass. & R. I.	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,067	3,999,023	681,190	2,077,616	708,278	6	100	117
Dec. 31, 1878	74.2	—	2.4	—	2	2	1	1,311	Omaha and Republican Val..... Neb.	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
ent. 30, 1878	35.0	—	15.6	—	14	13	6	285	Oswego and Syracuse..... N. Y.	1,702,540	*	.....	.....	1,320,400	461,500	8,801	.....	35.0	206,070	136,118	291,874	279,562	74,852	9	100	....
Jan. 31, 1878	125.6	—	8.3	—	17	6	4	492	Paducah and Elizabethtown..... Ky.	4,277,684	*	54,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	852,451	53,277	223,882	819,542	33,266	—	100	....
Dec. 31, 1878	47.6	—	12.2	—	15	24	4	415	Panama..... New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	106
Dec. 31, 1878	67.4	—	7	—	—	—	128	—	Pekin Line and Decatur..... ....Ill.	1,586,448	*	.....	.....	576,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,285	—	100	....

Barrels Made from Pulp.

Barrels made of pulp are among the latest inventions, and, as described by the Detroit Tribune, they are likely to become an important article of commerce. The advantages claimed are lightness, durability and cheapness. The body of the barrel is all made in one piece from coarse wood pulp. The pressure to which it is subjected is 400 tons. The heads are made of one piece in the same way, and when put together the barrels are exceedingly light, strong and satisfactory every way. There are two kinds, one for fruit, flour and other dry substances, the other for oil, lard and liquids of all kinds. A flour barrel made in this way and filled can be dropped from a wagon to the pavement without injury. Fruit packed in these receptacles keeps longer than when put up in the usual way, being dryer and excluded from the air. The barrels for liquid substances are made by subjecting the first form to a simple process, and oil can be kept in them without any leakage. The saving in cost is about 50 per cent. Steps are being taken for the formation of a company to manufacture barrels, tubs, etc., by this new process.

☞ A dispatch from Oil City (Penn) on Saturday last says: "The Titusville and Oil City Railroad will be entirely completed this evening. This road extends from Oil city to Petroleum Centre, on the opposite side of the river from the Pittsburg, Titusville and Buffalo Railroad, and the construction expenses were so economically arranged that it cost but little over $40,000. Passenger business on the Titusville road for August was the heaviest ever known in the history of the company, amounting to $22 500. The gross earnings were about $56 000, or 40 per cent more than any month of 1879, and 50 per cent more than in August of that year."

☞ Articles of incorporation were filed in the office of the Secretary of State at Springfield, Ills., on the 14th inst., of the Charleston, Neoga and St. Louis Railroad Company, the corporators being Tracy Kingman, James A. Connolly, J. R. Cuningham, C. B. Buch, H. R. Keller and twenty-three others. It is proposed to construct a railroad from Charleston, Coles County, to Neoga, Cumberland County, through Shelby, Effingham, Fayette, Montgomery, Bond and Madison counties, to East St. Louis, the principal office to be at Neoga, and the capital stock to be $1,500,000.

☞ The National Association of Railway and Omnibus Transfer Lines was organized at Cleveland, Ohio, on the 15th inst., by the election of the following officers: President, Samuel Bailey, Jr., Cincinnati; Vice-Presidents, E. P. Fountaine, Louisville; C. W. Miller, Buffalo; F. B. Stevens, Cleveland; Treasurer, E. C. Davis, Milwaukee; Executive Committee, Frank Bird, Indianapolis; B. Angell, Ft. Wayne; T. W. Veneman, Evansville. The first annual meeting will be held at Cincinnati the third Tuesday in October.

☞ The stockholders of the Cleveland and Marietta Company have voted to authorize an issue of $1,000,000 bonds for the purpose of making necessary improvements on the road and for building an extension of twenty-four miles, from anal Dover to Canton, to connect with the Valley Railroad. This extension will complete a line nearly due north from Marietta, O., to Cleveland, 181 miles long, a large part of which is through valuable coal lands.

Star Postal Routes.

The Second Assistant Postmaster General is having prepared for distribution the advertizements for proposals for carrying the mails over star routes for four years from July 1, 1881, in New York, New Jersey, Delaware, Pennsylvania, Maryland, Virginia and West Virginia, and the New England States. The advertisements will be printed and ready for distribution Oct. 15. They will embrace proposals for 3,415 routes in the States mentioned below, and are distributed as follows: Maine, 280 routes; New-Hampshire, 130; Vermont, 150; Massachusetts, 164; Rhode Island, 22: Connecticut, 110; New York, 662; New Jersey, 114; Delaware, 28; Pennsylvania, 874; Maryland, 161; Virginia, 451; West Virginia, 266.

☞ The plans for opening the Harlem Ship Canal have been formed and as soon as the necessary purchases of lands have been made, which was authorized by the last legislature, the work will be commenced under the direction of the U. S. Government. The connection thus made between the Hudson and East rivers will be of great value to New York as a port, and will be of especial convenience to boats coming down the Hudson bound for the East river front, as it will save the trip down around the Battery, and will relieve that part of the bay from its frequent over-crowded condition.

☞ The very general adoption of first class chilled wheels for railroads in this country has proved very satisfactory, and the Austrian Northwest Railway publishes figures which go to prove the soundness of the practice. In last December, January and February, on that railroad, while only one chilled wheel failed, forty-eight tires burst, or one chilled wheel for every 4,806 wheels running, and one tire for every 156.4 wheels running.

☞ The production of steel rails in this country has more than trebled itself every three years since 1867. The product for that year amounted to 2,277 tons; in 1879 it reached 606,397 tons. The first ever made in this country were rolled at Chicago in 1865. There are now eleven mills in the United States where steel rails are made; five in Pennsylvania, three in Illinois, one in New York, one in Ohio and one in Missouri.

☞ The locomotive which went down at the Tay bridge disaster dragging so many victims with it, was brought up almost uninjured after it had been at the bottom of the Tay for about three months, was run on her own wheels to Glasgow just as she came from her long bath, had her toilet fixed a little and is now running regularly between Glasgow and Edinburgh.

☞ The plans of the Illinois Central Railroad Company for the Randolph street viaduct, Chicago, have been approved by the city authorities and work will at once be commenced.

☞ The Sioux City and Pacific Railroad Company has let 20 miles of additional grading west of Neligh, Neb,

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 21.

	W. 15.	Th. 16.	F. 17	Sa. 18	M. 20.	Tu. 21.
Allegheny Val. 3 3-10s	....	....	....	....	....	....
7s, Income	....	....	31	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	105
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	120
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	10	....	....	....
Preferred	47	47	....	47	....	....
7s, new	114	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	115½	115½	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	10	10	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	34½	34½	35	35½	34½	34½
6s, 1884	....	....	....	....	....	....
Gold Loan	107½	108	107½	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	105½	105½	....	105½	105½	....
Lehigh Valley	53½	54	53½	54	53 x	....
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	115½	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	129
Consol. mort. 6s	....	....	114	....	....	....
Consol. mort. 6s, reg	....	115	....	....	....	115½
Little Schuylkill	47½	....	....	....	....	47½
Minehill & Sch. Haven 5	50	....	50½	....	....	....
North Pennsylvania	....	48	....	....	....	48
1st mortgage 6s	108½	....	....	107	....	....
2d mortgage 7s	....	117	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	87½	87½	87	....	....	....
6s	92	....	90	....	90	90½
Northern Pacific	31	30½	30½	30½	30½	30½
Preferred	55	55½	55	55½	55	55
Pennsylvania R. R.	59½	59½	59½	59½	59½	59½
1st mortgage	....	....	101½	....	....	....
Gen'l mortgage	....	....	....	....	122	122
Gen'l mort. reg	....	....	....	....	123	....
Consol. mort. 6s	....	....	117	....	....	117½
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	106½	....	....	....	....	106
do. 5s, new	....	....	....	....	115	115
do. 4s	....	....	....	....	....	....
Phila. and Reading	15½	15½	15½	15½	15½	15½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	117	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	115	....	115½	115½	....	....
Consol. mortgage reg	....	115½	....	....	....	....
Gen'l mortgage 6s	71	71½	....	....	....	71½
Philadelphia and Erie	....	....	....	15½	....	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	118½	....	118½	....	119
Pittsb., Titusv. & Buff.	15½	15½	15½	16½	16½	16½
7s	73	72½	73	74	74	76
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	7½	....	7	....	....
6s, 1872	....	....	....	....	....	98½
6s, 1882	70	70	70½	70	....	....
United Co. of N. Jersey	173	172½	172½	....	173	....
Westonville, (Horse)	21½	....	21	....	....	....
Chestnut & Wal. (do)	....	....	80	....	80	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 21.

	W. 15	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.
Baltimore and Ohio	....	....	....	172½	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	115	....	....	....	....	....
2d mortgage, 7s	....	81	81	....	....	80
3d mortgage, 6s	....	....	44½	....	....	43½
Northern Central ($50)	87½	87½	87½	87½	87½	87
2d mortgage, 6s 1885	....	106½	....	....	....	....
3d mortgage, 6s, 1900	115	....	....	....	....	....
6s, 1900, Gold	....	112½	....	....	....	....
6s, 1904, gold	....	....	110	....	110	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 6s	....	....	....	....	....	....
4th mortgage, 6s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	92	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	59	59½	59	59	59½	....
Consol. Coupons	91	....	....	90½	....	90½
10-40 bonds	41½	....	41½	....	41½	....
Deferred Certificates	....	....	7½	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	103½	....	104	....	....	....
City Passenger R. R.	....	....	....	....	....	38

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Adams Express	117	117	116½	....	....	....
Albany and Susq	....	....	111	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	59½	59	....	59	....	....
Atlantic & Pacific Tel.	42½	41	41	41½	40½	....
Burl., C.R. & Nor.	....	65	....	....	65	64½
1st mortgage 5s	....	....	....	94	94	94
Canada Southern	57½	59½	....	60	60	59
1st mortgage guar.	93½	93½	....	94½	94½	95
Central of N. Jersey	76	76½	75½	76½	76	78½
1st mortgage 1890	....	....	....	....	113½	....
7s, consolidated, ass.	....	107½	108	107½	107½	....
7s, convertible, ass.	108	....	107½	107½	108	107½
7s, Income	....	86	....	....	83	....
Adjustment	....	....	....	....	....	110
Central Pacific	....	73	73½	....	74½	73
6s, gold	112	112½	112	....	....	112
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	19½	19½	....	20	....	19½
Chicago and Alton	116½	....	117	116½	115	116½
Preferred	....	....	....	....	....	....
1st mortgage	123	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	135½	....	135	135	134	129½
7s Consol, 1903	125	....	....	....	....	....
Chic., Mil. and St. Paul	91½	91½	91½	92½	92½	92½
Preferred	112	113	112½	....	112½	112½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	115½
1st M. (I. and M. div.)	116½	....	....	....	116½	....
1st M. (I. and D. ext.)	....	....	113½	....	....	114
1st M. (H. & D. div.)	111½	....	....	....	111½	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	....	116½	....	115	115½	116½
Chic. & Northwestern	103½	103½	103½	103½	103½	102½
Preferred	123½	120½	121½	122	122	118½
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	124½	....	....	126	....	....
Consol. Gold bonds	....	119½	119	....	....	....
Do. reg	....	118½	....	....	....	....
Chic., Rock Isl. & Pac.	119	117½	117½	117	117½	117½
6s, 1917, c	....	....	....	....	121½	....
Clev., Col., C. and Ind.	....	72½	....	71½	71½	70
1st mortgage	....	124½	....	....	....	....
Clev. & Pittsburg guar	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind Cent	19	19½	19½	19	19	18
1st mortgage	....	....	....	94	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	86	86½	....	86½	86½	84½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	116½	....	....	....
Del., Lack. & Western	90	90½	90½	90½	91	90½
2d mortgage 7s	....	....	....	....	100½	....
7s, Consol. 1907	117½	....	....	....	....	....
Erie Railway	127	....	....	....	....	....
1st mortgage	....	....	....	....	105½	....
2d mortgage	....	106½	....	....	....	106½
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	120	120½	....	....	121	....
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	105½	....	....	104½	104½	104½
Hannibal & St. Joseph	38½	39½	40	40½	39½	38½
Preferred	80	81½	83½	83½	82½	81½
8s, Convertible	....	....	108½	109½	108½	108½
Houston & Tex. Cent	....	....	....	....	....	....
1st Mortgage	....	108	....	....	....	....
Illinois Central	111½	113½	113½	113½	113½	112
Lake Shore & Mich So.	107½	108	108½	108½	109½	108½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	119	....	....	....
Louisville & Nashville	142	142½	142½	147½	151	150
7s, Consolidated	....	....	....	....	....	118½
Manhattan	31	31½	31	30½	30½	31
Metropolitan Elevated	....	....	92½	....	....	90x
1st Mortgage	101	....	101½	101½	102	102½
Michigan Central	94½	95	94½	95	95½	93½
7s, 1902	....	....	....	....	....	124
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	110½	....	....	110½	110½	110½
1st mortgage	....	....	....	....	132½	....
2d mortgage	116	....	....	....	115	....
7s of 1871	114½	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	113½	....	....
N. Y. Cent. & Hud. Riv	129½	130½	130½	129½	130	129½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	112	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	....	....	113	114	112½	....
1st mortgage	111½	111½	....	111½	....	111½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	129½	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
N.Y., Lake Erie & W.	38½	39	38½	39½	39½	38½
Preferred	68½	68	67½	68½	69½	69½
2d Consolidated	88	88½	88½	88½	88½	88½
New 2d 5s fund	....	83½	84½	....	....	83½
N. Y., N. Haven & Hart	168	....	....	....	170	170
North Missouri 1st M.	118½	....	....	....	....	....
Northern Pacific	31	....	30½	30½	....	30
Preferred	55½	55½	55	55	55½	53
Ohio and Mississippi	36	36½	35½	35½	34½	34
Preferred	77	77½	....	....	....	....
2d mortgage	117	116½	116½	....	....	....
Consolidated 7s	116	117	....	....	116	....
Consol. Sinking fund	....	....	....	....	116	....
Pacific Mail S. S. Co.	40½	40½	40½	40½	40½	39½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	....	107½	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	30½	31½	31½	31½	31	29½
Pitts., Ft. W. & Chi. gtd	....	124	....	....	124½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	127	127	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	....	121	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
St. Louis & San Fran	....	35	....	36	....	....
Preferred	....	45	....	....	....	44
1st Preferred	....	....	....	....	....	75½
St. L., Alton and T. H.	22	....	....	....	....	....
Preferred	76	76½	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	54½	55½	54½	54½	54½	52½
1st mortgage	116½	....	....	....	117	....
2d mortgage	106½	105½	....	105½	....	105½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92½	92½	92½	91x	91	89½
1st mortgage	112½	112½	112½	112½	112½	112½
Land Grant 7s	116½	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
United States Express	....	....	....	49½	....	48½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	104	....	104½	....	....	103
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	104	....	....	104½
Wabash, St. L. & Pac.	35½	36½	37½	37	37	36
Preferred	65½	66½	66½	67½	66½	66
New Mort. 7s	....	97	....	....	....	....
Wells-Fargo Express	110½	....	....	....	111	....
Western Pacific bonds	....	....	....	108½	....	....
Western Union Tel	104½	105	103½	104½x	104½	57½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Atch., Top. and San. Fe.	121½	....	....	120	118	119
1st mortgage	....	....	....	119½	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	....	....	150	....	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	90	....	....	90	....	89½
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	41½	....	....	40½	40	39
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	134½	....	....	134½	134½	129½
7s	124½	....	....	....	....	....
Cin., Sand. and Clev.	14½	....	....	14½	14½	14½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	30	....	....	30½	30	30
New 4½ Bonds	....	....	....	....	99	....
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	95	94½
N. Y. & New England	39	....	....	....	37½	37
7s	110½	....	....	110½	....	....
Northern, N. H.	....	....	....	100½	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	22	....	....	22	22	23
Preferred	74½	....	....	....	74½	....
Old Colony	116½	....	....	116	116½	117
Ph., Wil. & Balt. ($50)	....	....	....	69	....	69½
Port'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arz. Val	....	....	....	....	....	....
7s	112½	....	....	....	112½	112½
Pullman Palace Car	121	....	....	....	....	121
Union Pacific	....	....	....	93½	....	....
8s	....	....	....	111½	....	....
Land Grant 7s	....	....	....	....	....	113½
Sinking Fund 8s	....	....	....	....	....	116½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	59	....	....	59	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	238½	....	....	228	....	231
Quincy	....	....	....	29½	28	26

New York Stock Exchange.

Closing Prices for the week ending Sept. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	109½	109½	....	....	109	....
U. S. 4s, 1907, coup	110½	....	....	....	110½	110
U. S. 4½s, 1891, reg	....	....	....	....	....	....
U. S. 4½s, 1891, coup	....	....	....	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	102½
U. S. 6s, 1881, reg	....	....	....	104½	....	....
U. S. 6s, 1881, coup	....	....	....	104½	....	1 4½
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	99½	....	....	....	....	....
Dt. of Col. 3-65s, coup.	99½	99	98	99½	99½	99½

London Stock Exchange.

	—Closing Prices.— Sept. 10.	Sept. 2.
Atlantic & Gt. W. 1st mort. Certs.	70 — 72	70 — 72
Do. 2d mort., Certs	29 — 31	29 — 31
Do. 3d mort., Certs	13½ — 14½	13½ — 14½
Baltimore and Ohio (sterling)	115 — 117	115 — 117
Central of New Jersey $100 shares	77 — 82	76 — 80
Do. Cons. Mort. Oct. '79 coupon	112 — 114	112 — 114
Do. Adjustment bonds	111 — 114	111 — 114
Do. Income bonds	88 — 91	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	113 — 115	113 — 115
Do. Con. M. 6 p.c. till '84 after 6 p.c.	106 — 108	106 — 108
Erie shares $100 Recon. Ass. $6 pd.	41 — 42½	41½ — 42
Do Pref. Shares, R. T. Ass. $3 pd	72 — 74	72 — 74
Do. 1st Con. M. ex-Certs. 6 Cou.	124 — 126	124 — 126
Illinois Central $100 shares	118 — 120	116 — 118
Lehigh Valley Consol. mortgage	116 — 119	113 — 116
N. Y. Cent. & Hud. Riv. Mt. bonds	133 — 137	134 — 138
Do. $100 shares	136 — 138	135 — 137
Do. Mort. bonds (sm.)	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	122 — 124	122 — 124
Do. do. 2d do.	87 — 89	86 — 88
Do. 2d Consol. Mort. bonds	91 — 93	91 — 93
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	62 — 63	60 — 61
Do. Con. Sink. Fund Mort.	115 — 117	114 — 116
Philadelphia & Reading $50 shares	15½ — 16½	11½ — 12½
General Consol. Mortgage	108 — 110	107 — 109
Do. Improvement Mortgage	94 — 96	93 — 94
Do. Gen. Mort. '74, ex-deferd. con.	72 — 74	68 — 70
Do. Scrip for the 6 def. ½ coupons.	68 — 72	65 — 70
Pittsbg, Ft. W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	112 — 114	111 — 113
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 — 118	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, September 23, 1880.

Money on call is in abundant supply at 2@3 per cent. For thirty days money can be borrowed at 3 per cent, while for four to six months' loans the rates are 4@4½ per cent; these rates are on first class general Stock Exchange collateral; on United States bonds the rates are ½@1 per cent lower. Prime mercantile paper is 4½@5½ per cent. The posted rates for prime bankers' sterling are 4.82 and 4.84½. The actual rates are 4.81@¼ and 4.83½@4.84. Cables are 4.84@¼; and prime commercial bills 4.79½@4.80.

The Government bought on Wednesday $2,500,000 bonds, comprising $48,000 6s of 1880 at 102.54 and 102.60, and $2,452,000 5s at from 102.67 to 102.72. The First National Bank was the largest successful competitor, receiving the award of $1,876,000 5s at 102.72. No 6s of 1881 were accepted; they were offered at 104.72 to 104.81. The total offerings amounted to $6,324,700.

Among the securities admitted to dealings at the Stock exchange on the 23d inst was the American Union Telegraph Company, capital stock of $10,000,000, divided into shares of $100 each. "The lines of the company reach the most important towns and cities of the United States and Canada, and together with the lines covered by working contracts and leases, will form a system of 75,000 miles of wire, of which about 55,000 miles are now in operation, and the balance is being rapidly constructed. The company has an exclusive connection with the new French Atlantic ca-

bles. In addition to its lease of the lines of the Dominion Telegraph Company of Canada, 5,766 shares of the capital stock of that company are owned by the American Union Telegraph Company. The company also controls valuable patents that are essential to the rapid and efficient handling of its business." The lines of the company are or will be bonded for $5,000,000.

Claims have recently been made by certain holders of Board of Audit certificates of the District of Columbia that they are entitled to receive 6 per cent interest on the certificates from the date of issue to the date upon which they were converted into 3.65 bonds of the district. Treasurer Gilfillan, however, has decided to give the holders of the certificates 3.65 bonds bearing interest from the date of issuance of the Board of Audit certificates, but to allow no interest on the certificates. The decision has been sustained by Judge Lawrence, First Comptroller of the Treasury.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 40@41; Canada Southern, 58½@59⅛; Central of New Jersey, 74@74⅛; Central Pacific, 71½@72¾; Chicago and Northwestern, 102⅝@102⅞; do. pref., 120@121; Chicago, Burlington and Quincy, 129@129½; Chicago and Alton, 113@115; do. pref, 125@130; Chicago, Milwaukee and St. Paul, 92¼@92⅜; do. pref., 112½@113; Chicago, Rock Island and Pacific, 116⅛@116⅞; Chicago, St. Louis and New Orleans, 87⅛@38; Cleveland, Columbus, Cincinnati and Indianapolis, 70½@71; Columbus, Chicago and Indiana Central, 17¼@17½; Delaware and Hudson Canal, 84¼@84½; Delaware, Lackawanna and Western, 90⅛@90¼; Hannibal and St. Joseph, 88@88½; do., pref., 81⅝@85⅞; Illinois Central, 112¼@112¾; Lake Erie and Western, 33½@33¾; Lake Shore and Michigan Southern, 106¾@106⅞; Louisville and Nashville, 150@151½; Morris and Essex, 110@110¾; Metropolitan Elevated, 91@95; Michigan Central, 94@94¼; New York Elevated, 110@111; New York Central and Hudson River, 129⅛@129½; New York, Lake Erie and Western, 38⅜@38½; do. pref., 69⅜@69½; New York, Ontario and Western, 23⅜@23½; Northern Pacific, 29@29¼; do. pref., 52¾@53; Ohio and Miss., 33⅛@33⅜; do. pref., 74½@76½; Pacific Mail, 38⅜@38¾; Philadelphia and Reading, 28@28¼; St. Louis and San Francisco, —@35; do. pref., 43¼@44; do. 1st pref., 74½@75½; St. Louis, Iron Mountain and Southern, 51⅛@51⅜; Union Pacific, 88¼@88¾; Western Union Telegraph, 98@98½; Wabash, St. Louis and Pacific, 35⅜@35½; do. pref., 65⅛@65¼.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. 7s, ass., 110½; Boston and New York Air Line, 44; Boston, Hartford and Erie 1st, 39½; Chicago, St Louis and New Orleans 38; Chesapeake and Ohio 1st pref., 24¾; do. 2d pref., 20½; do. cur. int., 39¾; Chicago, St. Paul, Minn. and Omaha, 41⅜; do. pref., 81¼; do. 1st, 109⅝; Cincinnati, Indianapolis, St. Louis and Chicago, 86½; do. consol., 100; do. conv., 99⅛; Central Iowa, 80; do. 1st, 105½; Col., Chi. and Ind. Cent. inc., 44¾; do. 1st mort. Trust Co. certif. ass. sup., 92½; Cleveland and Toledo S. F., 110; Cairo and Fulton 1st, 107; Chicago, Milwaukee and St. Paul S. W. div. 6s, 103; do. Southern Minn. div., 102¼; Clev., Col., Cin. and Ind. consol., 112; Chicago, Burlington and Quincy 8s, 108¾; Denver and Rio Grande, 71⅝; do. 1st, 107½; do consol., 98¾; Dubuque and Sioux City, 69; Grand Rapids and Indiana 1st guar., 118½; Galena and Chicago 1st, 103¾; Houston and Texas Central 2d M. L., 118½; do. 1st Western div., 105½; Ind., Bloom. and Western, 28½; do. 1st, 77; 2d, 64½; International and Gt. Northern 1st 103⅜; do. 2d inc., 77; Indianapolis, Decatur and Springfield 1st, 104½; do. 2d inc., 65; Kansas Pacific 1st consol., 97; do. 6s, F. & A., with int certif., 120; Denver Div., ass., 111; do. ex-coupon, 102¼; Keokuk and Des Moines, 11; do. pref., 26½; do. 1st, 99½; Lake Erie and Western, 33⅝; do. inc., 67; do. 1st, 102⅝; Laf., Bloom. and Muncie income, 70; do. 1st, 104½; Lehigh and Wilkesbarre consol. ass., 95; Louisville and Nashville 2d, 106; Louisiana and Missouri River 1st, 112½; Marietta and Cincinnati 1st pref., 4⅞; do. 2d pref., 3½; Missouri, Kansas and Texas, 32⅜; do. consol. ass., 103¼; do. 2d, 62; Mobile and Ohio, 28; do. 1st deben., 82; do. 2d deben., 50; do. 1st mort., 104; Nashville, Chattanooga and St. Louis, 61; do. 1st, 110⅜; New York, Ontario and Western, 23½; New York, Providence and Boston, 129; New York, Lake Erie and Western Inc., 71¼; Oregon Railway and Nav., 137; do. 1st, 106¼; Ohio and Mississippi 1st, Springfield div., 104½; Ohio Central, inc., 50½; do. 1st, 92½; Pittsburg, Titusville and Buffalo, 32¼; Peoria, Decatur and Evansville, 24½; do. 1st, 101; Rome, Watertown and Ogdensburg 1st consol., 64½; St. Paul, Minn. and Man., 1st, 110; St. Paul and Sioux City 1st, 106; St. Louis, Kansas City and Northern R. E. 7s, 107½; do. St. Charles Bridge 1st, 110; St. Louis and Iron Mt. 1st pref. inc., 88; do. 2d pref. inc., 82; do. Arkansas Branch, 105; St. Louis and San Francisco 2d class A, 96; do. B, 79½; Southern Pacific of California 1st, 100⅜; South Pacific 1st, 104½; Texas Pacific inc. L. G., 66½; do. consol., 92⅞; do. Rio Grande div., 80½; Toledo, Peoria and Warsaw 1st, E. D., pur. com. rec., 134½; Toledo and Wabash Equip., 39; Union Pacific Col. Trust, 105⅛; Winona and St. Peter 1st, 109¾; Arkansas 7s, R. R., 9; Alabama, Class C, 78; District of Columbia Funding 5s, reg., 106½; Louisiana 7s, consol., 48¼; Tennessee 6s, old, 42; do. new, 32; Virginia 6s, consol., ex mat. coupon, 59⅞; do. 6s, def., 7½; Am. Dist. Tel., 76¼; Consol. Coal, 34; Caribon, 1¾; Deadwood, 13; Excelsior, 6½; Homestake, 33; Little Pittsburg, 2¾; New Central Coal, 27; Ontario, 31; Standard, 29¼; Sutro Tunnel, 1½.

Philadelphia.—Allegheny Valley 7s, E. Ext., 106¼; Central Transp., 50; Elmira and Williamsport 6s, 109½; Erie and Western Transp., 6s, 104; Huntingdon and Broad Top Mt. 1st mort., 116¼; Nesquehoning Valley R. R., 55; Pennsylvania and New York Canal 7s, 1906, 123; Pennsylvania Co. 6s, 107¼; Pennsylvania R. R. dividend scrip, 118¾; Philadelphia and Reading R. R. scrip, 36; do. consol. gold, 6s, reg., 107; Philadelphia, Germantown and Norristown R. R., 102½; Shamokin Valley and Pottsville 7s, 113; Texas Pacific consol. mat. 6s, 94¼; do. 1st mort., 106; Union and Titusville 7s, 87; Warren and Franklin 7s, 105½; West Jersey R. R. 30½. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126½; do 4s, new, 105@—; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¾@115; do. 4s, new, 107@111; Philadelphia and Reading, 15⅛@15¼; do. consol. mort. 7s, coup., 115¼@115¾; do. reg., 115@115½; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 170@—; Pittsburg, Titusville and Buffalo R. R., 16⅜@16½; do. 7s, 75@76; Camden and Amboy mort. 6s, 1889, 115@116; Pennsylvania R. R., 59⅔@59½; do. 1st mort., 101½@102; do. gen'l mort., coupon, 120@122; do. reg., 122@123¾; do. consol. mort. 6s, reg., 117@117¼; Little Schuylkill R. R., 47@47½; Morris Canal, 60@61; do. pref., 150@151; Schuylkill Nav., pref., 7@7½; do. 6s, 1882, 69⅜@70¼; do. 1872, 98¼@98⅛; Elmira and Williamsport pref., 52@54; do. 6s, 109¼@109⅜; do. 5s, 85@90; Lehigh Coal and Navigation, 34⅛@34¾; do. 6s, 1884, 108@109; do. R. R. loan, 110½@111; do. Gold Loan, 107⅜@108¾; do. consol. 7s, 105⅜@105½; Northern Pacific, 30¾@31; do. pref., 54¾@55½; North Pennsylvania, 47¾@48¼; do. 6s, 106¾@107¼; do. 7s, 116¾@117¼; do. Gen'l mort. 7s, reg., 114½@115; Philadelphia and Erie, 15@15½; do. 6s, 104@105; do. 7s, 113¼@114; Minehill, 56@56½; Catawissa, 10@10¼; do. pref., 45@47¼; do. new pref., 44@45; do. 7s, 1900, 112@115; Lehigh Valley 53¼@53⅜; do. 6s, coupon, 117½@118; do. reg., 118½@120; do. 2d mort. 7s, 127½@—; do. consol. mort., 118¾@115¼; Fifth and Sixth streets (horse), 118@120; Second and Third, 107@109; Thirteenth and Fifteenth, 73½@75; Spruce and Pine, 56@57; Green and Coates, 100@105; Chestnut and Walnut, 80@81; Hestonville, 20½@21¼; Germantown, 68¾@69¼; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 72@73; People's, 14½@15; Ridge Av., 80@90; Continental, 99@100.

Baltimore.—Atlantic Coal, 1.30; Baltimore City 5s, 1894, 116½; do. 1916, 118½; do. 6s, 1890, 116⅛; Baltimore and Ohio 2d pref., 113½; Baltimore and Catonsville 6s, 105¼; Maryland Defense 6s, 107⅝; Norfolk Water 8s, 120½; People's Pass. R. R. bonds, 103½; South Side (Va.) 2d mort., 100; Virginia 10-40 coupons, 96; Virginia Peelers, 25½; Wilmington, Columbia and Augusta 6s, 103. The latest quotations are: Baltimore and Ohio, 170@174; do. 6s, 1885, 109⅛@110; Northern Central, 87@87½; do. 6s, 1885, 108¼@109; do. 6s, 1900, 116@117; do. 6s, 1904, gold, 109½@110; do. 5s, 90¼@90⅜; Marietta and Cincinnati 1st mort., 1892, 114¾@115; do. 2d mort. 7s, 79¾@80; do. 3d mort. 8s, 48¼@48⅝; Pittsburg and Connellsville 7s, —@119¼; Orange, Alex. and Manassas 7s, 92¼@93; Virginia consol. 6s, 59@59¾; Virginia Consols coupons, 90¾@90⅞; Virginia 10-40 bonds, 41@41½; Virginia 10-40 coupons, 95⅞@96; City 6s, 1884, 106@—; do. 1893, —@118; do. 6s, 1890, 116@116¼; do. 6s, 1900, 120@—; do. 6s, 1902, 121@—; do. 5s, 1894, 116¼@116½; do. 5s, 1916, 118½@—; Wilmington, Columbia and Augusta 6s, 102½@—; Western Maryland 1st undorsed, 110@112; do. 2d pref., 104@—; Vir-

ginia and Tennessee 8s, 118@120 ; do. 6s, 102¾ @103¼ ; Chesapeake and Ohio Canal 6s, 73@76.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 98⅜ ; Boston Water Power, 8⅜ ; Boston Land, 6 ; Burlington and Missouri River in Nebraska, 6s, non-exempt, 104; Boston, Revere Beach and Lynn, 100 ; Boston, Concord and Montreal 6s, 1893, consol., 105½ ; Cincinnati, Sandusky and Cleveland 7s, 98 ; Chicago and West Michigan, 65 ; Cheshire pref., 53 ; Concord, 91¼ ; Connecticut and Passumpsic Rivers pref., 72 ; Central Iowa 7s, 1899, 104¾ ; Cin., Ind., Chicago and St. Louis 6s, 98¼ ; Columbus, Springfield and Cincinnati 7s, 1901, 84 ; Detroit, Lansing and Northern, 90 ; do. 106¾ ; Flint and Pere Marquette, 19½ ; Florence, El Dorado and Walnut Valley, 7s, 1907, 106¾ ; Granite Railway, 35½ ; Iowa Falls and Sioux City, 48 ; Illinois Grand Trunk 8s, 116 ; Kansas City, Fort Scott and Gulf pref., 107½ ; do. 7s, 107¾ ; Kansas City, Lawrence and Southern, 90 ; do. 4s, 96 ; Kansas City, St. Joseph and Council Bluffs 7s, 114 ; Little Rock and Ft. Smith, 53¾ ; do. 7s, 101½ ; Marquette, Houghton and Ontonagon pref., 40 ; do. 6s, 90 ; New Mexico and Southern Pacific 7s, 111¼ ; New York and New England 6s, 103 ; Nashua and Rochester, 59¼ ; Oregon Railway and Nav., 139 ; Old Colony 5s, 1887, 103⅜ ; Ogdensburg and Lake Champlain 8s, 1890, S. F., 102½ ; Ottawa, Oswego and Fox River Valley 8s, 1900 122½ ; Portsmouth, Gt. Falls and Conway, 19 ; do. 7s, 80 ; do. 4½s, 1937, 80 ; Portsmouth and Dover, 102 ; Quincy and Warsaw 8s, 115½ ; Rutland, 5½ ; do. pref., 26¾ ; do. 6s, 1902, 97 ; Republican Valley 6s, W. D., 102½ ; do. E. D., 102¾ ; Summit Branch, 12 ; Vermont Central 8s, 1902 inc. and ext., 45 ; Wichita and Southwestern 7s, 108 ; Wisconsin Central, 9⅜ ; Wallboro, 80 ; Allouez, 3½ ; Atlantic, 17 ; Aztec, 1¼ ; Brunswick Antimony, 19¾ ; Blue Hill, 8¾ ; Copper Falls, 7 ; Catalpa, 1½ ; Duncan, 2¾ ; Douglass, 8¾ ; Empire, 1 ; Franklin, 11½ ; Huron, 4¼ ; Harshaw, 33 ; Mesnard, 1⅜ ; National, 2⅜ ; Osceola, 7½ ; Pewabic, 16 ; Ridge, 5 ; Silver Islet, 38 ; Star, 2 ; Wankeag, 8½.

New York Central and Hudson River R. R.

The earnings of this road for the month of August, 1880, compared with the month of August, 1879, were :

	1880.	1879.
From passengers....	$684,917 42	$611,482 81
" freight.....	1,953,160 38	1,610 524 32
" miscellaneous	384,776 74	324 071 69
Total....	$3,022,854 54	$2,546,028 82

—showing an increase in earnings for the month of $476,825 72, or 18.7 per cent.

For the eleven months ending August 31, the earnings were :

	1880.	1879.
From passengers..	$5,839,940 51	$5,313,032 17
" freight.....	20,428,876 02	16,459.466 66
" miscellaneo's	8,906,469 82	3,701,708 58
Total....	$30,175,286 35	$25,474,207 41

—showing an increase for the eleven months of $4,701,078 94, or 18 5 per cent.

☞ The middle division of the Illinois Central Railroad has been completed to a junction with the northern division at Woodford, Ill., about 22 miles due west from the recent terminus at Pontiac, and about 72 miles from the junction of the middle division with the Chicago division at Kankakee.

West Jersey Railroad.

The directors of the West Jersey Railroad Company have decided to lay a double track on the main line from Camden as far as Wenonah. The work will be put under contract at once, so that as much as possible of the grading may be done this year and settle during the winter. This will give the company eleven miles and a half of double track out of Camden beyond the reach of the local accommodation trains. The cost will be very nearly $150,000, probably, as the right of way is valuable ; but the business of the road warrants it. The new line has already earned the year's interest on its cost, although it has been in operation only three months, and the first fortnight's business was done at a loss. The Anglesea Branch extending four miles from Cape May Court-House will also be finished this fall and the track laid in the spring. The Five Mile Beach Improvement Company will give the West Jersey Company the right of way graded, and the company will then furnish the ties, lay the rails and run it as part of their road.

☞ The Greensburg, North Vernon and Rushville Railroad has been completed from Greensburg, Ind., south to Westport, 15 miles. North from Greensburg toward Rushville the line is being surveyed.

☞ The tracks of the Northern and Southern divisions of the Ohio Central Railroad were joined at Three Locusts, Marion County, on the 18th. The iron is now all laid between Fostoria and Bushes' Station in Fairfield county.

☞ Work has been commenced on the Pennsylvania Coal Company's new road from Hawley, on the Erie line, across Moosic mountain to Hawley and Pittston, and will be completed as rapidly as possible.

☞ The St. Louis and Southeastern Railroad is to be sold on the 17th of October by order of the U. S. Court, to satisfy judgments. The total debts are between twelve and thirteen millions of dollars.

☞ The Toledo, Burlington and Delphos Railroad, connecting Dayton and Versailles, a distance of fifty miles, was finished on the 18th inst. The road will be completed by November.

☞ The track of the Texas and Pacific Railway is now laid to a point in Stephens county 17 miles west of Dallas. Iron is being laid at the rate of one mile per day.

☞ The Government of Guatemala has signed a contract to continue the railroad just opened from the port of San Jose to Escuintla and to the capital.

☞ The Tonawanda Valley Railroad to run in connection with the New York, Lake Erie and Western Railroad south from Attica to Arcade was formerly opened for business on the 11th.

☞ Several cargoes of railroad material have arrived at Minatitlan for the Tehauntepec Company.

☞ The Richelieu and Ontario Navigation Company has declared anterm dividend of 2½ per cent, being one half per cent more than was paid last year.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for August, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of.... .... $740,637
An increase in expenses of..... 443,155

An increase in net earnings of.... ..... $297,482

The eight months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of..... .... $5,427,389
An increase in expenses of..... 2,578,463

An increase in net earnings of..... ..... $2,848,926

All lines west of Pittsburg and Erie for the eight months of 1880 show a surplus over liabilities of $1,879,249, being a gain over the same period in 1879 of $2,116,103.

☞ The earnings of the Midland Railroad of New Jersey from May 16th (the date of possession of the new company) to August 31st were $199,881 65 ; and the operating expenses, including terminal charges and leased lines, $184,039 39—leaving as net earnings the sum of $65,842 87. The company is laying 800 tons new steel rails and is putting on all its cars the Westinghouse automatic brakes. Forty new freight cars and two new locomotives have recently been added to its rolling stock. The bridge over the Erie at West End has just been rebuilt. Passenger cars as well as freight are now run to connect with the New York, Ontario and Western Railroad.

☞ The Atlantic and Southern Branch of the Chicago, Rock Island and Pacific Railway has been completed to Griswold, 14 miles south from main line. The Audubon Branch has been opened to Lorah.

☞ The Springfield, Jerseyville and East St. Louis Railroad Co. has been incorporated to build a road from Springfield to Jerseyville, to Grafton and East St. Louis. The principal office is to be at Jerseyville, Ills.

☞ The track is now being laid on the Second twenty mile section of the Detroit, Mackinac and Marquette Railroad. Seventy-five miles will be completed by the close of the year.

☞ Holders of the scrip of the Pennsylvania Railroad Company issued in May last are reminded that the privilege of converting it into stock will cease October 1, 1880.

☞ A contract has been executed for the construction of the Fernandina and Jacksonville railroad, in Florida, the road to be ready for trains by December 15.

☞ The Post Office department has ordered service on the Nevada Central Railroad, instead of star service, to commence on the 1st of October.

☞ The work of grading for a double track on the Michigan Central Railroad between Jackson and Leoni will be completed this fall.

☞ A very important line of railroad is now approaching completion in Russia, connecting the Caspian Sea and the Caucasus with Moscow.

Richmond and Southwestern Railroad.

A correspondent of the Baltimore Sun, writing from Buckingham Court-house, Va., under date September 15, says:

The Richmond and Southwestern railroad, a work projected to run from Gloucester Point, on the York river, through Richmond and various Southside and southwestern counties of the State to Kentucky, is attracting much attention in this section of country. It is understood to be chiefly a project of Boston capitalists, so that that city may have an independent through line with steamers connecting to Boston from deep water on the York river. Among the counties through which the road will pass are Powhatan, Chesterfield, Cumberland, Buckingham and Appomattox, to Lynchburg, and thence southwest. Several of the counties named are noted for their varied mineral resources, including iron, copper, coal, etc., and there is a fine timber region in this country which will be made available by the construction of the road. The counties through which the road is to pass are required to make moderate subscriptions to the stock, not payable, however, in most instances, until the line is constructed within the county making the subscription. The subscription assigned to Buckingham is $60,000, and all such subscriptions have to be authorized by a popular vote. In June last a vote was taken in this county, but as it was necessary that a majority of the actual registered vote should be cast in its favor, it was found then that, though a large preponerance of the voters endorsed the measure, yet the measure failed. To-day the measure was again submitted to the people, and the anxiety to have the road induced a large turnout of the voters. The result was 1,647 votes for the subscription and 77 only against it. This insures the requisite legal majority, as the entire registered vote in the county is about 2 700. There had been at one time some impression among the people that the road would be constructed by its outside projectors without the local subscriptions, but on specific official statements reaching the county to the contrary, the situation was at once realized and the work of carrying the subscription spiritedly entered upon. As indicating the practical thoroughness of those who have the enterprise in hand, they have sent not only surveyors, but geologists and mineralogists from the north to explore the whole region and report minutely upon the peculiar characteristics as to minerals, forests &c., of each county, as well as the agricultural products and resources. This will constitute the sixth through line from West to East, and is said to lessen the distance from points in the West and Southwest which it is to reach some four hundred miles in the travel and transportation to Boston.

Mineral Statistics of the United Kingdom.

Mr. Robert Hunt, F. R. S., Keeper of Mining Records, has issued the Mineral Statistics of Great Britain and Ireland for the past year. A statement of the increase or decrease of coal carried by railway, canal, or sea in 1879, as compared with 1878, shows that there was last year an increase of coal, coke, and patent fuel carried by railways, canal, and shipped to foreign ports of the United Kingdom, of 6,344,049 tons. A return of the mineral produce of the kingdom, made to the Mining Record office, for 1879 shows the following in tons: Iron ore, 14,379,735; tin ore, 14,665; copper ore, 51,032; lead ore, 66.877; zinc ore, 22,199; iron pyrites, 20,275; silver ore, 27; and sundry minerals, including shales, gypsum, calc, spar, coprolites, phosphates, &c., 525,950. The total value of minerals produced last year was £56,733,967. A table showing the production of coal in the United Kingdom, according to the Mining Record office returns, is given for each year from 1854 to 1879, and according to the returns of the Inspectors of Coal mines from 1864 to last year. From this it appears that on the whole the output of coal has been increasing. In 1864, according to the Inspectors of Coal mines the production was 95,122,919 tons, while the Mining Record office returns give it as 92,787,878 tons. In 1879 the former returns gave the productions as 133,720,393 tons, and the latter as 134,008,288 tons, both returns showing that as a rule the output of coal has been on the increase during the past 15 years.

Commerce of New York.

The foreign imports at New York for the month of August, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$14,758,455	$20,804,135
Do. for warehousing....	5,518,414	8,688,329
Free goods	8,336,815	9,939,602
Specie and bullion....	6,553,083	9 492,580
Total entered at port..	$35,166 717	$48,924,596
Withdrawn fr.wareh'use	6,590,423	10,044,739

The foreign imports at New York for eight months from January 1, were:

	1879.	1880.
Entered for consump'n	$100,930.452	$164,803,772
Do. for warehousing..	48,884,380	86,149,379
Free goods....	57,723,106	82,755,641
Specie and bullion	12,717,810	14,660,362
Total entered at port..	$220,255,748	$348,369,154
Withdrawn fr. wareh'se	42,588,395	57,779,686

The duties received at New York for the eight months ending with August, were:

	1879.	1880.
January	$7,655,552 67	$11,960,677 78
February	8,229,362 06	12,254,602 24
March...	9,320,695 68	14,469,557 65
April	8,184,797 88	11,901,071 43
May	7,577,233 93	9,752,773 54
June	7,198,779 44	10,699,840 52
July	9,329,895 17	13,360,394 37
August	10,562,138 82	14,492,361 87
Total....	$68,068,955 65	$98,891,279 40

The exports from New York to foreign ports in the month of August, were:

	1879.	1880.
Domestic produce.	$30,898,205	$35,937,898
Foreign free goods.	39 544	113,355
Do. dutiable.	225,207	398,094
Specie and bullion.....	457,544	400,029
Total exports	$31,620,500	$36,849,376
Do. exclusive of specie .	31,162,956	36,449,347

The exports from New York to foreign ports for eight months from January 1, were:

	1879.	1880.
Domestic produce	$214,050,745	$265 802,248
Foreign free goods...	1,560,652	1,774,108
Do. dutiable.	3,072,664	3,C86 700
Specie and bullion	12,476,318	5,580,011
Total exports....	$231,160.379	$276,193,062
Do. exclusive of specie	218,684,061	270,613,051

Schuylkill Nav. Co.

The lease of the Schuylkill Navigation property to the Philadelphia and Reading Railroad Company is dated July 12, 1870, is for 999 years, and provides for the quarterly payment of an annual sum sufficient to pay full interest on all the indebtedness of the lessor company and dividends of 1½ per cent on the preferred and ¾ per cent on the common stock. The original rental was $655,000 per annum, which has, under terms of the lease, been somewhat reduced by the reduction of some of the indebtedness of the Navigation Company. In addition to the obligations of the lease, the Philadelphia and Reading Railroad Company directly guarantees the principal and interest of four of the loans of the Navigation Company, and guarantees the interest of two others, but there is no guarantee by the Railroad Company of any dividend to the shareholders of the Navigation Company beyond the covenant in the lease to pay a fixed rental, which is sufficient, if paid, to enable the Navigation Company to declare the dividends above named. Referring to the above, the Philadelphia Ledger says:

As the canal has for many years entailed a loss to the Reading Railroad Company, we should presume that the present receivers (who have already furnished the means to pay the interest upon the first and second mortgage debts) would ask for some reduction of rental, which would necessarily be borne by the later bondholders and the shareholders.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 11, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	203,822	5,120,098	6,061,807
Schuylkill Canal....	21,609	802,428	657,935
Lehigh Valley..... ..	110,975	3,344,806	3,205,516
Del.,Lack. & Western.	100 804	2,275,399	2,551,433
Shamokin Valley	21,555	567,229	630,192
Central New Jersey..	115,610	2,367,733	2,679,361
United R. R. of New Jersey	83,459	747,921	596,382
Pennsylvania Coal ..	37,484	707,842	973,557
Delaware and Hudson	83,818	1,972,755	2,804,948
Huntingdon & Broad Top Mt.....	9,334	307,619	224,863
Penn. and New York.	24,007	833,590	913,893
Clearfield, Pa..... ..	44,891	1,104,904	1,062,811

The total tonnage of anthracite coal from all the regions for the week ending Sept. 11, as reported by the several carrying companies, amounted to 596,473 tons, against 516,192 tons in the corresponding week last year, an increase of 80,281 tons. The total amount of anthracite mined for the year is 14,973,509 tons, against 17,593,237 tons for the same period last year, a decrease of 2,619,827 tons. The quantity of bituminous coal sent to market for the week amounted to 101,686 tons, against 48,093 tons in corresponding week last year, an increase of 53,593 tons. The total amount of bituminous mined for the year is 2,959,617 tons against 2,475,752 tons for the corresponding period last year, an increase of 483,865 tons. The total tonnage all kinds of coal for the week is 898,159 tons, against 564,285 tons in corresponding week last year, an increase of 133,874 tons, and the total tonnage for the coal year is 17,933,026 tons against 20,068,989 tons to same date last year, a decrease of 2,135,963 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of September was 145,791 tons, of which 111,523 tons were coal and 34,268 tons coke. The total tonnage for the year thus far has been 4,750,272 tons of which 3,575,553 tons were coal and 1,174,719 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 11 were 46,064 tons, and for the year to that date 1,462,585 tons—343,104 tons over the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 18,229 tons, year 894,458 tons,-an increase over 1879, 252,874 tons. Chesapeake and Ohio Canal—week, 20,895 tons; year 399,944 tons; increase over 1879, 46 647 tons. Pennsylvania Railroad—week 6,940 tons; year, 158,183 tons; increase over 1879, 43,582 tons.—Phil. Ledger, Sept. 20.

☞ The Chicago, Milwaukee and St. Paul Railway Co. has taken formal possession of the Chicago, Clinton, Dubuque and Minnesota Railroad, and the Wisconsin Valley Railroad, recent acquisitions. The former runs from Clinton, Ia., to La Crescent, Minn., and is 420 miles long, and

the latter runs from Toma, Wis., to Jenney, Wis., and is 108 miles long.

Philadelphia and Reading Coal and Iron Company's Bonds.

The receivers of the Philadelphia and Reading Railroad Company, guarantors of the divisional coal land mortgage bonds of the Philadelphia and Reading Coal and Iron Company, give notice that they will purchase the overdue July, August and September interest and coupons of the bonds described below, at the rate specified, it being understood and agreed to on the part of the receivers that the principal of all of the bonds and all after-accruing interest thereon shall retain priority of lien over the coupons and interest so purchased.

On the following tracts interest will be paid in full :

	Amount outstanding.	Interest due.	Int. to be paid.
Munson & Williams	$1,840,000	$16,900	$46,900
Big Mountain Improvement Co...	111,000	3,885	3,885

On the following tracts interest will be reduced to 6 per cent.:

Eagle Hill, Ravensdale Dilcamp and West Flowery Field	$254,000	$8,890	$7,620
Lee Land and Oak Hill	524,000	18,340	15,720
Brady, Gray and Wetherill	229,000	8,015	6,870

Interest on the following tracts will be reduced to 5 per cent.:

St. Clair	$285,000	$9,975	$7,125
Glentworth	209,000	7,315	5,225
Locust Mountain Summit Imp. Co.	265,000	9,275	6,625
Mt. Carmel, Locust M. Coal Co	376,000	13,160	9,400
McNeal	179,000	6,265	4,475
Hartman & Myer	13,000	255	325

On the following tracts interest will be reduced to 4 per cent.:

Catharine Groh	$400,000	$14,000	$8,000
Tamaqua	1,640,940	57,400	32,800
Minersville estate	136,000	4,760	2,720
Diamond	26,000	910	520
Coal Hill estate	69,000	2,415	1,380
Gunkle and Branham	165,000	5,775	3,300
Valley Furnace estate	1,295,000	42,325	25,900
Total	$7,516,000	$263,060	$188,790
Difference in Int.	$74,270		

No arrangement appears to have been made for the Putnam county, N. Y., iron ore lands tract of $345,000, interest of which was passed on June 1.

It is further announced that as the receivers are not yet prepared to enter into any permanent agreement with the holders of the bonds above mentioned, they propose the above plan without requiring or proposing at present the surrender of any rights on the part of the bondholders, beyond the overdue coupon or interest.

The Trade of Savannah.

The annual trade review of the Savannah News shows that Savannah received last year 728,455 bales of cotton during the year just closed. The total value of all domestic exports amounted to $24,320,691, and the total imports to $523,051. The total tonnage of the port during the year was 1,228,254. The trade in fertilizers amounted to 119,583 tons, against 85,059 tons of the preceding year. The sales of meat and lard aggregated 25,000,000 pounds, valued at $2,000,000. There has been a remarkable increase in every branch of trade, and "Savannah has held her own as one of the first cotton ports on the South Atlantic coast."

Wealth, Debt and Taxation of Ohio.

The following is an abstract of the statement of the "wealth, debt and taxation" of the State of Ohio, issued by the census officers. The figures are for the fiscal year ended September 1, 1879 :

County debt, bonded and floating, $2,962,648 14 ; city debt, bonded and floating, $38,571,388 66 ; town, village and township debt, bonded and floating, $1,668,934 43 ; bonded school debt, $1,451,197 32 ; total local debt, $44,654,168 55.

Besides this local debt there is a funded State debt consisting of loans amounting to $6 476,805 30, and an irredeemable State debt of trust funds amounting to $4,289,718 52, making a grand total of State indebtedness of all kinds amounting to $65,420,692 37. In the amount of local debts no deduction has been made of the 'cash on hand to pay debt' reported from a number of counties and cities. The amount of 'cash on hand' to September 1, 1879, was $3,186,722 71.

By the census of 1870 the county debt of the State, bonded and floating, was $4,237,543, and the town city and other debts, $8,272,367, or a total of $12,509,910, against $44,654,168 55 local indebtedness in 1880. This increase in local in debtedness has been chiefly in the large cities. The capitation tax for 1880 is $25,735,969, against $23,526,548 in 1879. An increase of $2,209,421, which really represents only the interest on the increased debt. Of course, national taxes are not included in the above amount.

The total assessed valuation of the State is $1,547,746,600, against $1,167,731,697 in 1870, $959,867,101 in 1860, $483,872,682 in 1850 and $126,000,000 in 1841. The assessed valuation of Hamilton County is $207,324,069 ; of Cuyahoga, $88,492,680 ; of Franklin, $50 772,639 ; of Montgomery, $44,392,870 ; of Lucas, $32,593,425, and of Butler, $33,119,243.

Wisconsin Central Railroad.

The branch of the Wisconsin Central Railroad extending from Abbottaford to Chippewa Falls is fast approaching completion, and hopes are entertained that regular trains will be running next month. Arrangements have been made to run through trains from Manitowoc to St. Paul and Minneapolis. A line of boats to ply on Lake Michigan between Ludington and Manitowoc, connecting on the east shore with the Flint and Pere Marquette Railroad, and on the west with the Milwaukee, Lake Shore and Western Railroad will be put on as soon as possible. This will form the great short line from East to West, and will run in connection with the Grand Trunk system. The roads comprising it in Wisconsin will be the Lake Shore road from Manitowoc to Appleton, the Wisconsin Central from Appleton to Chippewa Falls, the Chippewa Falls and Western from Chippewa Falls to Eau Claire, and the West Wisconsin from Eau Claire to St. Paul and Minneapolis. The boats from Ludington to Manitowoc will be operated by the Wisconsin Central. It is intended to make this route the popular freight route from West to East, and as it is much the shortest it will certainly receive its share of patronage. Parlor and sleeping cars will be run from Manitowoc to St. Paul and Minneapolis, and passengers will not be obliged to change for the whole distance.

☞ A quarterly dividend of Two and a half per cent will be paid on the capital stock of the Metropolitan Elevated Railway Company, at the office of the Central Trust Company, on the 1st of October.

☞ A writer in the Davenport (Iowa) Democrat tells how in 1856 he was shown the first sleeping car by its inventor, Mr. Woodruff, at Toledo. Mr. Woodruff had, during several years past, been obliged to accompany his wife, a chronic invalid, from Ohio to Philadelphia for medical treatment, and her sufferings on the journey had constantly suggested the possibility of a more comfortable conveyance, that at last he had conceived the idea—undoubtedly borrowed largely from recollections of the sleeping accommodations on canal packets before the advent of railroads—of portable and adjustable berths, and, buying an old car, he had worked out his idea, and had only an hour previous, brought it in for a trial trip which was to be made that same night.

☞ The proof that petroleum sources are almost world-wide seems to be abundant. In one of the Ionian Islands there is a spring which has yielded petroleum more than two thousand years. The wells of Armenia, on the banks of the Zaro, were formerly used for lighting the city of Genoa. In Persia, too, near the Caspian Sea at Baku, numerous springs of petroleum have been known from the earliest times ; and those of Rangoon, on the Irawaddy, are said to have yielded, before the general introduction of petroleum among civilized nations, some 400,000 hogsheads of oil per annum.

☞ The Port Huron and Southwestern Narrow Gauge Railway has been completed from Minder, Mich., to Sand Beach, a distance of 14¼ miles, making a total of 70 miles of main line. Work on the Marietta branch is progressing rapidly, the 32 miles being nearly half graded. It is expected the entire work will be completed and in running order by January 1, 1881. The company has just received a large addition to its rolling stock from the Ohio Falls Car Co.

☞ Suit has been entered in the United States Circuit Court at Nashville, for John B. Manning, of New York, against the State Treasurer and Controller of Tennessee to recover $5 000 interest on funded bonds of that State. If Manning obtains a decision in his favor suits will be entered by other holders of Tennessee bonds, none of whom have received interest for several years.

☞ The railroad to the mouth of Vesuvius is 800 metres long and terminates 2 00 metres from the mouth of the crater. The inclines are 4 in 10 for the first 135 metres ; 63 in 100 for the next 330 metres ; then 56 52 and 48 in the 100 for the remainder. The carriages are drawn by a steel rope of 49 strands, coated with tar to protect from rust.

☞ The lighting of the harbor of Montreal by electricity has been tested and with most satisfactory results as would seem from the report of the harbormasters. The method was adopted early in July after a trial of seven weeks and since then has been in constant use.

☞ Track laying on the George's Creek and Cumberland railroad has been completed to a point nearly opposite Ocean Station, Cumberland and Pennsylvania railroad.

☞ The Bradford, Bordell and Kinzua Railroad is to be completed to Smethport.

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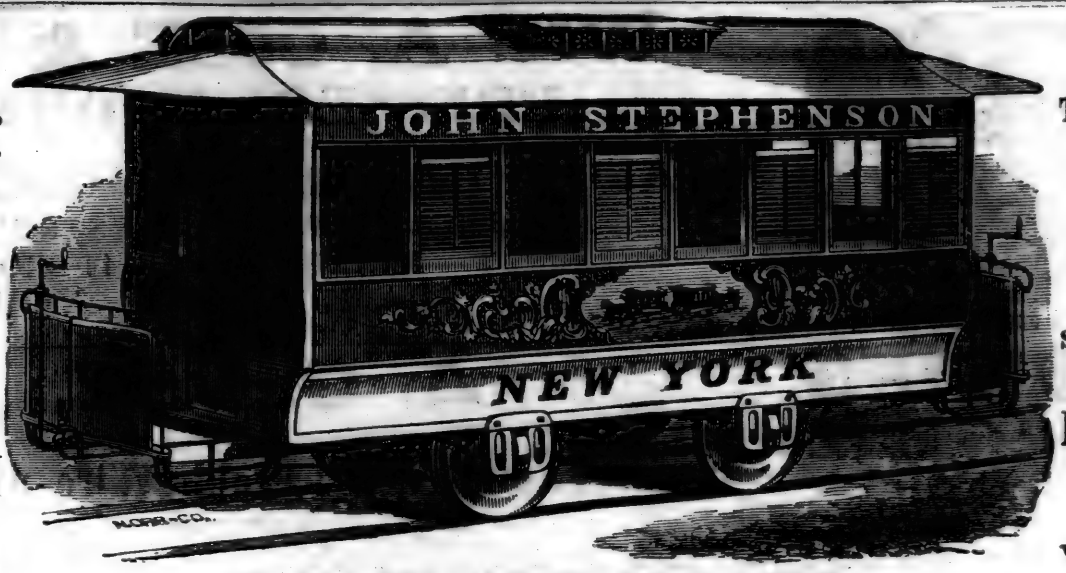
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

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New York, Saturday, October 2, 1880.

The Decline of American Shipping.

A few years ago, American shipping was supreme in American commerce. In 1851, $316,000,000 of our exports and imports were carried by vessels belonging to this country and built upon its shores, against $117,000,000 carried under foreign flags. American ships then secured the most valuable freights and received better pay for their services than foreign vessels. To-day American ships actually carry less than they did in 1851, while ocean commerce has more than doubled. In 1877, American ships carried $315,000,000 of our imports and exports, while foreign ships carried $858,000,000, over seven times as much as in 1851. In 1879, American vessels carried about $400,000,000 of our commerce, while nearly if not quite $1,000,000,000 of the aggregate value was carried under foreign flags, over eight times as much as in 1851.

The decline in our carrying trade is absolute as well as relative. If we look at the aggregate of our foreign trade for the calendar year of 1878, we find that it was $1,224,600,000; in 1879 it was $1,397,780,000. For the fiscal year it was $1,131,917,000 in 1878, and $1,156,217,000 in 1879; the difference between the aggregates for calendar and fiscal years shows that the second half of each of these calendar years had a heavier trade than the first half—that is, it corresponds to the well-known fact that trade has been on an increasing scale for several years. In the calendar year 1879 the volume of trade increased about 14 per cent over that of 1878, yet the returns from the Customs service show that American shipping has not profited directly by this growth of trade. In 1879, 33,394 vessels, of 17,300,000 total tonnage, entered our ports in foreign trade; in 1878, 31,553 entered, of 15,808,196 tonnage. Clearances in 1879 were 32,812 in number, and 17,093,707 in tonnage; in 1878, 31,532 in number, and 15,795,772 in tonnage.

How does this increase effect American shipping? In the entrances for 1879 American vessels were 27.30 per cent of the total number, and 19.37 per cent of the total tonnage; in 1878, 32.40 per cent of the number, and 23.05 of the tonnage. Of the clearances in 1879, 27.16 per cent of the number and 19.62 of tonnage were American; in 1878, 32.58 of number and 23.58 of tonnage. This remarkable diminution, as expressed by ratios, could be partially attributed to the faster growth of the English carrying trade than our own, but the changes in the two cases are in opposite directions. In 1879, 9,093 American vessels, of 3,350,853 tonnage, entered; in 1878, 10,208, of 3,641,883 tons. In 1879, 8,909 vessels cleared, of 3,354,439 tonnage; in 1878, 10,267 in number and 3,702,913 in tonnage. There was thus not merely a relative decline in our share of the carrying trade, but actually an absolute decline in the amount of that trade performed by American vessels, both in number of entrances and clearances, and in their aggregate tonnage.

In other words our increasing export cargoes go out for the most part in foreign ships, and, as our foreign trade grows, we not only let strangers take all the yearly increase, but give them every year a share of the small fraction we have left.

Looking at the matter from another point of view we find on good authority that the situation to-day is as follows:

	American.	Foreign.
Number of sailing ships engaged in the whole foreign trade of the United States, Canadian commerce excepted	1,346	6,286
Number of steamships similarly engaged	61	592
Total	1,407	6,878

The comparison is even less favorable than it appears from the above table, as more than 600 of the American sailing vessels are schooners and brigs plying to the West Indies or other near-by foreign ports, while the foreign ships are mostly of a large class; and of the American steamers only a dozen or fifteen are navigating the great oceans.

If we examine into the nationality of vessels now loading in the four principal American ports for foreign countries, we have the following result:

Nationality.	Number.	Nationality.	Number.
Norwegian	33	French	3
German	30	Italian	6
British	31	Spanish	1
Austrian	6	Danish	1
Swedish	3		
American	8	Total	122

But the disparity is still more startling. If the larger proportion of our commerce consisted in the importation of articles of foreign growth and manufacture, it would not be strange to find foreign ships enjoying the larger share of the business. The ships of other countries would naturally have the preference in their own ports for the exportation of goods to the United States. The significant fact is, that the larger proportion of the goods go from our own shores. No other nation in the world gives to commerce so many tons of merchandise, which have to be carried long distances, as the United States. The record of the Custom Houses shows that of the 17,000 ships which enter and clear at our ocean ports every year, 4,600 enter port empty and only 2,000 sail from port without a cargo. More than eight hundred vessels are constantly lying at the piers in New York Harbor, or at anchor in the bay, taking in or discharging car-

goes. There are one hundred departures a week for foreign ports, but it frequently happens that two weeks elapse without a single ship bearing the American flag clearing for England with which the largest commerce of New York is transacted.

With the decay of our foreign carrying trade there has been a corresponding decay of our shipbuilding. When our marine was most prosperous, in 1857, $25,000,000 was expended annually in the construction of new vessels, and a much larger sum for the repair of old ones. The amount spent annually to-day is but $11,000,000, and the amount expended for repairs is reduced in the same proportion. With twice the tonnage employed in our foreign trade, shipbuilding has fallen off one-half in twenty years. This is the situation that the National Convention of ship-owners which assembles at Boston on the sixth of October, will discuss.

It is to be hoped that there will be a large attendance at the Convention, and that this matter of such national importance shall be so carefully examined and candidly treated that measures of relief may be agreed upon which all will join in advocating.

Desiring to obtain opinion from authoritative sources the JOURNAL wrote to several prominent ship-builders, ship-owners and economists asking them to state very briefly what they deemed to be the best means of restoring the prosperity of American Navigation. Many were obliged to decline the invitation on account of business engagements and other reasons, although the replies received show an universal interest in the subject. The following letters, expressing many shades of opinion, we print without comment:

"PROTECTED TO DEATH."

BOSTON, Sept. 9th, 1880.

MY DEAR SIR:—Referring to your favor of 8th inst., in which you ask me for my views as to "the true means of restoring the prosperity of American navigation," I would reply that to me those means seem very obvious. We have "protected" our shipping to death. I would withdraw the protection and give the poor thing a chance. The temporary and experimental recourse to a few of the rude elementary principles of free trade at this juncture would seem to me not wholly unworthy of serious consideration.

I remain &c., C. F. ADAMS, JR.

PRACTICAL ADVICE FROM EX-MAYOR LINCOLN.

BOSTON, Sept. 21st, 1880.

MY DEAR SIR:—I have received your note of the 17th inst. soliciting my views upon the subject of the restoration of our mercantile marine. It is evident that to maintain our commerce in competition with the fleets of other nations, we must be placed upon an equal footing as regards original cost and expense of maintaining vessels at sea. To do this we require as favorable legislation as other nations enjoy. For instance, it is necessary to abolish the entire system of three months, extra wages to seamen and amend the laws relating to shipment and discharge of seamen. Our present laws are unjust, oppressive and ruinous to shipowners. Our consuls should be selected by reason of their fitness for the position. At present, it is too often the case that the consuls endeavor to plunder and rob the shipowners whenever opportunity offers. From their action there is no appeal. All materials entering into the construction of ships should be admitted free of duty, and all supplies taken on board vessels bound for foreign ports to be consumed at sea should be free of duty.

As vessels sailing under the flag of the United States are protected by the government and require no service from local authorities, such property should be exempt from State, City, or town taxation. A tax of 30 cents per ton on the registered tonnage is paid by the vessel to the government once a year provided she enters a port of the United States during that year. There is no reason why there should be any local tax upon property dependent upon protection wholly upon the Government of the United States.

Finally, a change in our navigation laws, so as to permit a citizen of the United States to purchase a vessel of foreign construction and then place her under the flag of his country. Such vessel to be excluded from the coastwise and inland trade and permitted to engage only in the foreign trade. It may be desirable to include the West Indies with the coastwise trade.

The people of this country are opposed to subsidies, and the only remedies, in my opinion, that can be applied to arrest the destruction of our marine are those above suggested.

Very truly yours,

WM. H. LINCOLN.

"COMPLICATED AND OUTRAGEOUS TAXES"

WILLIAMS COLLEGE, Sept. 24, 1880.

MY DEAR SIR:—Nothing ails American shipping, in my judgment, but the complicated and outrageous taxes to which it is subjected. If the entire tariff of the United States could be abolished to-morrow, Navigation Law and all, a prosperous shipbuilding would begin on the New England coast in two weeks, notwithstanding the very large sums that would go to buying foreign built ships in one week. We never shall have a prosperous domestic shipping until our citizens have the liberty of buying foreign-built ships freely, if they prefer them; and certainly not, until the accursed taxes on every buttock, mast, spar, rail and board,—on canvas for sails, and bunting for flags and signals,—on copper for sheathing, and iron for anchors and spikes, and steel for ship-machinery,—are utterly repealed. Our people have been deluded by interested and selfish and wicked men into believing that taxes are a spur to industry somehow or other, that restrictions of every name and nature conduce to prosperity, and that, if only a long-suffering people can be made to bear burdens enough long enough, somehow or other shipbuilding and other dead industries will come to life.

Why should committees of Congress hear and heed the men who have axes to grind, and substantially no others? Why should John Roach, begging for a subsidy, have ten times the weight in counsel of an equally intelligent citizen, who has no ax to grind?

We have tried everything under Heaven in the way of Prohibition, suppose for once we try the magic of Liberty! Yours very kindly,

A. L. PERRY.

PROFESSOR SUMNER'S TWO CASES.

NEW HAVEN, Sept. 10, 1880.

DEAR SIR:—What I have to say about the revival of American Ocean Commerce can be put into a very brief paragraph.

I know of no reliance for the development of any industrial enterprise save the industry and energy of men. Government can do nothing to develop industry. It can do much to obstruct and hinder it. Organization amongst those who are striving for the end in question will do much, but organization is sure to come whenever a body of able and energetic men are working toward the same end and have common interests. I expect that the industry, energy and perseverance of men are the only forces which develop industry.

There can be no question whatever that there are plenty of men in this country of the requisite energy to develop any industry which promises a profit. American commerce has declined because it does not pay save under special and very limited circumstances. Two possible cases must be kept in mind:

1. It may be that as things now stand, the conditions of building or sailing ships are such here that those industries cannot be carried on in the United States to pay as good a profit as agriculture or other industries which employ all the labor and capital in the country. If that is the case it is not possible or desirable to revive American Commerce.

2. It may be that the carrying trade could be carried on in this country so as to pay the wages and profits obtainable in other industries here, yet that it does not pay now because hampered and destroyed by legislative interference which has been imposed under ignorant and mistaken prejudices.

So long as the legislative interferences exist no one can tell which of these cases is the one which is a fact. Hence the plain and simple thing to do is to remove all the interferences. If the carying trade will then pay, American citizens can be trusted to begin it and carry it on. If it will not then pay, there is no more to be done. In either case the problem is solved. Yours respectfully,

W. G. SUMNER.

AN EXTREME FREE TRADE OPINION.

CHICAGO, Sept. 16, 1880.

DEAR SIR:—Iron ships having now superseded wooden ones, I can think of no ways of restoring American Navigation, except by some kind of strong protective, or subsidy, legislation.

Of these two ways, subsidy to American ships seems to me most effective, and in every way preferable. As a consitent free trader however, both of these resorts seem to me foolish and unjust, and naturally enough I have not thought out the details of systems which did not appear to have anything to recommend them.

In short I can see no reason why we should wish to engage in an industry in which our natural advantages are no greater than they are in the foreign carrying trade and in ship building.

The reason we can't compete appears to me to be simply because our people are unwilling to in-

vest and labor for as small a return as some less favored countries, and, instead of regretting this unwillingness, I hold it to be a matter for special congratulation.

I should be very sorry to see the rate of profit and the rate of wages reduced so low in this country that it will be for the interest of my countrymen to go into a kind of employment when the natural advantages are no greater than they are in these branches.

Believing in the fundamental principle that no man has a right to support in a particular business, I say that the shipping class ought, instead of taxing other classes for their benefit, to turn to those kinds of work in which other nations cannot beat us. Let the people get their goods transported by whoever will do it cheapest. This principle fully carried out insures for us the greatest reward for our labor and sacrifice.

The government does not need to subsidize ships as a war measure, for naval warfare is now carried on by iron-clads, and for them no greater number of experienced sailors are required than our navy could afford. Yours truly,

EDWARD F. SWEET.

A WORD FROM HON. "SUNSET" COX.

NEW YORK, Sept. 12th, 1880.

DEAR SIR:—If you will be pleased to examine the "Globe" of the Congress after 1870, you will find some sedate talks of mine as to the revival of our commerce and shipbuilding. Commerce and shipbuilding are not the same, as of course you know, but if our navigation laws will not let us buy ships abroad nor our tariff allow us to build them at home; or that tariff allow us to buy them abroad for importati n hither under any scale of duties, where are we? When this is answered you have the solution of the consequences of our fatal policies. With respect, &c,. S. S. Cox.

SENATOR BLAINE'S VIEWS.

We make the follwoing extract from a letter written by Senator Blaine, June 17, 1879, to several members of the Chamber of Commerce of New York:

"If I possessed the power to prescribe a policy for the renewal of the American trade, I would make it very simple and very specific. I would continue the navigation laws as part of the very organic law of the land. For wooden sailing ships no further aid is needed than these laws afford, if we will only seek in every way to lighten the burden of taxation on vessels. We can build wooden vessels better than any other country and we can build them as cheaply, but after they are launched and in trade they should not be worried and burdened with every form of taxation, port charge, and quarantine exaction at home; and maltreated and oppressed, as they too often are, by our consuls at foreign ports.

But if we content ourselves with sailing vessels, we surrender the larger half of the world's commerce without a struggle. We must have iron steamships besides, and, with the start that other nations enjoy to-day, we shall never compete with them unless we use the same aids and the same instrumentalities that have built their steam fleets. And that aid I would give. And to give it effectively and wisely I would abandon all idea of granting subsidy to special lines as they apply to Congress for aid. That policy, however just and meritorious, will always be rendered abortive by prejudice, by jealousy, and by scandal, either actual or imputed. I would prefer a general law that should ignore idividuals and enforce a policy. For instance, enact that any man or company of men who will build in an American yard, with American material by American mechanics, a steamship of three thousand tons and sail her from any port of the United States to any foreign port, he or they shall receive for a monthly line a mail allowance of $25 per mile per annum, for the sailing distance between the two ports; for a semi-monthly line, $45 per mile; for a weekly line $75 per mile. Should the steamers exceed three thousand tons, a small advance on these rates might be allowed; if less than three thousand, a corresponding reduction; keeping three thousand tons as the average and the standard. Provide that the steamships shall be thoroughly inspected by a competent commission under the direction of the Secretary of the Treasury, the Secretary of the Navy, and the Postmaster-General, and thus insure the very first class of construction for safety and for speed both for passenger and for cargo. * * * * If the price I have named seems large for mail-pay, I beg to suggest that our Post-Office Department, without cavil or question, is paying a larger sum per mile for weekly, fortnightly, and monthly mails within our own territory—mails that carry fewer letters than these steamers would carry; mails that carry with them none of the incidental advantages which form the chief value of the steam lines under discussion."

Reliability of American Investments.

America has so long held a position in the first rank as a field of investment for foreign and domestic capital, that any strengthening of that position does not make the marked impression that it would were its footing and prestige less firmly established, or less universally accepted. There have been but few and short periods during the last quarter of a century when confidence in the best known American enterprises and plans for investments has been shaken. Such confidence was never more fully warranted than at the present time.

When American railways were being rushed over an undeveloped country with a dizzy rapidity; when railway schemes with bewildering and but partially understood features were being hastily made; when plans for manipulating their securities were prepared with a view extending only to the immediate demands of the constructors, and placed in the hands of the negotiators most easily obtainable, and when our country and its resources were so poorly understood by ourselves; at a time when so little could be foretold as to what sections were destined to grow into centers and channels of traffic and to prove desirable fields for the spreading of the wonderful network of railways, that within fifty years has grown to the magnitude of comprising one-third of all the railroading of the world, the wonder would seem to be only that so few of these enterprises have proved unworthy of the attention and confidence that have been given them by investors. Some of the first started are the strongest in financial worth to-day. The most doubtful projects and those which have faded away with the capital of their encouragers were mainly those which were rushed into notice during the flush times of speculative fever, and were generally such as receiving but slight recognition at home sought their support from foreign markets made over-eager for American investments by scents of oil wells opened and paper glimpses of mine prospecting.

A few years of financial depression have had the good effect of weeding out most unmercifully many unreliable American railway enterprises and placing the others where they can be more easily read, and their weak and strong points more decidedly marked out. Many weak lines whose chief misfortune was being managed by incompetent men have been merged into strong organizations and not only have been braced up, but have been firmly established by skillful managers and renewed activity in the sections which they traverse. The railways being projected now have little of the old time hap and hazard and hasty action in their origin; and will have far less crudeness and wild cat policy in their management. The time has gone by when political reasons or favoritism or the popularity of a name without other consideration places an inexperienced or untrustworthy man as the head of important departments in our railway system. To-day the recognized all important matter to be first considered in the starting of an American railway project is, will men of undoubted character and responsibility examine it and sanction it and give it their approval by identifying themselves with it, and can the right men for managers be obtained. Never before in this or any other country was this fact so strongly apparent and this feature so conspicuously a vital element of projecting and organization as now; as can be seen by looking over the lists of incorporators and officers of any of our prominent railway enterprises recently brought before the public. The railway managers of the United States are the envy of railway corporations throughout the world. Hard working, studious, enterprising men, skilled by trying experience and not weakened in planning capacity or hampered in execution by Government nourishment or supervision, they represent one of the finest types of the trained business man that can be produced. And such men know how to draw around them the assistants most needed to work for the furtherance of the great interests entrusted to them. This noticeable care in the selection of railway officers exhibited now, the class of men who are negotiating the best American securities, and the wonderful increase here of railway traffic, immigration and general business give to American securities a solidity and reliability that establishes them more strongly than ever in the front rank of fields for investment.

Meeting of the General Passenger and Ticket Agents Association.

The meeting of the General Passenger Agents and Ticket Association at the rooms of the National Railway Club closed on Thursday of last week. In addition to that given in our detailed report last week of Thursday's proceedings, the following business was transacted. In regard to a letter from Mr. B. Clark of Washington, Pa. asking if the association could discuss the propriety of having all the railroads of the United States run on the same time which could be some mean-time and be known as the "Railroad Time of the United States," the General Committee reported that they considered it a matter for action of the general managers and not in the province of the association. The idea is one that if carried out would prove of great service to the travelling public and convenience to railroad men, and it will doubtless receive the consideration it deserves by the managers. Mr. James S. Davant, of the Port Royal and Augusta Railroad was appointed a member of the executive committee to fill the vacancy occasioned by Mr. Macrunide retiring in consequence of a change in the administration of one of the Southern roads.

Mr. C. A. Taylor of the Richmond, Fredericksburg and Potomac Railroad offered the following resolution, which was adopted unanimously:

Whereas, Since the last meeting of this Association, Mr. J. M. Broadus, General Ticket Agent of the Washington City, Virginia Midland and Great Southern Railroad, has been removed from our midst by death; Therefore, be it

Resolved, That in the death of Mr. Broadus this association lo es a valued and trusted member, and that, in token of the regard and esteem in which this worthy gentleman was held by his associates, this resolution be spread upon the minutes, and a copy of the same be forwarded to the family of the deceased by the Secretary.

The By-Laws were so amended as to cause the election of officers in the order of business at future meetings to come immediately after the miscellaneous business. It was decided by a vote of sixteen to eleven that on and after November 1st, 1880, the excess baggage rate for one hundred pounds between all competing points shall be ten per cent of the regular first-class unlimited rate. Considerable discussion was had as to whether the rate for corpses should be one first-class "unlimited" or "limited" rate, also as to whether the corpses of those under twelve years should be carried at half of the agreed rate.

Several close votes were taken on resolutions and amendments on these questions, which finally left the rates unchanged. With the two following resolutions adopted unanimously the association adjourned to meet at St. Louis next March.

Resolved, That this Convention authorize its Secretary to examine the rates as made by the Rate Committee, and to publish the same as the rates of this Association to take effect November 1, 1880.

Resolved, That the thanks of this Association be tendered to the gentlemen who have charge of these rooms, for the very pleasant manner in which they have afforded us an opportunity of meeting here.

To the full list of members of the association given in our last issue the name of Jas. L. Taylor of the Savannah, Florida and Western Railroad should be added.

Common Law.

PHILADELPHIA AND READING R. CO. V. ANDERSON.

Where, for a consideration, a railroad company undertakes to transport a passenger from one point of its line to another, there arises an implied contract upon the part of the company that it has, for that purpose, provided a safe and sufficient road, and that its cars are sound and roadworthy; where the passenger is injured by any accident arising from a collision or defect in machinery, he is required, in the first place, to prove no more than the fact of the accident and the extent of his injury; a prima facie case is thus made out and the onus is cast upon the carrier to disprove negligence. In the present case the legal presumption was that the injuries to the plaintiff were caused by the negligence of the defendant, and that this presumption continued until a countervailing presumption of fact was established; this presumption might have been overthrown by proof to the satisfaction of the jury that the injury complained of resulted from inevitable accident, or from something against which no human prudence or foresight could provide.

In Laing v. Colder, 8 Barr, 479, Mr. Justice Bell says, when speaking of the responsibility of passenger carriers: "But though in legal contemplation they do not warrant the absolute safety of passengers, they are yet bound to the exercise of the utmost diligence and care. The slightest neglect against which human prudence and foresight may guard, and by which hurt or loss is occasioned, will render them liable to answer in damages. Nay, the mere happening of an injurious accident arises, prima facie, a presumption of neglect, and throws upon the carrier the onus of showing it did not exist. This punctilious attention to the safety of the passenger embraces the duty of providing strong and sufficient carriages or other conveyances for the journey, in every respect sea, road and river worthy, safe and steady horses, or other means of progressing, and skillful drivers, conductors or other agents, whose duty is to use every precaution against danger." This language is certainly very strong, full and to the point, and Sullivan v. The Railroad Company is but an iteration of it. Both these cases are cited by Mr. Justice Agnew in Meir v. The Railroad Co., 14 P. F. S. 225, and their language reiterated. Furthermore, in the case of the Delaware, Lackawanna and Western Railroad Co., 7 W. N. C. 233, Mr. Justice Sterrett makes use of the following language: "If a passenger seated in a railroad car is injured in a collision, or by the overthrow of a car, the breaking of a wheel, axle or other part of the machinery, he is not required to do more in the first instance than to prove the fact and show the nature and extent of the injury. A prima facie case of negligence is thus made out, and the onus is cast upon the carrier to disprove negligence."

In the case of the Mansfield Coal and Coke Co. v. McEnery, 87 Legal Int., 28, in which it was held to be a sufficient answer to an action brought by an employee for an injury resulting from the falling of a bridge of the company by which he was employed, that such bridge had been built by a competent builder. But this doctrine can have no application to the case in hand, and for the very good reason that a passenger is not an employee. The one by his contract is presumed to run the ordinary risks of the machinery and appliances he is engaged to supervise or use; he is also held to a knowledge of the character and obvious defects of such machinery and appliances, as well as the skill and habits of his co-servants; a passenger, on the other hand, neither can know, nor is presumed to know, anything about these things. He has paid for his passage, and he is wholly passive in the hands, and at the mercy, of the transportation company and its agents. The doctrine advocated by the defendant's counsel, by which the passenger would be put on a par with an employee, will not do; it accords with neither reason nor precedent. The cases of Grote v. The Chester and Hollyhead Railroad Co. 2 Exc'q, 251, and Francis v. Cockrell, L. R. 5 Q. B. 184, and full in point. In the former the action was by a passenger against a railroad company for damages resulting from the breaking down of a bridge whilst the train was passing over it, and it was held, that whilst it was a question for the jury whether the defendant had engaged a competent engineer, who had adopted the best method and used the best materials in the construction of the bridge, yet the mere fact of its having engaged such persons would not relieve it from the consequences of an accident arising from a deficiency in the work. In the latter the action was for damages resulting to the plaintiff from the breaking down of a grand stand, erected for the viewing of certain races, and which had been built by a competent person, and leased to the defendant, he, the defendant, having received a compensation from the plaintiff for admission to the stand. It was held that the plaintiff could sustain an action against the defendant for the damage thus sustained, although the defendant was himself free from all negligence, and had employed a competent person to erect the stand.

Supreme Court of Pa. opinion by Gordon J. —[Legal Intelligencer.

Dispatches from Tucson, Arizona, state that the Southern Pacific road is open for traffic to San Simon, 125 miles east of Tucson and 1,105 miles east of San Francisco. The track is laid 15 miles further east into New Mexico and progressing very fast. All the hard work at the Continental divide is out of the way. Two hundred miles of track have been laid this year, and the Chief of Construction is confident that he will lay 100 miles more by Jan. 1, which will bring them to the Rio Grande at Mesilla. Surveys are being continued on down the Rio Grande on a low grade line to some port in Western Texas.

Direct rail communication with Philadelphia from the Shenandoah Valley has been effected by the recent completion of the northern half of the Shenandoah Valley Railroad, which is now in operation from Hagerstown, Md., to Milford, Va. By means of this connection the agricultural wealth of the famous Shenandoah Valley is made for the first time tributary to Philadelphia, whose markets are also opened to the thriving population along the 76 miles of the Shenandoah Valley Railroad now operated and the total 143 miles which will be completed and in operation by December 1.

COUNTERFEIT NOTE LIST.

1s.

on, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, Mar 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 765	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,689 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,896

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,689 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,796 *to* 66,895

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, a t March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	July '80 3½
Ashuelot	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.	1,922,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.	14,216,800	M. & N	May 80 4
" " pref.	4,599,578	J. & J.	July 80 3
Washington Br.	1,650,000	A. & O.	Apl. '80 5
Berkshire*	600,000	quarterly	Apl. 80 1½
Boston and Albany	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.	1,247,600	— & —	
" " pref.	1,750,100		Apl. '80 2½
Agricultural Br. guar.	60,000	J. & D	June'76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '80 3
Boston and Lowell	3,250,000	J. & J.	July 80 2
Boston and Maine	6,921,274	M. & N.	May '80 3½
Boston and Providence.	4,000,000	M & N	May 80 4
Attleborough Branch.	131,700	J. & J.	July '80 3½
Bost., Revere B & Lynn.	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*	950,000	J. & D	June'80 5
Burl. & Mo. Riv in Neb.	8,637,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl.'80 3
" " pref.	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co	381,925	J & J.	July '80 3
Cape May and Millville*	447,000	J & D.	June'80 3
Catawissa*	1,159,500	Oct.-ber.	Oct.'79 $1½
" pref.	2,200,000	M. & N.	May '80 3½
" 2d pref.	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,860,400	F.M.A.N	Aug.'80 1
" " pref.	769,600	F. & A	Aug.'80 3½
Central of Georgia	7,500,000	J & D.	June'80 3
Central of New Jersey.	18,583,200	quarterly	Apl. 79 2½
Central Ohio*	2,425,000	J & J.	July '80 3
" pref.	400,000	J. & J	July '80 3
Central Pacific	54,275,500	F. & A.	Aug. 80 3
Chemung*	380,000	quarterly	July '80 1½
Cheshire, preferred	2,155,300	J. & J.	July '80 1½
Chicago and Alton	10,065,400	M. & S.	Sept.'80 3
" pref.	2,425,400	M. & S.	Sept.'80 3½
Chicago, Burl. & Quincy.	31,004,456	M. & S.	Sept. 80 2
Chi., Clin., Dub. & Minn.	6,166,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*	3,916,200	J. & J.	July '80 5
Chi, Mil. and St. Paul.	15,404,261	A. & O.	Oct. '80 3
" " pref.	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.	14,988,267	J. & D	June'80 3
" " pref.	21,525,853	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.	0,0,0,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton.	3,600,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val.	2,500,000	F. & A	Aug.'80 4
Concord	1,500,000	M. & N.	May 80 5
Concord and Ports.*	350,000	J. & D.	June'80 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Aug.'80 2
Connecticut River	2,100,000	J. & J.	July '80 4
Cumberland Valley.	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.	241,900	A. & O.	Oct. '80 4
" 2d pref.	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,528	A. & O.	Apl. '80 1½
" " pref.	1,211,250	quarterly	Apl. 80 2
Delaware*	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*	1,584,400	quarterly	Aug.'80 1½
Del., Lackaw. & Westn.	28,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor.	1,874,000	F. & A.	Aug.'80 2½
" " pref	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*	1,400,200	J. & J.	July 80 3
East Mahanoy*	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga.	1,968,274		Oct. '80 3
Easton (Mass.)	4,097,600	J. & J.	July '78 3
Eastern (N. H.)	492,500	J. & D.	June'80 2½
Eel River	3,000,000	— & —	Sept.'80 1
Elmira, Jef. & Canand*	500,000	Sept.	Sept.'79 5
Elmira & Williamsport*	500,000	M. & N.	May '80 2½
" " pref.	500,000	J. & J.	July '80 3½
Erie and Pittsburg*	1,090,250	quarterly	Sept.'80 1½
Fitchburg	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.	600,000		Oct. '79 1½
Georgia	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref.	5,183,024		Aug.'80 3
Harrisburg & Lancaster*	3,182,500	J & J.	July '80 3½
Housatonic, pref.	1,180,000	quarterly	July '80 2
Illinois Central	20,000,000	M. & S	Sept.'80 3
Iowa Falls & Sioux City*	4,625,000	quarterly	Sept.'80 1
Iowa Railroad Land Co	7,620,000	quarterly	Aug. 80 1½
Jo. Co. & Mo. Northern.	[illegible],000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.	[illegible],000	quarterly	May '80 1½
Joliet and Chicago*	1,[illegible],000	quarterly	June'80 1½
Kans. City, Top. & West.	2,[illegible],000	quarterly	May '80 1½
Kentucky Central	4,500,000	J. & D.	June'78 1
" pref.	500,000	J. & D.	June'78 3
Lake Shore & Mich. So.	49,466,500	F. & A.	Aug.'80 4
" " (guar.)	533,500	F. & A.	Aug.'80 5
Lawrence*	450,000	quarterly	Oct. '80 2
Lehigh Valley	27,332,555	quarterly	Oct. '80 1
" pref.	104,300	quarterly	Oct. '80 2½
Little Miami*	8,871,450	quarterly	Sept. 80 2
Little Schuylkill*	2,646,100	J. & J.	July '80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex	$1,623,483	J. & J.	July '69 3
Louisville & Nashville.	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '79 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2½
Lykens Valley	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati	1,408,912	— & —	
" " 1st pref.	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A	Aug.'80 2
Memphis & Charleston*	5,812,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Oct. '80 2½
Michigan Central	18,738,204	F. & A.	Aug.'80 4
Middlesex Central	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill*	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.*	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.	282,350	J. & J.	July '80 6
Nashua and Lowell	800.000	M. & N.	May '80 3½
Nashua and Rochester	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	6,575,296	A. & O	Apl. '80 1½
Naugatuck	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*	1,000,000	M. & S.	Sept.'80 3½
N. Castle & Beaver Val.*	1,800,000	quarterly	July '80 2½
N Haven & Northamp.	605,000	quarterly	Oct. 74 3
New London Northern*	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.	89,428,330	quarterly	Oct. '80 2
New York and Harlem.	8,500,000	J. & J.	July '80 4
" " pref.	1,500,000	J. & J.	July '80 4
" City Line.		annually	Apl. '80 3
New York & Long Br.*	2,000,000		Oct. '79 3½
New York Elevated	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.	77,107,700		
" " pref.	8,146,700		
N. Y., N. H. & Hartf.	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.	3,000,000	quarterly	Aug.'80 2
Niag. Bridge & Canand*	1,000,000	J. & J.	July '80 3
North Carolina*	4,000,000	M. & S.	Mar. '78 5
N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77 4
North Pennsylvania	4,527,150	quarterly	Aug.'80 1½
Northern Central	5,542,000	A. & O.	Apl. '76 3
Northern N. Hampsh.	3,068,400	J. & D.	June'80 3
Northern New Jersey*	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*	3,077,000	J. & J.	July '76 2
" " pref.	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	20,000,000	quarterly	
" " pref.	4,030,000	J. & D.	Mar. '75 3½
Old Colony	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.	4,455,0 0	quarterly	Aug '80 2
Oswego and Syracuse*	482,400	F. & A.	Aug.'80 3½
Panama	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*	632,000	J & J.	July '80 4½
Paterson and Newark*	250,000	J. & J.	
Paterson and Ramapo*	243,000	J. & J.	July '80 4½
Pember. & Hightstown*	342,150	J. & J.	July '80 3
Pennsylvania	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " pref.	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	1,626,250	M.J.S.D.	Sept.'80 2
Philadelphia & Reading	32,726,375	quarterly	Jan. '76 2½
" " pref.	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt.	11,572,760	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*	19,714,285	quarterly	Oct. '80 1½
" Special Imp.	5,504,500	quarterly	Oct. '80 1½
Pittsfield & N. Adams.	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	1,500,000	J. & J.	July '80 3
Profile and Franconia			Oct. '79 4
Providence & Worces.	2,000,000	J. & J.	July '80 3
Republican Valley	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *	6,000,000	J. & J.	July '80 4
Rhode Island & Mass.	175,575	— & —	Nov. '79 3
Richmond & Peterab.	1,008,800	J. & J.	July '79 2
Roch. & Genesse Val.*	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	2,998,200	J. & J.	July '75 3
Rutland preferred	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " pref.	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.	4,600,000		
" " pref.	4,600,000		Feb. '80 1½
Salem and Lowell	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*	576,050	J. & J.	July '80 2½
Seaboard and Roanoke.	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottav.*	869,450	F. & A.	Aug.'80 3
Shore Line*	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	169,000	A. & O.	Apl. '80 3½
South Branch (N. J.)*	438,300	J. & J.	July '79 3
South Western, (Ga.) *	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*	448,700	J. & J.	July '79 3½
Stony Brook*	267,800	M. & N.	Nov.'77 3
Summit Branch*	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N. Y.*	2,604,000	J. & D.	Feb.'80 2
Terre Haute & Indiana	1,988,150	F. & A.	Aug.'80 4
Troy and Boston	1,609,000	F. & A.	Feb. '78 4
Union Pacific	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.	4,000,000	M. & N.	May '79 3
Utica and Black River.	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	3,000,000	A. & O.	Apl. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*	$750,000	J. & J.	July '80 3½
Warren (N. J.)	1,800,000	A. & O.	Apl. '80 3
Warwick Valley	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*	180,000	J. & J.	July '80 3
Winchester & Strasburg*	500,000	J. & J.	July '80 3
Worcester and Nashua.	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	
Baltimore City	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills.		J. & J.	Jan. '80 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N Y)	3,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	875,000	J.A. J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & S.	Nov. '77 10
Coney Island & Brookl.	800,000	— & —	Apl. '78 3
Continental (Phila.)	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)	1,000,000	J. & J.	July '80 5
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 4
Lynn and Boston	200.000	— & —	
Malden and Melrose	200,000	— & —	
Metropolitan (Boston)	1,500,000	J. & J.	July '80 4
Middlesex (Boston)	400,000	M. & N.	May '80 3½
N. Y., Bay Ridge & Jam.	102 540		Oct. '75 7
Ninth Avenue (N. Y.)	797,320	— & —	
Orange and Newark	282,555	— & —	
People's (Phila.)	206,054		July '79 2
Philadelphia City	500	475,000	J. & J.
Philadelphia and Darby	20	200,000	J & J.
Phila. and Grey's Ferry	50	284,775	J. & J.
Pbg. Alleg. & Manchester	50	200,000	quarterly
Ridge Avenue (Ph.)	50	750,000	A. & O
Second Avenue (N. Y.)	100	1,199,500	J.A. J.O.
Second & Third St. (Ph.)	50	962,100	quarterly
17th & 19th streets (Ph.)	50	500,000	J. & J.
Sixth Avenue (N. Y.)	100	750,000	M. & N.
Somerville (Boston)	100	115,000	M. & N.
South Boston	50	480,000	J. & J.
Third Avenue (N. Y.)	100	2,000,000	F.M.A.N
13th & 15th street (Ph.)	50	1,000,000	J. & J.
23d street (N. Y.)	100	600,000	J. & J.
Union (Boston)	100	374,300	J. & J.
Union (Phila.)	50	400,000	J. & J.
West Philadelphia	50	400,000	J. & J.
CANALS.			
Chesapeake & Delaware	50	1,933,583	J. & D.
Delaware Division	50	1,633,350	
Delaware and Hudson	100	20,000,000	
Delaware and Raritan*	100	5,847,400	F. & A
Lehigh Coal & Navigat.	50	10,848,550	quarterly
Monongahela Navigat.	50	1,003,500	J.S.D.M.
Morris (consolidated)	100	1,025,000	J. & J.
" (preferred)	100	1 175,000	F. & A.
Pennsylvania	50	4,837,950	F. & A.
Schuyl. Nav. (common)*	50	1,908,207	— & —
" " (pref.)	50	2 888,977	annually
MISCELLANEOUS.			annually
Adams Express	100	12,000,000	quarterly
American Express	50	18,000,000	J. & J.
Amoskeag Manuf. Co	100	3.000 000	J. & D.
Calumet and Hecla Mining		100,000 S.	F.M.A.N
Central Mining Co	100		
Consolidation (Md.) Coal.	100	10,250,000	M. & S.
George's Creek C & I.	100		
Gold and Stock Tel	100	2 500.000	quarterly
Maryland Coal	100	4.400,000	F. & A.
Mariposa Gold	100	2,836,600	
" pref	100	8,693,400	
Missouri Val. Land Co.	100	200,000	M. & S.
Moingona Coal Co	100	305,200	quarterly
National Tube Works	100	1.000.000	quarterly
Pacific Mail Steamship	100	20,000,000	M.J. S.D.
Pennsylvania Coal	50	4,000,000	F.M.A.N
Pullman Palace Car	100	5,938,200	F.M.A.N
Quicksilver, common	100	5,708,700	
preferred	100	4,291,300	
Quincy Mining Co.	25	40,000 shs	Annual.
Quincy R. R. Bridge	100	1,750,000	J. & J.
Sioux C. & I. F. L. & L. Co.	100	500,000	J. & J.
Spring Mountain Coal	50	1,250,000	J. & D.
Topeka Equipment Co.	100	255,000	A. & O.
United States Express	100	7,000,000	F.M.A.N
Wells-Fargo & Co. Exp	100	5,000,000	J. & J.
West. Union Telegraph.	100	41,060,000	quarterly

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1880	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113¾
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	111
3d Mortgage	353,000	7	May & Nov.	" "	1881	...
Albany Loan	933,600	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	115¾
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	123
Special Mortgage to Penn	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106¾
Funding Income (traffic guar.)	6,986,800	7	" "	Pittsburg.	1894	34
American Central:						
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	112¾
Atchison, Topeka and Sa ta Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	119¾
Land Grant Mortgage (gold)	3,119,500	7*	April & Oct.	Boston.	1900	115¾
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	108
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106¾
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,250,000	7	Jan. & July.	New York.	1907	95
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,810,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	600,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	110
Loan of 1855-'90 (Balt.) s.k.g fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) s.k.g fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	"	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar. by C. &	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	105¾
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	115¾
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	670,000	8	Apr. and Oct.		1881	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	202,000	6	Jan. and July.	Boston.	1889	104¾
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	112¾
	357,200	6	" "	"	1895	105¾
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	89
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	...
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	117¾
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	122¾
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	....
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	113
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	93¾
1st Mort. (Minn. & St. Louis)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	117
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1882	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,606,400	6	" "	Boston.	1916	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	107¾
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109¾
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Sterling Loan, S. F. (£262,000)	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	120
2d Mortgage	497,000	6	April & Oct.	"	1899	108¾
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1907	106
Canada Southern:						
1st Mort. (s.k.g fd.) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	94¾
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	202,850	6	May and Nov.	"	85-'95	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gol	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York	1884	107¾
1st Mort. (W to Minn. Lake	1:34 000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	118
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	133
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	82
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	107½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	105
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108½
1st Mort. (Calif. & Oregon) gold	3,000,000	6*	" "	" "	'88-'92	106½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	109
Land bonds (Cen. Pac. Co.) gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	13½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	45
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39½
Equipment Mort. (").	1,000,000	8	" "		1880	50
Bonds, guar. (Vt. and Canada)	1,000,000	6	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	60
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "		1889	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil.&Balt.Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	123
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds..	3,000,000	6	May & Nov.	" "	1903	116
Consol. Bonds (£200 stg. each).	4,879,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	584,000	7	April & Oct.	New York.	1894	118½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,864,000	7	Feb. & Aug.	" "	1900	112
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	108½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	....
Bonds of 1875, Sinking Fund...	415,000	5	June & Dec.	"	1895	101
Five per cent bonds.....	2,356,000	5	April & Oct.	New York.	1901	104
S. F. 5 p. c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000.	14,530,500	7	June & Dec	Boston.	1903	124½
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & War.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., B. and Q. ..	1,500,000	8	Jan & Dec	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,600,000	7*	Apr. and Oct	New York.	1909	....
1st mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $3,200,000	3,200,000	7	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1881	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1905	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	113½
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	114½
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	114
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	114½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	118½
1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	131
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	111½
1st Mort. (Mil. and Western)...	212,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.)..	4,000,000	6	" "	" "	1907	103
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	115½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	371,400	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage (193 m.)..	3,440,300	7	" "	" "	1885	109
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1886	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	" "	1892	....
1st Mort. (Menominee River)..	580,000	6	Jan. & July.	" "	1906	....
Mississippi River Bridge.....	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1896	....
Consol. skg fund (C.& N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	126
General Consol. Gold Bonds ...	12,348,000	7*	June & Dec.	" "	1902	120
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	246,000	7		" "	1883	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1886	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	123½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1880	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L., K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham.& Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	98
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	104
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	84
Cincinnati and Springfield:						
1st Mort. (guar.by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1901	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	122
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	112
Clev & Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1938	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,250,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	602,000	7	March & Sept	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109½
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	10,428,000	7	April & Oct.	New York.	1903	93
2d Mortgage sk'g fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,947 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'90-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1888	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Loganspt & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	84
Columbus and Hocking Valley:						
1st Mortgage sk'g fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1830	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	113½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage sk'g fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold s&g fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	6a7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon .						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115½
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1891	100½
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, s&g fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	108½
Des Moines and Ft. Dodge:						
1st Mortgage (scrpon).....	2,400,000	8	Jan. & July.	New York.	1904	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1888	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	200,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	"	1880	....
Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage, (D.& M.R'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1878	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6a7	Jan. & July.	"	1896	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	121
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	118½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mortgage 2d division.....	586,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Alleghany Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1880	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	113
East Tennessee, Virginia & Ga.:						
1st Mort., sk'g fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	111½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.& Ga., old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1887	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'83-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,251,500	4½*	" "	Boston.	1906	89
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	109½
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	106½
3d Mortgage	4,852,000	7	" "	" "	1883	106½
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	106½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,000	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	119
1st Consol Mortgage gold...	16,666,000	7*	March & Sept.	N Y & London.	1920	120½
1st Consol. Mort. Coup. Bonds.	3,688,000	7*	" "	" "	1920	88½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	106½
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, & 2d on 50m)	2,000,000	6*	March & Sept.	New York.	1890	....
Evansville and Crawfordsville:						
1st Mortgage (61 miles)sk'g. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1889	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	825,000	7*	Jan. & July.	"	1908	....
Fall River, Warren & Prov.(B&P)						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York	1888	....
Flint & Holly S. F. ($25,000 p v.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & R. Jag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. s&g.fd.(H., W.& Mon.)	1,900,000	8	Jan. & July.		1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov		1902	88
Construction Loan.....	250,000	8	Jan. & July.		1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. & Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1890	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1883	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	103¼
Galv., Harrisburg & San Antonio.						
1st Mortgage	4,500,000	6*	Feb. & Aug.	Lond. or Bost.	1910	100
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	....	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1890	113¼
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	107½
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547 000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1883	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	104½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,886,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1886	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108½
1st Mort. (Q. & Palm. R.R. 15 m)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492 000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1888	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300 000	6	April & Oct.	Brist. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,227,000	7*	Jan. & July.	New York	1891	108
1st Mortgage (Western Div.)	2,305,000	7*	" "	" "	189	105½
1st Mort. (Waco & N W. Div.)	940,000	7	" "	"	1905	105
Income and Indemnity bonds	1,389,500	7	May & Nov	"	....	95
Consolidated Mortgage	2,864,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	116½
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	64½
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1906	....
Illinois Grand Trunk (C.,B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	116½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	76
1st Mortgage Extension gold	5,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	62
Indianapolis and Madison:						
1st Mort. assumed by J.,M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1858.	1,000 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ")guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage		7	March & Sept.	" "	1919	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1919	....
Equipment Mortgage	378,000	7	" "	" "	1900	....
Ionia and Lansing (D.,L.&L.M.):						
1st Mortgage s.f. guar.	770,000	10	Jan. & July.	New York.	1881	....
2d Mortgage	81,000	8	Jan. & July.	" "	1890	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	8	May & Nov.	" "	1886	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 p.m., guar.	1,350,000	7	April & Oct.	New York.	1917	108½
Ironton (Penna.):						
1st Mortgage	100,000	8	April & Oct.	New York.	1900	120
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	7*	Jan. & July.	New York.	1890	....
1st Mort. (Northern Ext.) guar.	514,000	8	Jan. & July.	New York.	1885	109
Consolidated Mortgage (236 m.)	1,943,000	8	May & Nov.	" "	1890	107½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	March & Sept.	" "	1891	105½
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1902	....
2d Mortgage	2,000,000	8	" "	" "	1880	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1899	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1897	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1894	....
2d Mort. (")	84,000	7	" "	" "	1887	108
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1883	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St.Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St.Jo.& CB.78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 120 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1895	....
Consolidated Mort. (200m.) conv.	887,000	7	March & Sept.	" "	1890	115
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL.&G.)						
1st Mortgage for $1,000,000	720,000	10	May & Nov	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	120
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118¼
1st M.(3dD 244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110
1st Mort. (1,000,000 acres).....	—....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117¼
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101¼
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98¼
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98¾
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1873	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	123¾
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	119
Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1892	...
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	120
Reg. Mort. (Clev., Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1895	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,835,000	7	April & Oct.	" "	1898	115¾
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20¼
2d Mort. gold tax free and conv.	5,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42¼
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	120
1st Mortgage (")reg...		6	" "	"	1898	119
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	130¼
General Mort. for $40,000,000.	13,804,000	6*	June & Dec.	"	1923	114¼
General Mort., registered....		6*	" "	"	1922	114¼
Lowisb. Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97¼
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	...
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	100¼
Little Rock, Miss. Riv. & Texas:						
1st Mortgage.....	1,250,000	7	" "	New York.	1898	....
Little Rock, Pine Bl. & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	109¼
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,254,000	7	Feb. & Aug	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage	800,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	100
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	106
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	117
Louisville Loan.....	850,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99¼
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108¼
$1,100,000 Loan, tax free.....	756 500	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,360	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1896	93¼
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	114
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	114
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	61
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	43
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	113¼
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'93	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1888	60
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	90
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1899	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	8,503,000	6*	Jan. & July.	New York.	1908	102¼
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	105¼
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	110¼
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	124
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	113¼
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	106
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1895	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	...
Mineral Point						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.)	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N. W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,706,500	7*	May & Nov.	" "	1913	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	107½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	55½
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	95
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103½
First Preferred Debentures.....	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York.	Sinking fund.	52
Second Preferred Debentures..	1,850,000	7		"		51
Third Preferred Debentures...	600,000	7		"		38½
Fourth Preferred Debentures..	900,000	7	non-acc.	"		36½
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	132½
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	" "	1891	115
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	114½
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,259,000	7	June & Dec.	" "	1915	114½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	110½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103
Newark & New York (C. of N. J.)						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	300,000	7*	May & Nov.	New York.	1889	98
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimn.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N. Y. & Lond	1903	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	80½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1886	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1891	....
New Jersey Wes Line						
1st Mort. gold for $3.000 000....	1,200,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt):						
1st Mortgage.....	303,000	6	April & Oct.	New York.	1885	101½
2d Mortgage.....	593,000	7	June and Dec.		1892	....
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	106½
Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,300	6	June & Dec.	" "	1887	112
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free.....	1,960,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130½
1st Mort., reg'd }		7	" "	" "	1903	130½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	...
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	130
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	130
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	110
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,500,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,900	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1.000,000.....	1,000,000	7	Jan. & July.	"	1899	...
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	305,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	100
North Carolina:						
1st Mortgage	210,000	6	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	320,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
2d Mortgage.....	1,500,000	7	May & Nov.		1896	116½
General Mortgage.....	2,035,000	7	Jan. & July.		1903	114½
North Shore (Flush., N. S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	109
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	117
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	109
Consol. General Mort. Coupon..	1,835,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	90½
Second General Mort. coupon..	1,000,000	6	"	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N. W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	116
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	118
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	105½
Old Colony.						
Plain Bonds.....	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds.....	32,000	5	" "	"	1884	103½
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000.....	1,692,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	266,500	7	Feb. and Aug.	"	1891	102½

AMERICAN RAILROAD BOND L ST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	102½
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	....
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1907	....
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1896	120½
Oregon and California:						
1st Mortgage, gold	10,980,000	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'88	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	122½
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	107½
2d Mortgage sinking fund	2,466,000	7	Jan & July.	" "	1891	109½
3d Mortgage	4,500,000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1893	....
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W)						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Rights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101½
General Mortgage	19,999,760	6	J. A. J. & O.	"	19 0	122
General Mortgage, registered.		6	" "	"	1910	123
Consolidated Mortgage	28,201,540	6*	Jan. & July.	London.	1905	117½
State lien for $1,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg.	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	....	....	....
Pennsylvania Company:						
Judgment bonds	6,400.000	6	....	Philadelphia.	Dem.	....
Registered bonds	5,200,000	6	J. A. J. & O.	"	1907	107½
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,087,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	19,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L. V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val (C. B. I. & P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv, and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec	"	1913	....
Petersburg:						
1st Mortgage (instalments)	800,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36½ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md 46 m.)	400,000	7	"	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia	1897	115
1st Mort. (£3,000,000 are sterling	5,000 000	6*	" "	Phil. or Lond.	1881	104½
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	113½
General Mort. for $20,000,000	5,683,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,128 500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-43 & 49.	1,510,500	6	" "	"	1910	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	117
Mor gage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	116
	Dollar registered	3,339,000	7	" "	"	1911	116½
	Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	104½
	Gold or stg reg.	653,000	6*	" "	" "	1911	107½
	Dollar coupon	305,000	6*	" "	Philade phia	1911	102½
New deben. loan, conv.		10,490,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S. F. ($60 000,000)		19,686,000	6*	Jan. & July	" "	1908	71
Income Mortgage of 1876		2,318,000	7	June & Dec.	Philadelphia.	1896	52
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000.		13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed		1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,158,000	7	Feb. & Aug.	Philadelphia.	1896	76
Funding Income		315,933	7	" "	"	1896	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bos'.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgag	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	118½
Consolidated 2d Mortgage	2,500 000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	136½
1st Mor gage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec	" "	1912	....
2d Mortgage (Series G)	800,000	7	Jan. and July.	" "	1912	127
2d Mortgage (Series H)	800,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	800,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	800,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	800,000	7	May and Nov	" "	1912	....
2d Mortgage (Series M)	800,000	7	June and Dec	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1894	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July	Baltimore.	1898	110
1st Mort. (Turtle Cr. Div. 10½ m)	325,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July	London.	1926	....
Real Estate Mortgage	100,000	6	....	Baltimore.	1883	....
Portland & Ogdensb (Me. & N. H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July	Boston.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct	"	1887	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	456,000	6½	June & Dec	Boston.	1927	80½
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	85,000	....	....	....	....	....
2d Mortgage	500,000	....	....	....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	800,000	6	Jan. & July.	Providence.	1880	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	340,000	5	Feb. & Aug.	Boston.	1895	....
Quincy and Palmyra:						
1st Mort assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	107½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	116½
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July	Phil. & Bal'h	1898	....
Reading and Columbia (P. & R.)						
1st Mort., Coupon, guaranteed	650 000	7	March & Sept	New York.	1888	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1898	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128½
Rhinebeck and Connecticut:						
1st Mortgage	300,000	7*	....	....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000	1,728,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180 000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	8	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	8	April & Oct.	Richmond.	'87-'90	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1900	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Skg Fd.	424,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1904	63½
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1901	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,500,000	5	Feb. and Aug.	Boston.	1893	....
General Mortgage	1,500,000	6	May & Nov.	"	1901	90½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	110¼
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	106
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	115
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	105½
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105½
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	104
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	118½
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	107½
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,207,000	7	May & Nov.	New York.	1894	....
1st M (Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,890,000	7	Jan. & July.	New York.	1897	115½
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1893	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,340	6*	May & Nov.	New York.	1906	96
2d Mort. B. & C for $5,200,000	4,969,142	2*	" "	"	1906	78½
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	356,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,500	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	113
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1890	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart'd						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	168,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,621,280	6	" "	U.S. Treasury	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'78-'88	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	104½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	100
3d preferred bonds	462,800	6	" "	" "	'84-'90	97
Southern Central (N.Y.):						
1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	11,000,000	6*	April & Oct.	New York.	....	100½
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	106
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	94
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	68
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50½
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110½
1st Mort. (L. Erie, Wab. & St. L.)	2,800,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	108½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	100
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1892	100
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	104
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104½
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104½
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	104½
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	39
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	102½
Consol. 2d mort. gold	2,184,400	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Troy & Bennington (T. & B.):						
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	12⅞
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	(16)
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	11,861,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling..	2,225,000	6g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	87
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	112
Sterling Loan £369,200 (U. Co's)	1,846,000	6g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Steri'g S.F. £262,000 (C. & Am.'	1,310,000	6g	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108½
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	115
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	114
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan.and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	..
3d Mortgage	990,000	6	" "	" "	1884	102½
5th Mortgage.....	909,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	94,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	6	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(F., T. &B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105½
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9g	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	93½
2d Mort. (" " ")	850,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	109
2d Mort " " ")	1,200,000	6	Jan. and July.	"	1875	114
3d Mort " " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " " ")	700,000	8	March & Sept.	"	1880	50½
Funded Coupons (do.)	722,684	....	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	313,932		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou & Ken	47,000		May and Nov.	New York.	1893	....
1st Mortgage for $2,000,000	856,000	7g	Apr. and Oct	" "	1901	35
Westchester and P[illegible]:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	120
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July	.....	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	502,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,378,000	7g	"	"	1902	....
Bonds (S. F.) Conv. till May '85	3,920,000	7	"	"	1900	109½
Sterling Bonds, Sinking Fund..	981,234	6g	March & Sept.	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
	$					
Western Maryland:						
1st Mortgage, anendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	103
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	114
2d Mortgage preferred.....	600,000	6	" "	"	1895	104
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	116
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6g	Jan. and July.	New York.	1899	108½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	115
General Mortgage.....	1,200,000	7		"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,300,000	7	June & Dec.	Baltimore.	1900	108
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7g	Jan. and July.	New York.	1896	112½
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,719,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.....	1,610,000	7g	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,425,000	7g	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,000	7g	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	74
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. (2d series, July 1, 1869 reg. (3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1884	106½
	5,000,000	7	" "	" "	1891	113
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	117
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6g	March & Sept.	"	1894	107½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	104
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	114
Mortgage (equip.) Loan, gold...	4,658,500	6g	June & Dec	"	1897	108
Consolidated Mortgage.....	1,116,000	7	" "	"	1911	120
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,985	7	Apr. and Oct.	"	1890	....
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	..
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	98
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph.& Rdg						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	98½
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	70
Improvement bonds.....	260,000	6	May and Nov.	"	1930	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1915	80
Coupon Bonds.....	1,200,000	6	Jan. and July.		1895	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
2d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. Bds (" ")	324,810	6	" "	" "	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1883	....
West Branch & Susquehanna (Penn.)						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia	1870	....
2d Mortgage.....	298,000	6			1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Dec. 31, 1878	96.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	.....	96.0	120,786	41,310	.....	229,136	89,918	—	100	...
Dec. 29, 1879	290.0	—	15.4	—	21	15	6	383	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	571,105	.....	369.9	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq. †(D. & H.)..New York.	7,371,745	1,698,893	845,023	.....	3,500,000	6,045,000	373,461	.....	177.3	692,461	293,623	485,336	1,006,211	456,679	7	100	111
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,985	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,863	551,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,643	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	*	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,786	*	95,206	44,478	2,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,105	611,086	3,950,868	2,035,676	—	100	119½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point .....Georgia	1,192,636	*	.....	238,007	1,232,200	83,000	8,722	107,881	87.2	46,626	41,081	65,134	321,140	113,435	8	100	....
Dec. 31, 1878	387.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West..N.Y. Penn.& O.	89,236,462	*	11,482,758	1,985,380	34,675,804	67,220,893	6,925,537	.....	512.0	4,856,182	919,064	2,682,829	3,745,207	675,849	—	100	....
Dec. 31, 1878	287.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	18,829	1,018,294	4,476,677	3,566,500	1,331,148	.....	350.2	651,387	86,913	.....	959,378	852,913	—	100	6
Jun. 30, 1878	406.0	20.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,032,955	2,061,625	7,121,900	14,065,800	3,706,158	2,427,860	428.0	1,433,025	149,577	540,566	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	8,484,000	.....	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,036	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	733,000	.....	.....	.....	733,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,258	57,305,232	3,031,498	18,277,309	37,670,350	5,319,729	37,111,919	557.3	3,303,055	.....	.....	8,563,957	4,039,612	8	100	162½
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	114,332	1,680,000	.....	20,000	94,332	31.0	776,688	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	6,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,746	.....	.....	659,699	186,023	—	100	61
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	8,854,271	.....	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	453,963	1,057,559	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	8,403,786	696,010	37,838	64,638	3,533,250	6,500,000	288,365	.....	90.2	571,460	909,548	281,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	35,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	.....	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,988	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	.....	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	.....	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	24,368,716	3,145,400	2,433,360	956,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,185	5,200,641	2,642,555	6,033,533	2,219,536	8	100	150½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	.....	52.5	135,063	104,762	721,301	156,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.6	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	.....	161.6	766,719	682,438	550,164	970,548	286,519	—	100	20
Mar. 31, 1879	93.5	72.3	19.0	17.0	30	27	16	672	Boston, Concord and Montreal .....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,618	6	100	89
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,154	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,837	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	307,873	2	500	89½
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,690	Boston and Maine.....Mass., N. H. & Me.	9,513,216	1,242,230	1,040,084	204,359	6,921,274	3,500,000	88,360	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,378	7	100	137
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	509,536	54,811	53.6	287,436	99,429	170,314	282,861	77,660	—	100	44
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,174	207,400	698,898	144,398	4,000,000	600,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,266,417	358,490	6	100	139½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,269	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	191,265	37,324	2	100	102½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany†.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	153,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	.....	.....	.....	2,286,000	580,000	.....	.....	.....	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1878	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	5,030	230,609	1,971,450	3,807,500	701,079	338,434	120.5	500,791	139,122	559,265	864,419	460,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern....New York.	2,858,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,924	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	262.6	183.1	30.0	22.0	37	24	5	1,081	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	844,016	150,000	363,564	5,500,000	5,996,800	213,768	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	64
Dec. 31, 1878	190.7	—	40.5	—	29	28	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,900	10,958,300	1,776,111	502,467	415.2	469,122	158,683	379,879	1,921,350	1,302,673	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	89	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,838	25,007	33.9	23,976	8,592	.....	15,150	4,245	—	100	33
June 30, 1878	142.8	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	137,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,620	*	.....	.....	4,495,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,899	df. 9,917	—	100	....
Dec 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois & Ind.	7,624,300	.....	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California.	18,800,673	393,014	131,150	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,049	540,985	198,123	55,641	1,216,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central..... .....Canada.	3,374,400	*	.....	.....	978,400	2,178,000	242,500	23,000	169.0	162,303	48,388	60,231	283,865	75,691	—	100	....
June 30, 1878	29.2	69.0	61.6	—	42	35	17	2,035	Canada Southern..... ...Canada.	22,839,453	*	4,915,026	161,534	15,000,000	11,511,343	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	59
Mar. 31, 1879	242.0	—	19.1	—	22	17	6	278	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	408,589	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	5,206,668	.....	.....	.....	4,359,500	1,802,350	.....	41,818	.....	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	*	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,310	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	.....	.....	.....	7,020,000	3,614,000	.....	.....	.....	.....	.....	.....	.....	654,999	7pf	100	133½
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,966	.....	.....	2,721,624	1,523,309	2½	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	630	Central, of Iowa.....Iowa.	9,726,624	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18768	Central of New Jersey.....New Jersey.	17,161,636	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	381.6	4,824,938	4,501,718	3,226,822	5,889,526	2,302,770	—	100	72½
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181,219	52,102	—	100	....
Sept. 30, 1878	187.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,983	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	187.3	1,281,787	297,472	646,572	829,253	266,448	6	50	90
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah	134,650,528	7,556,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,256	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	8,744,740	—	100	134
Sept. 30, 1878	195.0	—	18.0	—	22	17	5	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,880	195.0	415,353	68,570	97,948	441,357	152,228	—	100	....
Sept. 30, 1878	427.8	6.8	77.6	—	76	34	16	2,750	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975,421	108,692	488,035	15,950,402	28,258,320	2,127,589	.....	426.0	3,233,377	172,175	588,066	1,936,360	341,621	—	100	19½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,259	322,266	177,285	145,719	2,163,300	826,500	26,312	24,427	53.6	557,059	124,321	419,309	527,588	123,835	1pf	100	55
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	.....	677.8	2,709,406	781,991	1,967,306	4,691,519	2,156,385	7	100	114½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	181	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,712	*	1,592,655	3,327,845	27,956,916	27,088,725	13,568,354	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,586,530	8	100	134
June 30, 1878	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,646,109	*	.....	.....	6,156,600	.....	250,334	.....	221.6	313,592	87,572	236,533	538,595	260,947	—	100	79½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction. Mich.	2,078,985	*	.....	.....	978,985	1,099,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	103.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949,694	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,516	—	100	....
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	*	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	135
Dec. 31, 1878	881.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul. Wis. I.& M.	58,755,184	*	2,848,298	1,480,429	27,653,744	32,098,500	791,593	2,520,074	1,585.3	5,991,705	1,412,663	1,955,699	8,451,768	3,559,454	7pf	100	91
May 31, 1879	1,200	—	320.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,917,992	2,335,059	36,514,220	34,698,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	4,265,937	13,420,606	6,816,812	7pf	100	105½
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,484	1,125.0	7,546,000	1,500,960	2,236,270	9,409,833	4,839,961	10	100	118½
Dec 31 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	26,911,601	.....	.....	.....	8,663,650	17,247,851	120,095	.....	571.6	1,818,819	227,184	436,158	2,819,019	818,723	—	100	35½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Time of Rep'g.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec. 31, 1878	40.4	484 3	671 6	—	495	178	86	9282	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	68,866,354	14,378,709	5,510,552	3,429,057	50 000,000	37,024,000	1,925,820	3,245,132	1,176.8	6,767,042	2,746,032	6,098,445	13,979,766	5,959,501	—	100	108
Dec 31, 1878	25.0	—	—	—					Lehigh and Lackawanna (C. of N. J.). Pa.	775,100	—	—	—	375,100	600,000	—	—	25.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1878	105.0	49.7	98.8	—					Lehigh and Susquehanna (C. of N. J.). Pa.	13,802,986	—	16,035,238	1,178,753	11,193,550	15,619,275	1,616,813	2,587,304	202.9	1,420,382	868,536	275,994	1,874,068	961,579	—	50	....
Nov. 30, 1878	161.0	192.2	346.6	—	235	72	36	....	Lehigh Valley	14,647,091	2,282,317	22,784,411	2,350,676	27,228,855	24,391,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,955	5,532,738	3,075,811	4	50	104
Dec. 31, 1878	120.4	—	55.2	—	45	39	13	679	Little Miami	6,561,375	*	—	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,357,371	850,950	624,564	1,224,691	384,621	8	50	....
Dec. 31, 1878	165.7	—	4.1	—	10	6	2	224	*Little Rock and Ft. Smith* ¶	8,000,000	*	.....	.....	.....	5,000,000	3,000,000	.....	165 2	169,845	47,805	47,284	228,648	116,857	—	100	52½
Sept. 30, 1878	94.9	—	63.0	—	65	152	15	381	Long Island ¶	6,242,608	*	.....	.....	3,260,600	1,881,780	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,53 ,314	497,895	—	50	....
Dec. 31, 1878	101.5	63.0	9.4	—					Louisiana and Mo. Riv. (C. & A.)....Mo.	8,248,000	—	.....	.....	1,624,000	1,624,000	.....	.....	101.5	.....	.....	.....	231 290	138,370	—	100	10¾
Jan. 30, 1878	174.7	—	28 2	—	31	24	15	448	Louisville, Cincinnati and Lexington. Ky.	5,772,640	*	.....	.....	1,870,774	3,375,300	.....	.....	218.5	618,520	327,384	314,282	978 063	294,160	—	100	....
Jun. 30, 1878	185.0	280.6	98.3	—	180	75	37	3,239	Louisville & Nashville .....Ky. & Tenn.	24,006,920	*	94,988	144,132	9,007,819	17,400,722	664,239	111,447	973 4	3,110,247	720.4 7	2,614,007	5,697,598	2,344,242	3	100	156½
Dec. 31, 1878	288.0	—	26.0	—	22	12	8	459	Louisville, N. Albany & Chicago....Ind.	3,500,000	—	7,800,120	803,939	.....	.....	2,852,673	3,304,765	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	38.0	5.0	9.2	—					Mahoning Coal (A. & Gt. W.) .....Ohio.	2,760,430	—	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36,569	—	50	....
Jun. 30, 1878	187.8	87.9	153 5	—	65	33	11	1,378	Marietta and Cincinnati (B. & O.)....Ohio.	23,605,983	—	2 584,932	391.220	3,932,050	11,307,811	7,509,091	.....	312.0	2,272,100	701,122	716,627	1,545,783	266,980	—	50	....
Jan. 30, 1878	98.2	1.5	5.5	—	9	8	2	127	Marietta, Pittsburg and Cleveland....Ohio.	3,530,000	*	200,000	3 844	.....	3,530,000	.....	.....	99.7	171,215	74,140	45,114	110,777	9,467	—	—	—
Dec. 31, 1878	68.1	25.4	20.4	—	36	5	4	1,706	*Marquette Hough. & Ontonagon*.....Mich.	7,804,961	1,050,376	28,667	132,436	4,565,627	4,242 200	102.588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	18
Jan. 30, 1878	272.0	20.0	29.0	—	37	29	13	626	Memphis & Charleston.....T., M. & Ala.	7,395,106	1,245,848	428,792	1,271.052	5,312,725	4,220.000	1,309,525	.....	292.0	645,928	.....	158,458	682,412	307,445	—	100	87½
Dec. 31, 1878	133.0	—	3.0	—	15	6	4	212	Memphis and Little Rock.....Arkansas.	4,419,584	*	.....	408,169	1,500,000	2,850,000	402,217	75,536	182.0	.....	.....	.....	443,764	116,418	—	100	....
Jan. 30, 1878	115.0	—	4.7	—	9	6	2	71	Memphis, Paducah & North'n..T. & Ky.	(No	report	since re	organiza	tion.)	.....	.....	.....	115.0	156,468	.....	.....	203,671	63,062	—	100	....
Dec. 31, 1878	284.0	—	87.9	—	219	114	35	5,049	Michigan Central.....Mich.	28,437,938	*	5,159,161	345,178	18,738,204	18,191,000	20,960	3,192,107	803.7	6,812,530	1,433,937	1,530,787	6,872,094	2,707,353	4	100	95½
Sept. 30, 1878	154.4	6.0	6.2	7.0	12	5	6	212	Milwaukee L. Shore and Western...Wis.	6,913,439	*	.....	.....	.....	750,000	166,439	.....	162.4	351,905	76,918	182,088	245,025	49,715	—	100	....
Jun. 30, 1878	108.5	15.0	7.5	—	4	3	2	56	Minneapolis and St. Louis....Minnesota.	3,692,911	*	.....	.....	.....	1,101,650	.....	.....	123.5	280,174	64,235	263,856	359,350	117,911	—	100	....
Jun. 30, 1878	60.0	—	2.5	200.0	4	—	—	100	Minnesota Midland (3 ft.)....Minnesota.	2,529,000	*	.....	.....	2,000,000	366,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	24.4	—	1.7	—					Minnesota Valley (C. & N. W.) .. Minn.	136,330	—	.....	28,669	15,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1878	100.0	—	8.4	—	11	12	3	144	Mississippi and Tennessee..Miss. & Tenn.	2,956,654	*	.....	163,917	825,400	1,982,900	324.445	.....	100.0	187,457	.....	.....	378,780	176,985	—	100	....
Jun. 30, 1878	85.0	—	5.0	210.0	5	2	2		Missouri, Iowa and Nebraska..Mo. & Ia.	3,838,140	*	.....	308,672	1,457.225	1,800.000	329,969	559,678	85.0	116,920	29,000	105,000	98.827	3.125	—	100	....
Dec. 31, 1878	876.0	209.8	96.0	—	88	34	25	1,477	Missouri, Kansas and Texas..M. K. & Tex.	40,988,676	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265.473	490,060	2,981,682	348 483	—	100	35½
Dec. 31, 1878	283.5	13.0	84.0	—	110	52	30	2,499	Missouri Pacific.....Missouri.	16,623,000	*	.....	.....	800.000	16,823,000	.....	.....	423.5	.....	781.907	.....	3,984,44	1,660.087	—	100	17
May 31, 1879	84.0	—	4.2	—	4	5	3	69	Mobile and Girard.....Alabama.	2,010.311	*	17,000	8,5 0	1,278,941	1,133,500	.....	.....	84.0	104,000	31,485	.....	195,008	60.3 5	—	100	....
Dec. 31, 1878	178.8	—	11.7	—	26	17	10	394	Mobile and Montgomery .....Alabama.	3,164,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,493	.....	680,183	258,391	5	100	....
Jan. 30, 1878	472.0	56.6	48.3	—	80	24	14	1,010	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719.7 9	.....	528.6	1,166,773	233,087	186,638	2,098,500	879.3 1	—	100	22½
Oct. 31, 1878	80.0	—	4.0	—	7	6	3	78	Montgomery and Eufaula .....Alabama.	3,142,909	*	49,967	77,273	1,149,354	1,810.000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	84.6	86.0	205.6	—	111	101	37	3,169	Morris and Essex ....New Jersey.	17,710,791	12,144,940	4,141,925	926,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710.117	782.328	7	100	111
Sept. 30, 1878	14.5	—	23.8	—	21	28	9	275	Nashua and Lowell.....N.H. & Mass.	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53 7	424,029	869,726	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	48.8	—	4.0	—					Nashua & Rochester (W. & N.)....N. H.	2,006,800	—	.....	.....	1,305,800	700,000	.....	.....	48.8	.....	.....	.....	95.932	48,278	5	100	60½
Jun. 30, 1878	321.0	182.5	48.1	—	47	28	16	1,080	Nashv., Chattanooga & St. L..T. Ala. & Ky.	14,097,296	*	679,152	329,726	6 575,295	7,522,000	918,941	89,939	483.5	1,404,092	186,128	.....	1,871,809	767.995	2	25	56
Jun. 30, 1878	122.3	—	12.3	—					Nashv. & Decatur (L. & N.)...Tenn. & Ala.	3,747,557	—	.....	781,382	1,642,557	2,105,000	.....	389,308	122.3	356.841	77,756	425.257	737,756	337 644	6	100	....
Sept. 30, 1878	56.5	—	10.1	—	13	13	7	93	Naugatuck .....Connecticut.	1,928,845	234,087	108.797	57,969	2,000,000	.....	389,024	309.002	61.2	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	22.6	—	1.3	—	3	2	2	36	Nevada County Narrow Gauge.....Cal.	531,164	*	7,427	756	242,200	250.000	20,696	59,647	22.6	.....	57,580	19,955	98,085	51,718	—	100	....
Sept. 30, 1878	44.0	—	4.0	—	12	2	7	164	Newark, Somerset & Straitsville ..Ohio.	1,781,000	*	31,504	73,998	937,400	800.000	149,102	.....	44.0	283,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	162.0	28.0	5.0	—	10	5	5	115	New Brunswick (3¶).....New Br.	2,021,000	—	.....	.....	200,000	1,772,000	99.000	.....	190.0	.....	29,768	52,840	122,300	27,111	—	100	....
Jun. 30, 1878	74.0	46.0	14.5	—	11	12	3	45	New Brunswick and Canada.....N. Br.	2,580,500	—	.....	.....	1,788,000	170,000	22,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Dec. 31, 1878	14.9	—	5.8	—					Newcastle & Beaver Val. (Penn. Co.)..Pa.	834,093	—	55,358	52,472	605,000	.....	881	336,032	14.9	193,381	130,508	952,560	268,143	126,789	24	100	..
Sept. 30, 1878	83.9	15.1	23.7	—	20	16	8	468	New Haven and Northamp. Conn. & Mass.	4,005.281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	169.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	100.0	—	16.5	—	22	15	9	286	New London Northern (C. V.).. .. Conn.	2,052,708	231,902	66,000	70,985	1,500,000	687,500	180,988	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	141.0	—	10.0	—	34	—	—	—	New Orleans and Mobile, La., Miss. & Ala.	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,439	161,046	372,986	367,886	—	100	....
Dec. 31, 1878	112.0	37.0	16.0	—					New York and Canada (D. & H.). N. Y.	8,153,683	*	.....	126,058	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 30, 1878	441.7	298.4	1,389	—	595	470	213	—	New York Central & Hudson River. N. Y.	82,168,689	17,736,406	29,967,488	.....	39,428,300	39,801,283	532,050	.....	1,018.3	5,998 941	3,927,565	7,625,413	26,406,017	10,969,040	8	100	130
Sept. 30, 1878	24.5	—	1 2	26.8	—	—	—	—	New York City and Northern.....N. Y.	1.775,000	—	.....	.....	1,275,500	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—
Sept. 30, 1878	126.9	—	60.7	—	—	—	—	—	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.	17.096,144	1,566,020	2,619,150	592,450	9,050,000	10,617,329	2,118,329	———	Incl	uded in	Lessees r	eturns.	.....	.....	8	100	195
Sept. 30, 1878	5.5	—	5.5	—	—	951	—	—	N. Y., Lake Erie & Western. N. Y. & Pa.	118,949,931	*	.....	.....	.....	.....	.....	.....	5.5	.....	.....	.....	.....	.....	3	100	....
Sept. 30, 1878	460.0	96.5	1,179	—	476	311	96	11656	N. Y. & Manhattan Beach (3 ft.)...N. Y.	558.111	169,107	704,118	.....	500,000	829,000	45,000	82,829	928.1	10,730,231	4,896,327	6,150,468	15,644,978	5,009 114	—	100	39
Sept. 20, 1878	14.8	—	10.5	—	11	76	2	22	N. York & N. England..M., R. I. & Conn.	20,622,534	*	865,382	53,881	20,000,000	400,000	934,078	201,721	22.1	181,874	1,056,871	16.740	298,147	138,147	—	—	—
Sept. 30, 1878	85.7	53.2	39.1	100.0	36	66	13	319	N. Y., N. H. & Hartford. N. Y. C. & Mass.	12,889,584	2,164,455	1,373,778	1,537,029	15,500,000	.....	476.465	1,940,376	139.0	815,352	1,731,635	435,367	1,006,287	197,890	—	100	36½
Sept. 30, 1878	123.0	17.5	179.1	—	93	199	59	1,280	N. Y., Providence & Boston..Conn. & R. I.	2,645.021	559,487	1,089,987	.....	3,000.000	1,050,000	218,800	.....	152.8	2,087,720	3,525,468	898,799	3,817,281	1,875,625	10	100	150
Sept. 30, 1878	50.0	12.5	57.7	—	24	31	12	252	Niagara Br. & Canan. (N. Y. C. & H. R.) N. Y.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	129
Sept. 30, 1878	98.5	5.5	—	—	—	—	—	—	North Carolina (R. & D.) .....N. C.	4,933,778	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60,000	6	100	....
Sept. 30, 1878	223.5	—	14.5	—	—	—	—	—	Northeastern ¶.....S. C.	2,148,131	*	466,223	59,020	4,000,000	291,500	185,742	1,024,779	223.2	433,744	98,763	98,763	494,022	159,659	6	100	....
Sept 30, 1878	02 0	—	8.1	—	13	13	5	—	Northern .....New Hampshire.	3,088,400	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46.141	.....	363,845	162,500	—	100	....
Mar. 31, 1879	69.5	13.4	16.5	—	25	14	10	142	Northern Central .....Md. & Pa.	12,184,508	4 196,107	387,960	498,687	3,068,400	100	396.617	484,880	8.	452,301	141,209	401,922	428,874	107,372	5	100	101½
Dec. 31, 1878	137.0	13.0	192.9	—	162	64	42	532	Northern Pacific...Minn. Dak., Wash. &c.	19,588,650	1,115,378	5,156,440	560.455	5,842,000	15,393,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	72½
Aug. 31, 1878	449.0	136.5	26.0	130.0	48	22	24	5,296	North Pennsylvania (P. & R.).....Pa.	5,834,418	1,748,206	4,619,6 7	251.689	4.264, 50	6,000,000	30,342,761	1,176,193	646.0	.....	.....	.....	1,198,382	583,700	—	100	29½
Oct. 31, 1878	55.6	32.6	79.5	—	58	63	32	1,196	Norwich & Worcester ..... Ct. & Mass.	3,205,436	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	90½
Sept. 30, 1878	69.4	7.0	13.9	—	21	15	7	1,148	Ogdensburg & L. Champlain.....N. Y.	5,677,000	*	.....	.....	5,077,000	994,000	267.202	.....	66.4	407,889	335,000	403,094	666,883	269,778	10	100	140
Sept. 30, 1878	118 0	4.0	14.0	—	34	15	6	578	Ohio and Mississippi.....O., Ind. & Ill.	33,981,476	*	50,578	377,737	24,030.000	12,841,000	1,924,750	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	22½
Dec. 31, 1878	340.5	274.5	103.0	—	124	58	31	960	Old Colony.....Mass. & R. I.	10,282,291	1,191,319	1,882,238	320,976	6,783,800	5,564,500	619,449	709,055	615.0	.....	.....	.....	3,137.136	861,547	—	100	84
Sept. 30, 1878	249.4	62.4	76.3	—	72	158	27	2,510	Omaha and Republican Val.....Neb.	1,113,000	*	.....	.....	371.000	742.000	.....	.....	301.8	1,193,087	3,959,023	631,190	2,077,616	703,278	6	100	116½
Dec. 31, 1878	76.2	—	2.4	—	2	2	1	1,311	Oswego and Syracuse.....N. Y.	1,762.540	*	.....	.....	1,320,400	461.500	8,801	.....	74.2	.....	.....	.....	.....	88,769	—	100	....
Sept. 30, 1878	35 0	—	15.6	—	14	13	6	492	Paducah and Elizabethtown.....Ky.	4,277,684	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	35.0	206,070	136,118	291,874	279,562	74,852	9	100	..
Jan. 31, 1878	155.6	—	9.3	—	17	6	4	415	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	185.6	352,451	53,277	223,882	319,542	88,266	—	100	....
Dec. 31, 1878	67.4	—	7	—	—	—	128	—	Pekin Line and Decatur..... ....Ill.	1,585,448	2 *	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,383	—	100	....

Dec. 31, 1878	329.0	100.9	623.6	—	648	335	128	—	Pennsylvania ¶	Pennsylvania.	58,787,686	*	77,082,500	11,869,491	68,870,200	55,114,760	19,696,287	4,057,815	1,055.0	12,847,566	5,205,737	10,946,752	20,317,140	9,396,087	2	50	116
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,536	1,163,128	....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl 30	1878	44.0	6.0	8.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	2 102,680	36,755	12	100	....
Jun. 30,	1878	83.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,239,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	293,285	94,911	148,964	227,501	32,818	—	100	....
Sept. 30,	1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,077	81,296	1 190,729	26,519	—	100	....
Dec. 31,	1878	51.7	—	5.2	—	8	40	5	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,920	280,900	300,900	.....	51.7	140,376	.....	.....	178,004	.....	—	100	....
Oct. 31,	1878	46.0	—	7.2	—	10	8	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	53,820	468,556	1,500,000	72,038	437,566	57.0	155,261	211,115	131,308	257,870	86,849	—	50	....
Dec. 31,	1878	287.4	—	143.0	—	123	39	18	3,030	Philadelphia and Erie (Penn.)	Pa.	25,150,110	*	279,094	137,694	8,478,70	17,656,000	1,330,539	.....	287.4	2,284,480	459,344	2,810,466	2,921,130	876,111	—	50	30
Nov. 30,	1878	17.0	3.0	27.3	—	24	46	13	3,030	Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	.....	29.3	.....	.....	.....	278,495	263,668	12	50	206
Nov. 30,	1878	98 4	228.6	763.4	—	416	334	58	182	Philadelphia & Reading	Penn	30,513,089	9,855,442	68,959,782	16,585,396	34,278,176	76,300,797	11,196,188	.....	799.4	8,092,849	6,876,418	8,766,979	11,589,563	6,307,821	—	50	30
Oct. 31,	1878	96.3	15.9	151.2	—	80	118	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,998	662,099	112.2	1,613,936	2,243,781	793,365	2,660,446	1,196,048	8	50	87
Dec. 31,	1878	192.8	8.1	64.0	—	106	39	26	1,472	Pittsburg, Cin. & St. L. (Pa.Co.)	Pa. & Ohio	12,942,295	*	1,249,156	1,814,337	8,457,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30,	1878	149.6	1.9	37.3	—	16	18	—	206	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,015,671	470,698	42,697	8,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,466	1,542,754	578,312	—	50	....
Dec. 31,	1878	468.4	—	215.6	—	278	152	51	6,655	Pittsb., Ft. W. & Chicago	P., O., I. & I.	38,743,396	*	213,316	12,000	25,383,686	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,820,110	3,689,197	7	100	120
Dec. 31,	1878	68.0	2.5	8.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,269,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31,	1878	95.0	25.0	33.0	—	32	19	6	268	Pittsb., Titusville and Buff	N. Y. & Pa.	9,085,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	433,165	281,919	522,402	526,701	184,563	—	50	32
Dec. 31,	1878	24.0	—	1.2	6.0	—	—	—	—	Pitt'sb., Wheeling & Kentucky	W. Va.	599,395	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,653	49,515	10,304	—	100	....
Sept. 30,	1878	92.0	—	10.0	—	9	16	4	160	Portland and Ogdensburg	Me. & N.H.	3,564,544	292,538	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30,	1878	52.5	—	7.0	—	7	9	4	187	Portland and Rochester	Me. & N. H.	1,966,211	*	.....	.....	686,011	1,500,000	59,455	.....	52.5	155,559	118,583	92,092	148,151	29,384	—	100	....
Sept. 30,	1878	51.0	—	18.1	—	19	—	—	203	Portland, Saco & Portsmouth	Me.	1,334,091	96,555	69,364	93,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	107
Sept. 30,	1878	42.7	—	2.3	—	4	5	—	60	Poughkeepsie, Hartford & Boston	N.Y.	1,385,000	*	.....	.....	850,000	535,000	41,056	.....	47.5	76,503	51,040	18,647	56,296	11,121	—	100	....
Sept. 30,	1878	22.8	—	1.6	—	3	3	1	57	Providence and Springfield	R.I. & Mass.	913,424	100,512	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,597	41,812	—	100	....
sept. 30,	1878	43.4	8.0	58.6	—	30	33	8	1,282	Providence and Worcester	R. I. & Mass.	2,918,983	300,539	59,340	186,858	2,000,000	1,176,000	629,180	110,685	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
May 31,	1878	97.0	—	6.9	—	12	12	9	131	Raleigh and Gaston	North Carolina	1,500,000	*	1,174,557	133,249	1,500,000	821,000	5,306	480,600	97.0	.....	44.615	.....	242,478	107,185	—	100	....
Sept. 30,	1878	72.6	110.1	62.3	—	56	77	20	1,547	Rensselaer and Saratoga	N.Y.	6,679,308	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	713,320	1,126,484	602,540	1,823,359	754,346	8	100	120
Sept. 30,	1878	140.5	11.0	13.3	—	56	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30,	1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,886,269	*	112,163	74,957	1,832,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,856	—	100	....
Sept. 30,	1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30,	1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30,	1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,346	229,092	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31,	1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	160,000	61,125	.....	91.0	207,201	109,369	191,428	366,489	96,278	8	100	....
Sept. 30,	1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	409.9	1,053,608	576,974	370,905	1,218,785	350,747	—	100	21
Sept. 30,	1878	140.5	11.0	13.3	—	56	37	20	793	Richmond and Danville ¶	Va. & N. C.	5,879,853	*	2,518,463	47,575	3,866,400	4,131,886	447,575	.....	200.9	608,646	87,824	235,962	942,386	310,948	—	100	....
Sept. 30,	1878	80.0	—	7.2	—	12	15	10	127	Richmond, Fred'burg and Potomac ¶	Va	2,886,269	*	112,163	74,957	1,832,629	878,241	63,965	547,553	82.9	174,311	128,000	48,321	312,032	151,856	—	100	....
Sept. 30,	1878	22.5	2.3	2.6	—	7	7	5	103	Richmond and Petersburg ¶	Va.	1,102,684	67,861	41,791	34,264	1,008,600	225,000	22,267	10,741	24.8	73,787	102,335	80,760	62,553	4,479	—	100	....
Sept. 30,	1878	41.0	—	1 9	—	4	7	2	57	Richmond, York Riv. & Chesapeake ¶	Va.	598,372	*	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,293	92,803	1,956	—	100	....
Sept. 30,	1878	107.6	—	10.7	—	11	8	4	232	Rochester and State Line	N.Y.	2,081,346	229,092	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31,	1878	91.0	—	4.5	—	9	5	2	85	Rock Island and Peoria	Ill.	1,677,669	*	7,278	26,177	1,500,000	160,000	61,125	.....	91.0	207,201	109,369	191,428	366,489	96,278	8	100	....
Sept. 30,	1878	141.1	239.2	54.9	—	5	53	23	1,182	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	409.9	1,053,608	576,974	370,905	1,218,785	350,747	—	100	21
Jun. 30,	1879	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.)	Vermont.	8,943,288	457,800	1,066,402	.....	6,480,000	2,546,400	569,741	.....	136.0	.....	[rental, et c.	.....	295,812	278,758	—	100	51
Dec. 31,	1878	34.8	—	2.8	—	4	2	2	50	Saginaw Valley and St. Louis	Mich.	847,205	*	2,309	39,188	264,004	446,000	.....	177,901	34.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Sept. 30,	1878	22.0	—	3.3	—	4	4	2	190	St. Croix and Penobscot	Me.	511,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	38,566	15,425	—	100	....
Dec. 31,	1878	247.0	—	11.4	—	13	4	12	154	St. Joseph and Denver City	Kansas	2,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,688	157,266	641,391	61,181	—	100	....
Dec. 31,	1878	189.0	—	19.0	—	13	11	4	632	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	175.2	395,390	184,988	473,648	506,459	239,621	—	100	19
Dec. 31,	1878	—	18.8	—	—	—	—	—	—	Belleville Branch	Illinois.													555,802	534,932			
Dec. 31,	1878	469.5	195.0	114.3	—	118	48	24	2,561	*St. Louis, Iron Mt. and So.* ¶	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	600,556	694,601	4,514,321	1,945,956	—	100	50
Dec. 31,	1878	150.6	—	13.2	—	—	—	—	—	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31,	1878	265.5	113.3	67.2	—	100	42	20	2,600	St. L., Kansas City & Northern	Mo	34,484,244	*	1,096,831	368,907	24,000 00	10,181,500	1,237,500	538,000	598.8	.....	499,441	960,466	3,34,496	1,347,500	—	100	....
Dec. 31,	1878	327.3	—	25.8	—	29	10	8	813	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289 435	130,431	327.3	872,626	63,132	254,389	1,201,652	603,517	—	100	32
Oct. 31,	1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis & S. Eastern	Ill. & Ind.	11,022,769	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,208	183,359	.....	954,333	168,210	—	100	....
Oct. 31,	1878	158.3	—	25.9	—	32	14	8	748	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	3,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,685	—	100	....
May 31,	1878	156.0	—	19.5	—	11	10	4	313	*St. Paul and Duluth*	Minn.	8,832,523	*	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	483,349	121,008	—	100	85
Dec. 31,	1878	121.3	—	11.5	—	15	7	6	475	St. Paul and Sioux City	Minn. & Iowa.	4,555,137	*	325,673	13,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,918	602,754	239,505	—	100	33
Sept. 30,	1878	116.3	—	24.0	—	35	13	14	684	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,800	110.3	841,442	191,069	781,146	657,632	234,227	—	50	....
July 31,	1878	106.0	5.3	4.9	—	10	9	6	80	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	303,883	20,046	—	100	....
Dec. 31,	1878	100.0	—	7.1	—	10	10	4	76	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,800,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....
Sept. 30,	1878	80.0	—	6.0	—	16	12	4	267	Seaboard and Roanoke. Va. & N. Carolina		2,140,813	*	.....	.....	1,250,400	215,000	120,372	1,222,462	80.0	214,315	85,051	202,890	487,797	160,376	7	100	....
Sept. 30,	1878	79.0	—	4.0	—	5	6	6	143	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,346	38,376	99,155	20,072	—	100	....
Nov. 30,	1878	46.0	—	8.3	49.0	8	4	2	117	Shenango and Allegheny	Pa	1,185,049	*	25,000	215,052	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	264,039	135,281	—	50	....
Sept. 30,	1878	50.0	—	6.8	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,988	299,154	43,405	317,978	101,539	8	100	....
Dec. 31,	1878	107.4	—	12.6	—	13	8	6	160	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,056,900	.....	.....	168.5	165,745	59,315	136,055	414,477	100,090	—	100	....
Jun. 30,	1878	183.0	7.0	24.0	—	1	1	1	52	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,181,000	575,875	.....	190.0	552,986	79,038	713,952	844,689	293,649	—	100	....
Dec. 31,	1878	137.0	106.0	31.0	—	43	49	—	462	South Carolina ¶	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	243.0	691,202	104,065	252,866	1,011,262	409,305	—	100	....
Sept. 30,	1878	114.0	—	17.3	—	16	9	5	406	Southern Central	N. Y.	3,273,492	387,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462 906	142,850	—	100	....
Dec. 31,	1878	167.0	—	11.2	—	14	6	3	298	Southern Minnesota ¶	Minnesota.	5,424,100	*	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	175,342	648,036	311,152	—	100	....
Dec. 31,	1878	161.0	55.1	48.2	—	43	68	10	914	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,275	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Aug. 31,	1878	144.0	166.6	21.5	—	36	28	—	392	Southwestern	Ga.	4,291,300	*	.....	.....	3,892,300	339,000	.....	.....	810.5	441,590	.....	.....	789,223	352,631	8	100	....
Sept. 30,	1878	48.5	—	3.0	—	3	4	2	17	Springfield, Athol and Northeastern	Mass.	1,876,126	53,399	49,800	26,278	816,480	600,000	271,361	.....	48.5	94,204	56,000	55,926	91,924	21,979	—	100	....
Dec. 31,	1878	24.0	10.0	3.7	—	7	4	3	51	Sussex	New Jersey.	1,875,100	*	.....	.....	1,638,600	236,500	.....	.....	34.0	104,230	.....	.....	98,538	38,118	—	100	....
Dec. 31,	1878	81.0	—	23.0	—	13	9	2	380	Syracuse, Bing. and New York	N.Y.	4,039,029	*	13,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378.11	150,916	810,886	610,582	224,624	3	100	....
Oct. 31,	1878	79.7	31.2	31.5	—	40	22	15	1,000	Terre Haute and Indianapolis	Indiana.	3,981,378	*	1,385,974	693,159	1,988,150	1,600,000	291,968	1,280,393	113.8	958,319	221,341	1,092,085	876,865	356,378	8	50	100
Dec. 31,	1878	108.0	—	5.4	—	4	2	2	272	Texas and New Orleans (of 1874)	Texas.	4,142,000	*	.....	.....	3,000,000	1,142,000	548,864	125,095	108.0	.....	.....	88,398	220,137	74,284	—	100	....
May 31,	1879	179.7	264.1	39.4	89.0	49	21	11	977	Texas and Pacific ¶	Texas.	25,319,117	*	925,673	167,318	6,99 ,000	18,806,225	1,349,575	327,908	443.9	1,392,777	268,149	407,114	2,136,743	955,455	—	100	31
Dec. 31,	1878	227.4	19.6	36.3	—	44	18	10	726	Toledo, Peoria and Warsaw	Illinois.	12,720,133	*	.....	.....	6,700,000	6,450,000	.....	.....	247.0	1,022,612	230,966	702,510	1,368,290	472 211	—	100	18
Sept. 30,	1878	34.7	—	13.1	—	15	15	7	457	Troy and Boston	New York.	2,453,762	*	.....	.....	1,609,010	2,179,500	436,022	.....	52.9	405,324	294,879	595,904	560,344	274,747	2	100	....
Sept. 30,	1878	74.0	—	8.3	—	7	8	3	131	Ulster and Delaware	New York.	1,052,857	*	.....	.....	1,152,100	1,478,000	57,982	.....	74.0	104,753	82,966	85,467	168,158	31,658	—	100	....
Dec. 31,	1878	275.5	—	369.8	—	255	310	34	2,762	United New Jersey (Pa.)	N. Jer.	34,988,531	*	6,549,845	.....	20,190,400	20,095,548	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,229	7,696,451	4,583,229	10	100	73
Dec. 31,	1878	1,088	—	113.0	—	172	121	41	3,279	*Union Pacific*	Nebr. Wy. & Utah.	115,914,588	*	13,046,224	.....	36,732,300	77,424,512	.....	.....	103.8	5,846,580	188,515	844,019	11,121,272	7,744,686	—	100	88
Apr. 30,	1879	210.0	—	10.5	160.0	16	4	2	318	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	198,129	62,069	—	100	....
Sept. 30,	1878	87.0	—	15.9	—	18	23	10	210	Utica and Black River	New York.	2,378,791	418,847	296,152	18,694	1,771,720	1,112,000	57,808	168,966	180.1	339,339	218 258	103,560	453,144	239,292	4	100	....
Sept. 30,	1878	71.0	—	10.0	—	4	8	5	36	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,160	1,500,000	355,488	.....	118.0	211,252	108,365	88,120	147,542	def. 3,911	—	100	....
Sept. 30,	1878	56.0	24.1	31.1	—	—	—	—	—	Vermont and Mass. (Fitchb.)	Mass.	3,288,828	*	476,311	49,427	2,360,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	158,197	150,197	5	100	123
Feb. 28,	1879	140.0	2.0	10.0	—	17	10	5	95	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	38,474	.....	142.0	187,892	43,666	45,597	329,175	70,315	—	100	....
Dec. 31,	1878	52.2	1.5	37.0	—	24	10	4	357	Virginia and Truckee	Nevada.	3,695,881	712,279	427,643	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	.....	507,922	1,604,443	12	100	....
Dec. 31,	1878	452.1	148.1	143.8	100.0	197	68	30	4,711	Wabash	Ohio, Indiana and Illinois.	36,211,468	*	191,442	824,587	16,000,000	20,311,467	884,018	172,291	678.0	5,316,700	858,879	1 962,003	4,798,372	1,664,123	—	100	49
Sept. 30,	1878	258.5	121.5	18.0	—	31	39	14	476	Wash. City, Va. Mid. & Gt. Southern ¶	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,859,661	.....	296.2	795,119	149,248	192,197	925,044	225,554	—	100	....
Sept. 30,	1878	51.7	—	2.6	—	4	7	6	66	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,800	142,800	.....	51.7	99,745	29,169	27,126	102,363	22,237	—	100	....
Oct. 31,	1878	26.3	—	5.0	—	11	23	5	70	West Chester and Philadelphia	Pa.	1,541,105	200,250	447,922	65,159	821,300	1,100,000	95,601	237,455	35.3	258,976	756,469	84,953	312,487	146,127	8	50	....
Dec. 31,	1878	59.5	—	18.4	—	20	52	11	222	West Jersey	New Jersey.	1,786,852	459,297	1,538,634	91,188	1,359,780	2,400,000	71,539	39,592	128.5	440,545	618,330	119,082	541,678	202,985	—	50	61
Aug. 31,	1878	116.0	51.0	8.4	—	19	4	8	248	Western of Alabama ¶	Alabama.	3,297,380	*	28,388	157,000	724,011	2,553,000	207,757	.....	167.0	292,286	.....	.....	514,107	176,652	—	100	....
Sept. 30,	1878	90.0	—	10.5	—	13	26	8	228	Western Maryland	Maryland.	4,568,306	*	30,000	43,701	682,250	3,675,000	5,147	287,610	90.0	419,331	368,956	136,021	347,201	129,926	—	100	84
Sept. 30,	1878	192.0	20.7	23.6	—	39	14	13	902	Western Union (C., M & St. P.)	Wis. & Ill.	7,000,000	318,114	808,864	16,294	4,000,000	3,500,000	387,629	256,683	212.7	870,604	239,094	462,341	1,067,664	304,401	—	100	....
Sept. 30,	1878	189.0	—	13.0	—	33	12	7	296	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,236	300,000	1,248,000	1,008,944	.....	189.0	.....	53,850	.....	609,698	98,658	—	100	45
Sept. 30,	1878	168.5	17.0	13.2	—	23	19	13	350	Wilmington and Weldon ¶	N.C.	3,840,365	*	39,423	68,078	1,466,200	1,619,100	52,132	316,434	160.5	406,277	.....	.....	312,171	176,277	3	100	....
Sept. 30,	1878	45 7	—	25.4	—	20	22	7	438	Worcester and Nashua	N.H. & Mass.	2,136,480	390,086	534,980	76,045	1,789,803	1,000,000	117,024	229,767	94.5	342,755	325,977	313,962	473,240	168,351	—	100	52

Personal.

—Colonel Thomas A. Scott has returned to Philadelphia from the White Sulphur Springs, much improved in health.

—The Boston Mining and Stock Exchange, of which W. A. Simmons is President, was formerly opened on the 27th ult.

—George R. Blanchard, assistant president of the Erie railroad, sailed for Europe on Saturday to take a two months' vacation.

—N. R. Elliott has been appointed General Superintendent of the Vandalia line, with headquarters in St. Louis.

—Sir John A. Macdonald, Sir A. F. Galt and Hon. J. H. Pope arrived at Rimouski, P. Q., on the 25th ult. on the steamer Sardinian.

—Capt. E. H. Ruffner, engineer corps has been ordered to take charge of the improvements of the Kanawha river.

—The contract for building the reservoir at West Chester, Pa., has been awarded to Thomas H. Reagan, Philadelphia. $11,207 98.

—The next meeting of the National Association of General Passenger and Ticket Agents will be held at St. Louis on the third Tuesday in March, 1881.

—A. B. Underhill has been appointed Superintendent of Motive Power of the Boston and Albany Railroad, with headquarters at Springfield, Mass.

—S. J. Darrin, Geo. R. Sheldon, W. H. Bingham and J. O. Baldwin have been admitted to membership in the New York Stock Exchange.

—J. F. Stone, of the New York Stock Exchange, and C. M. Cumming, formerly with Drexel, Morgan & Co., have formed a copartnership for the transaction of a general stock brokerage business.

—Gen. A. L. Jones, of Mount Vernon, Ohio, has been appointed Receiver of the Cleveland, Mount Vernon and Delaware Railroad Company by Judge Tibbals, on motion of the Holland bondholders.

—General Williamson, Commissioner of the General Land Office, has called a convocation of the Surveyor Generals of the Western States and Territories in Salt Lake City, Utah, on the 5th of October, to discuss the present methods of making surveys with a view to instituting certain reforms.

—A. S. Cassidy, of Newburg; C. M. Wolcott, of Fishkill, and Jacob B. Carpenter, of Dutchess county, have been appointed Commissioners to appraise the land damages in the construction of the New York and New England Railroad through Putnam and Dutchess Counties, and they will meet at Brewsters, Oct. 12. The work on the new road is advancing rapidly.

Trial of Steam Fire Engines.

A competitive trial of steam fire engines was had at Hagerstown, Md., on the 22d ult. by the La France Manufacturing Company, of Elmira, N. Y., and the Silsby Manufacturing Company, of Seneca Falls, N. Y. There were five tests: first, time of getting of steam: second, height and distance through 200 feet of hose 1¼ inch nozzle; third, through 1000 feet of hose, 1⅛ inch nozzle; fourth, two streams, 250 feet hose, inch nozzles: fifth, 500 feet hose, 1⅛ inch nozzle; steam pressure during test not to exceed 100 pounds. While the La France generated steam quicker than the Silsby and threw water first to the 100 and 150-foot stakes, the Silsby threw the first water to the 200 feet stake and continued to throw a solid stream to a greater distance than that thrown by its competitor. Upon the trial of throwing perpendicularly and also horizontally through 1000 feet of hose, the Silsby was by long odds the victor.

Articles of incorporation have been filed of the Missouri, Arkansas and Southern Railway Company of Arkansas, the purpose being to construct a railroad from Fayetteville to Fort Smith, Ark. The incorporators are Charles W. Rogers, of St. Louis; John O'Day, of Springfield; Gen. A. Purdy, of Peirce City; A. M. Wilson, B. R. Davidson, and J. H. Vanboose, of Fayetteville, Ark., and J. Holcomb, of Springfield, Ark. The charter is for 99 years. The capital stock will be $1,650,000, to be used in construction and purchasing of right of way, and is divided into 16,500 shares of the par value of $100 each. The road is to connect with the St. Louis, Arkansas and Texas Railroad of Arkansas, the St. Louis, Arkansas and Texas of Missouri and the St. Louis and San Francisco of Missouri. The incorporators have been chosen directors until others shall be elected.

The Governor of Maryland has signed the contract agreeing to the sale of the State's interest in the Annapolis and Elkridge Railroad to the Drum Point Railroad Company. Augustus Albert, president of the Drum Point Railroad, and Wm. H. Biana president of the Annapolis and Elkridge Railroad, were present. Mr. Frank H. Stockett represented the Drum Point Railroad as its attorney, and Mr. John Ireland the State. The contract provides for the sale of the State's interest when the Drum Point road is built from Drum Point to Baltimore, and upon payment of $50,000 to the State, provided the road is built in three years; otherwise the contract is null and void.

The Chicago, Milwaukee and St. Paul Railway is graded 48 miles west from Mitchell, D. T., and about eight miles of the track laid. The graders are expected to reach the Missouri river before the track layers can overtake them. The road will strike the river at the mouth of American Creek, nearly opposite the Lower Brule Agency. This company has filed articles of incorporation in Nebraska for the construction of a road through Knox, Antelope, Holt, and an unorganized county west of Holt.

There is said to be a great drawback to the value of the railway concessions lately made by the Mexican Government in the fact that the Government only agrees to pay $400,000 yearly to the Palmer-Sullivan Company and $600,000 to the Symon-Boston Company, without reference to the amount of work done. This will affect the sale of the bonds of both companies. The people want railroads and do not care who builds them.

In a recent speech at Duncanville, Ontario, Hon. John O'Connor, Postmaster General, referred in a general way to the scheme of constructing the Canadian Pacific Railway by a company of capitalists, and stated that the year 1890 was the time limit for the completion of the undertaking.

According to official report, the indebtedness of the Republic of Guatamala on July 31st of this year amounted to $1,218,408 85.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 28.

	W. 22	Th. 23	F. 24	Sa. 25	M. 27	Tu. 28.
Allegheny Val. 7 3-10s	....	....	....	....	122	....
7s, Income	....	82	83	82	....	....
Camden & Am. 6s, 1855	....	....	....	....	....	....
6s, 1888	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	46¼	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	115¾	115¾
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	10	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	34	33¾	30	35	32¾	33¾
6s, 1884	....	....	....	....	....	....
Gold Loan	108	....	107¾	....	....	....
Railroad Loan	....	....	....	....	....	114
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	106	106	....	....	....	106
Lehigh Valley	53	52	52	52	51¾	51¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	120	....	....	....	119	....
2d mort. 7s	....	....	....	....	130¾	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	114¾	....
Little Schuylkill	47¼	47¼	47¼	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	48¼	....	....	....	....	....
1st mortgage 6s	....	....	108	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	114¾	....	....
Gen'l Mort. 7s, reg	....	114¾	....	....	....	....
Northern Central	86¾	86¾	87	86¾	86	86
6s	....	90	90	....	....	....
Northern Pacific	30	29¾	28	28¾	28¾	28¾
Preferred	53	53¾	52	52¾	52	53
Pennsylvania R. R.	59¾	58¾	58	58¾	58¾	58¾
1st mortgage	....	101¾	....	101¾	....	....
Gen'l mortgage	....	122	....	....	....	122
Gen'l mort. reg	....	....	123	....	....	....
Consol. mort. 6s	....	....	....	....	....	113
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	106
do. 5s, new	115	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	14¾	14¾	13	14	13¾	13¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	116	....
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	71¾	70¾	70	70¾	70	71
Philadelphia and Erie	15¾	....	....	15¾	15¾	....
1st mortgage, 6s	....	....	104¾	....	....	....
2d mortgage, 7s	....	....	....	113	113¾	....
Pittsb., Cin. & St L. 7s	119	119	....	....	118¾	....
Pittsb., Titusv. & Buff.	16	15¾	15	15¾	15¾	16¾
7s	75¾	....	75	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	7	7	....	....	....	....
6s, 1872	....	....	....	....	98¾	....
6s, 1882	....	....	....	71	....	....
United Co. of N. Jersey	....	....	....	171	....	....
Hestonville, (Horse)	21	20	20	....	....	20
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	100	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 28.

	W. 22	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.
Baltimore and Ohio	....	....	....	....	....	102¾
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	109¾	....
Central Ohio ($50)	....	....	....	....	....	45
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	80¾	79¾	73	80	80	80
3d mortgage, 8s	....	41¾	41	41	42	42¾
Northern Central ($50)	87	87	87	86	86¾	86
2d mortgage, 6s 1885	109	....	109	109	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	117
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	110	....	109
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	114
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	98¾	98¾	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	59¾	59¾	59¾	....	59	59
Consol. Coupons	....	91	....	90¾	90¾	....
10-40 bonds	....	40¾	40¾	40¾	40¾	....
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	111	....	....	....	....	108
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	104¾	....	....	....	....	....
City Passenger R. R.	....	37¾	....	37¾	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 29.

	Th.23.	F.24	Sat.25	M.27.	Tu.28	W.29.
Adams Express..	116¼	116¼	....	....	116	....
Albany and Susq.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
American Express.....	59¼	59¼	....	....	....	59¾
Atlantic & Pacific Tel.	40¼	39¾	....	39¼	29¼	....
Burl., C. R. & Nor.....	....	65	....	63¾	....	....
1st mortgage 5s.....	94¼	94¼	93¾	93¾	93¼	....
Canada Southern.....	58¼	58	57¾	58¾	57¾	....
1st mortgage guar...	94¼	94¼	94¼	....	94¼	94¼
Central of N. Jersey ..	73¼	70¼	71¾	69¾	71¼	72¾
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	....	....	....	....	107	107
7s, convertible, ass.	107¼	107	107¾	106¼	....	107¼
7s, Income.....	....	....	....	80	....	....
Adjustment.....	109¼	....	....	....	108	....
Central Pacific.....	73¼	....	....	71¾	72	73¼
6s, gold.....	111¾	....	....	....	....	112
1st M. (San Joaquin).....	....	....	....	....	....	....
1st M. (Cal. and Or.).....	....	....	....	....	....	....
Land grant 6s.....	....	....	....	....	....	....
Chesapeake and Ohio...	19	17¾	18¼	18¾	18¾	19
Chicago and Alton ..	114	113	113	113¾	113¾	114
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	123	....	....
Sinking Fund.....	....	....	....	....	....	....
Chic., Burl. & Quincy	129¼	126¼	127¼	127	132	133
7s Consol., 1903.....	....	....	124¼	....	124¼	....
Chic., Mil. and St. Paul	92¾	91¼	92¼	91¾	93	93¼
Preferred.....	112¼	111¾	....	1 2	112¾	113
1st mortgage, 8s.....	....	....	130	....	....	131
2d mortgage, 7 3-10s.	117	....	....	....	....	....
7s, gold.....	....	....	....	117	....	....
1st M. (La Crosse div.	115¼	....	....	....	114¾	....
1st M. (I. and M. div.	115¼	....	116¼	....	114¾	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.....	....	....	115	....	....	116¼
Chic. & Northwestern.	102¾	101¾	102¼	101¾	103¼	104
Preferred.....	120¼	119	119¾	119¾	121	121¾
1st mortgage.....	....	109	....	....	....	....
Sinking Fund.....	....	....	....	....	....	....
Consolidated 7s	126	....	....	....	....	126
Consol. Gold bonds.	....	....	....	120¼	....	....
Do. reg.....	....	....	....	....	....	....
Chic., Rock Isl. & Pac	116¾	116	116	116	115¾	117¾
6s, 1917, c..	....	68¼	....	....	....	123¾
Clev., Col., C. and Ind.	....	....	....	69	....	70¼
1st mortgage.....	122	....	....	....	....	....
Clev. & Pittsburg guar	....	....	....	....	....	....
7s, Consolidated.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	....
Col., Chi., & Ind Cent	17¼	16¾	17¾	16¾	17¼	17¾
1st mortgage.....	....	....	....	93	....	....
2d mortgage.....	....	....	....	....	....	....
Del. & Hudson Canal.	84¼	82¾	83¼	81¾	83¾	84¾
Reg. 7s, 1891.....	....	112¼	....	112	....	....
Reg 7s, 1884.....	....	....	....	....	106¾	....
7s, 1894.....	117	....	....	....	....	....
Del., Lack. & Western.	90¾	88¾	89¼	87¾	89¾	90¼
1st mortgage 7s.....	100¾	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	106¾	....	106¾	106¾	....
3d mortgage.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	....
5th mortgage.....	....	....	....	....	....	....
7s, Consol. gold.....	120¾	120¾	....	12	....	....
Great Western 1st mort	108¾	....	....	....	....	....
2d mortgage.....	104	104	103¾	....	103¾	104¾
Hannibal & St. Joseph	88¾	86¾	87¾	87¾	88¾	89¾
Preferred.....	82	79¾	80¾	80	81¾	83
8s, Convertible.....	108	....	107¾	108	108	108¾
Houston & Tex. Cent.....	....	....	....	....	....	....
1st Mortgage.....	107¾	107¾	107¾	....	107¾	108
Illinois Central.....	112¾	111¾	111¾	111¾	112	112¾
Lake Shore & Mich So.	106¾	105¾	106¾	105¾	107¼	107¾
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg....	....	....	....	....	....	....
3d Consolidated.....	119	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds.....	....	....	....	....	....	....
Louisville & Nashville.	151	148	149	160¾	157	158
7s, Consolidated.....	....	....	....	117	....	117
Manhattan	31	30	29¾	28¾	29¾	29¾
Metropolitan Elevated..	92¾	91¾	90¾	....	89	88
1st Mortgage	103	102¾	102¾	102¾	102¾	102¾
Michigan Central.....	94	92¾	93¾	93	94	95
7s, 1903.....	....	....	....	....	124	....
M. S. and N. I. 1st, S. F.	....	111	....	....	....	....
Morris and Essex	....	....	110¾	....	109¾	111
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	114¾	115
7s of 1871.....	....	....	....	....	....	....
7s, Convertible.....	....	....	....	....	....	....
7s, Consolidated.....	....	....	....	113¾	114	114¾
N. Y. Cent. & Hud. Riv	129¾	128¾	128¾	128¾	129¾	129¾
6s, Sinking fund, 1883	....	....	....	....	106¾	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	130¾	....	130¾	....
1st mortgage, reg...	....	....	130¾	....	....	....
N. Y. Elevated.....	110¾	....	....	....	....	110
1st mortgage	112	112¾	....	112	....	110¾
N. York and Harlem.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
1st mortgage, reg.....	....	....	130	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 29.

	Th.23.	F.24	Sat.25	M.27.	Tu.28.	W.29.
N. Y., Lake Erie & W..	38¾	37¾	38¼	37¾	39	39¼
Preferred.....	68¾	67¾	69	68¾	69¾	70
2d Consolidated.....	88¾	87¾	88¼	87¾	88¾	88¾
New 2d 5s fund..	83¾	83	83¾	83	83¾	....
N. Y., N. Haven & Hart	170	....	170	....	....	....
North Missouri 1st M.....	....	....	....	....	....	....
Northern Pacific.....	29¼	27¾	28¾	28¾	29	29¼
Preferred	55¾	51¾	52¾	52¼	53	54
Ohio and Mississippi..	33¾	31¾	32¾	32¾	33¾	34
Preferred.....	74	74	73¾	....	....	....
2d mortgage	....	....	....	....	....	118
Consolidated 7s.....	....	....	....	116	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co..	38¾	38	38¼	37¾	39¼	39¾
Pacific R. R. of Mo....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	107¾	107¾
2d mortgage.....	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	28¾	26	27¾	27¾	31	31¾
Pitts., Ft. W. & Chi. gtd	120	....	....	....	....	....
1st mortgage.....	136¾	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car....	121	....	119	....	1 8	....
Quicksilver Mining Co	....	13	10¼	....	....	....
Preferred.....	....	....	51¾	51	....	....
St. Louis & San Fran....	....	....	....	....	32	....
Preferred.....	43¾	....	42¾	42¾	42	43¾
1st Preferred.....	75¾	....	....	....	72¾	72¾
St. L., Alton and T. H.	21	....	19	19	....	....
Preferred.....	75¾	....	....	....	....	....
1st mortgage.....	....	....	....	112¾	....	....
2d mort. preferred.....	....	....	....	106	....	....
Income bonds.....	....	....	....	....	....	....
St. L., Iron Mt. & S. As	51¾	46¾	49	47¾	50¾	50¾
1st mortgage.....	....	....	116	116¾	119¼	117
2d mortgage.....	105	105	....	104¾	104¾	105
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	88¾	88¾	88¾	88¾	87¾	89¼
1st mortgage	112¾	112¾	112¾	112¾	....	112¾
Land Grant 7s.....	....	....	....	....	....	....
Sinking Fund 8s.....	111	....	115	....	....	....
United States Express.....	....	....	....	....	49	48¾
Wabash.....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage.....	104¾	104	....	103¾	....	104¾
7s, Consolidated.....	....	....	....	100	101¾	....
St. Louis Division ...	104	....	....	....	....	....
Wabash, St. L. & Pac.	35¾	34¾	35¾	34¾	37	37¾
Preferred	65¾	64¾	65¾	64¾	67	68¾
New Mort. 7s.....	....	....	99	....	....	98
Wells-Fargo Express.	110	....	....	111	111	....
Western Pacific bonds.....	....	....	....	....	108¼	....
Western Union Tel ...	98¼	97¾	98¼	96¾	97¾	97¾
7s, S. F. conv., 1900....	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Sept. 29.

	Th 23.	F 24	Sat.25	M.27.	Tu.28.	W.29.
Atch., Top. and San. Fe.	118¾	117¾	117¾	119	118	119¼
1st mortgage.....	....	....	....	....	....	119¼
2d mortgage.....	....	....	....	....	....	....
Land Grant 7s.....	....	....	....	....	....	....
Boston and Albany...	....	150¾	....	150¾	150¾	....
7s, reg.....	....	....	....	....	....	....
Boston and Lowell ..	89¼	....	89	....	....	89
Boston and Maine.....	....	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	39	36¾	38¾	38	38	38¾
Burl. & Mo. R. L. G. 7s	117	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt.....	....	....	....	....	....	....
4s.....	....	....	....	....	....	....
Chi., Burl. and Quincy	128¼	126¾	127¼	127¾	130¾	132
7s	....	....	....	....	....	....
Clin., Sand. and Clev...	14¾	14¾	15	14¾	14¾	14¾
Concord ($50).....	....	....	....	....	....	....
Connecticut River	....	....	....	149	....	....
Eastern.....	28¾	28¾	30	....	31	33¾
New 4½ Bonds.....	99	....	99	99¾	....	99
Fitchburg.....	....	....	....	132	132	....
Kan. C., Top. & West.....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....	....
N. Y. & New England..	37¾	36¾	36¾	36	....	36¾
7s.....	110¾	110	....	....	110	110
Northern, N. H.....	100¾	....	....	....	101¾	....
Norwich & Worcester....	....	....	140	....	....	....
Ogden. & Lake Champ	24	23	23	....	22¾	22¾
Preferred.....	74	....	74	73¾	74	74¾
Old Colony.....	....	....	....	....	116	116¾
Ph., Wil. & Balt. ($50).	68¾	....	68¾	....	....	....
Portl'd, Saco & Ports..	....	....	....	....	....	108¾
Pueblo & Ariz. Val.....	....	....	....	....	....	....
7s	....	112¾	....	112¾	....	....
Pullman Palace Car.....	....	....	....	119	117¾	117¾
Union Pacific.....	86x	87¾	....	86	....	88¾
8s.....	111¾	....	111¾	....	....	....
Land Grant 7s.....	113¾	....	....	....	....	....
Sinking Fund 8s.....	....	....	115¾	....	....	....
Vermont and Canada.....	....	....	....	....	....	....
Vermont and Mass.....	....	....	....	123	....	....
Worcester and Nashua.....	....	....	....	....	....	....
Cambridge (Horse).....	....	....	....	....	....	....
Metropolitan (").....	....	....	....	....	....	67
Middlesex (").....	....	....	....	....	....	....
Cal. & Hecla Mining Co.	231	....	232	231¾	232	233
Quincy.....	26	26	25¾	26	....	27

New York Stock Exchange.

Closing Prices for the week ending Sept. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....108¾	109¼	108¾	108	107¾	....	
U. S. 4s, 1907, coup.....108¾	....	109¼	109¼	109	108¾	
U. S. 4½s, 1891, reg.....	109¾	....	....	....	....	....
U. S. 4½s, 1891, coup.....	....	109¼	....	109¼	....	
U. S. 5s, 1881, reg.... 102¾	....	....	....	....	102¾	....
U. S. 5s, 1881, coup..... ..	....	....	....	....	102¾	102¾
U. S. 6s, 1881, reg.....	104¾	104¾	....	....	....	104¾
U. S. 6s, 1881, coup.....	....	....	....	....	104¾	....
U. S. 6s, 1880, reg.....	....	....	....	....	....	....
U. S. 6s, 1880, coup.....	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.....	98¾	98	....	....	....	....
Dt. of Col. 3-65s, coup.....	98	....	....	98	98	

London Stock Exchange.

	Closing Prices. Sept. 10.	Sept. 3.
Atlantic & Gt. W. 1st mort.. Certs.	70 — 72	70 — 72
Do. 2d mort., Certs.....	29 — 31	29 — 31
Do. 3d mort.. Certs.....	13¼ — 14¼	13¼ — 14¼
Baltimore and Ohio (sterling).....	115 —117	115 —117
Central of New Jersey $100 shares .	77 — 82	76 — 80
Do. Cons. Mort. Oct. '79 coupon...	112 — 114	112 —114
Do. Adjustment bonds.....	111 —114	111 —114
Do. Income bonds.....	88 — 91	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	113 —115	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c.	106 —108	106 —108
Erie shares $100 Recon. Ass. $6 pd.	41 — 41¼	41¼ — 42
Do Pref. Shares, R. T. Ass. $3 pd	72 — 74	72 — 74
Do. 1st Con. M. ex-Certs. 6 Cou..	124 —126	124 —126
Illinois Central $100 shares.....	118 — 120	116 —118
Lehigh Valley Consol. mortgage....	116 —119	112 —116
N. Y. Cent. & Hud. Riv. Mt. bonds	133 —137	134 —138
Do. $100 shares.....	136 —138	135 —137
Do. Mort. bonds (sterling).....	119 —121	119 —121
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds.....	122 —124	122 —124
Do. do. 2d do.	87 — 89	86 — 88
Do. 2d Consol. Mort. bonds.....	91 — 93	91 — 93
Do. Gold Income Bonds.....	77 — 82	77 — 82
Pennsylvania, $50 shares.....	62 — 63	60 — 61
Do. Con. Sink. Fund Mort.....	115 —117	114 —116
Philadelphia & Reading $50 shares.	15¾ — 16¼	11¾ — 12¾
General Consol. Mortgage.....	108 —110	107 —109
Do. Improvement Mortgage.....	94 — 96	93 — 94
Do. Gen. Mort. '74, ex-deferd. cou.	72 — 74	68 — 70
Do. Scrip for the 6 def. ¼ coupons.	68 — 72	65 — 70
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	112 —114	111 —113
Do 1st pref. stock.....	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 —118	115 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, September 30, 1880.

Money on call is easy to get at 2@3 per cent; on time at 3 to 4½ per cent, and on prime mercantile paper at 4½@5½ per cent.

The offerings of Government bonds to the Treasury on Wednesday amounted to $3,569,350, of which $2,500,000 were purchased as follows: $173,200 6s, 1880, at 102.47; $1,786,000 6s, 1881, at 104.50@104.60; $540,800 5s, 1881, at 102.56@102.66.

The actual rates for prime bankers' sterling are 4 80½@4 81 and 4 83@¼. Cable transfers are 4 83½@¾. Prime commercial bills are 4.79@¼.

The Governors of the New York Stock Exchange have admitted to dealings at the board the following securities:

Peoria, Decatur and Evansville Railroad Company $750,000 first mortgage bonds, due September 1, 1920, secured by mortgage in the Evansville division of the company's road; $750,000 6 per cent income bonds— not accumulation issue upon the same division as the first mortgage above named. When the additional sixty miles of the Evansville Division are completed the funded debt of the company will be as follows: First mortgage 6 per cent bonds, line from Pekin to Mattoon, $1,287,000; First mortgage 6 per cent bonds, Evansville Division, $1,470,000; Income bonds, line from Pekin to Mattoon, $858,000: Income bonds, Evansville Division, $1,280,000.

Chicago and Eastern Illinois Railroad Company $1,000,000 income bonds bearing 7 per cent

interest, payable from earnings if sufficient, in any one year, but not accumulative, and secured by a second mortgage on 131 miles of railroad, subject to a first mortgage of $3,000,000. The company's railroad is what was known as the Illinois division of the old Chicago, Danville and Vincennes Railroad.

New Orleans, Mobile and Texas Railroad, Louisville and Nashville Railroad Company's $5,000,000 6 per cent bonds, principal and interest payable in gold, due January, 1930, and secured by a first mortgage on the N. O., M. and T. Railroad, debenture scrip. $3,000,000 due May 8, 1930, or after, and entitled to 6 per cent interest from the net earnings of the company in any one year after payment of interest on the foregoing named bonds of the Louisville and Nashville Company; $4,000,000 capital stock, divided in shares of $100 each. The road is 141 miles long—from Mobile to New Orleans—with a branch of six miles to Lake Ponchartrain.

The fifth installment of 10 per cent upon subscriptions for the extension of the Texas and Pacific Railway will be due and payable on October 1, at the office of Woerishoffer & Co., New York.

The Galveston, Harrisburg and San Antonio Railroad first mortgage 6 per cent bonds, amounting to $4,500,000, have just been placed upon the list at the Boston Stock Exchange.

State Bonds at the Board were steady, Railroad Bonds were stronger and higher, Government bonds declined, and, at the close, Railroad stocks were lower.

The closing quotations on Thursday were: American Union Telegraph, 60@60⅛; Am. Dist. Tel., 75¼@77; Atlantic and Pacific Telegraph, 40@41; Canada Southern, 58¾@59; Central of New Jersey 72¾@73; Central Pacific, 73¼@74; Chicago and Northwestern, 105@106⅛; do. pref., 122@123; Chicago, Burlington and Quincy, 134@134⅛; Chicago and Alton, 114@114½; do. pref., 125@130; Chicago, Milwaukee and St. Paul, 91@91¼; do. pref., 109@110¾; Chicago, Rock Island and Pacific, 118⅛@118¾; Chicago, St. Louis, and New Orleans, 37@38; Cleveland, Columbus, Cincinnati and Indianapolis, 70@70¾; Columbus, Chicago and Indiana Central, 18⅝@18¾; Delaware and Hudson Canal, 84@84¼; Delaware, Lackawanna and Western, 89⅛@89¼; Hannibal and St. Joseph, 39¼@39½; do., pref., 82¾@83; Illinois Central, 112¾@113¼; Lake Erie and Western, 33½@33¾; Lake Shore and Michigan Southern, 107⅛@108; Louisville and Nashville, 156@156¾; Morris and Essex, 110½@111½; Manhattan Elevated, 29⅛@30; Metropolitan Elevated, 89@90; Michigan Central, 95⅛@95¾; New York Elevated, 110@112; New York Central and Hudson River, 129¾@130; New York, Lake Erie and Western, 38⅞@39; New York, Ontario and Western, 22@22⅛; Northern Pacific, 28¾@29; do. pref., 53¼@53½; Ohio and Miss., 33⅞@34; do. pref., 73@76; Pacific Mail, 39⅜@39⅝; Philadelphia and Reading, 30⅜@30⅝; St. Louis and San Francisco, 31@33; do. pref., 43@44; do. 1st pref., 73⅛@74⅛; St. Louis, Iron Mountain and Southern, 50⅛@50⅝; Union Pacific, 88⅝@89¾; Western Union Telegraph, 98⅛@98⅝; Wabash, St. Louis and Pacific, 36¾@37; do. pref., 68⅜@68⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 111; Boston and New York Air Line, 39½; Baltimore and Ohio 1st, Parkersburg Br., 113; Boston, Hartford and Erie 1st, 38½; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass. sup., 95⅛; do. inc., 44¼; Chicago, St. Louis and New Orleans, 35½; Chesapeake and Ohio 1st pref., 24¾; do. 2d pref., 19; do. 1st, Series B, 68; do. cur. int., 38½; Chicago, St. Paul, Minn. and Omaha, 41¾; do. pref., 81¼; do. consol., 90; do. inc., 110½; Cincinnati, Indianapolis, St. Louis and Chicago, 36; Cairo and Fulton 1st, 107¾; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 102¼; Central Iowa 1st, 105; Cleveland and Toledo S. F., 109¾; Danbury and Norwalk, 50; Denver and Rio Grande, 69½; do. 1st, 107¾; do. 1st consol., 98; Dubuque and Sioux City, 70; East Tenn., Va. and Ga. 1st, 111½; International and Gt. Northern 1st, 103½; Illinois and Southern Iowa 1st, 100; Indianapolis, Decatur and Springfield 1st, 104; Ind., Bloom. and Western inc., 45; do. 1st, 76; do. 2d 64; Kansas Pacific 1st consol., 96½; do. Inc. No. 16, 85; do. 1st, J. & D., with coupon certif., 118½; do. 6s, Denver Div., ass., with int. certif., 110; Keokuk and Des Moines, 10; do. 1st, 93½; Lake Erie and Western, 33½; do. inc., 65; Lehigh and Wilkesbarre consol. ass., 94⅞; Long Island 1st, 109½; Laf., Bloom. and Muncie income, 69; Louisville and Nashville, N. O. and M. div., 101½; Marietta and Cincinnati 1st pref., 3¾; do. 2d pref., 3; Mobile and Ohio, 22; do. 1st deben., 81½; do. 2d deben., 50½; do. 3d deben., 38½; do. 1st mort., 103¼; Missouri, Kansas and Texas, 36⅛; do. consol. ass., 106⅜; do. 2d, 64¾; Manhattan Beach, 45; Michigan Central 8s, 110⅛; Manhattan Beach 7s, 91½; Nashville, Chattanooga and St. Louis, 60; New York, Ontario and Western, 22¾; New York, Lake Erie and Western Inc., 72; New York and Manhattan Beach 1st, 110; Ohio Central, 20⅛; do. 1st, 93; do. inc., 50; Oregon Railway and Nav., 141½; do. 1st, 105¾; Ohio and Mississippi 1st, Springfield div., 105½; Peoria, Decatur and Evansville, 24½; do. 1st, 101; Quincy and Toledo 1st, 107½; Rome, Watertown and Ogdensburg 1st consol., 63⅛; St. Paul, Minn. and Man., 2d, 102; St. Louis and Iron Mt. 1st pref. inc., 87; do. 2d pref. inc., 83¾; do. Arkansas Branch, 105½; do. Cairo, Ark and Texas 1st, 104; St. Paul and Sioux City 1st, 105¾; St. Louis and San Francisco 2d class B, 78⅛; do. C, 78; Southern Pacific of California 1st, 100⅝; Toledo, Peoria and Warsaw 1st, E. D., pur. com. rec., 135; Texas Pacific inc. L. G., 65⅛; do. 1st Denver and Rio Grande div., 82¼; Winona and St. Peter 1st, 110; Arkansas 6s, F. A., 20; do. 7s, R. R., 8@9; Alabama, Class A, 69; Louisiana 7s, consol., 48½; Missouri 6s, 1887, 109; do. 1888, 109¼; Quebec 5s, 1908, 104; South Carolina 6s, non-fund., 4; Tennessee 6s, old, 38; do. new, 31; American Union Tel., 60; Am. Dist. Tel., 74; Caribou, 2½; Central, 6⅜; Colorado Coal and Iron, 23; Excelsior, 8¾; Little Pittsburg, 2⅛; New Central Coal, 26; Standard, 29½; Sutro Tunnel, 1½; Silver Cliff, 2¾.

Philadelphia.—Am. S. S. Co., 29; Belvidere Delaware 2d, 105¼; Central Transp., 49⅞; Delaware Division Canal, 36; Hestonville R. R. 6s, 105; Nesquehoning Valley R. R., 54; Oil Creek 1st mort., 103½; Pennsylvania Co. 6s, 106¾; Pennsylvania Canal 6s, 89; Pennsylvania dividend scrip, 114; Philadelphia and Reading consol. gold, 6s, reg., 107½; do. Income 7s, 52; do. scrip, 86⅛; Railway Car Trust 5s, 100¾; Texas and Pacific, 31; do. consol. mort. 6s, 94; West Jersey R. R. 31. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126; do 4s, new, 105@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¾@115, do. 4s, new, 107@111; Philadelphia and Reading, 15⅜@15½; do. consol. mort. 7s, coup., 115¼@115¾; do. reg., 115@115⅛; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 170@171½; Pittsburg, Titusville and Buffalo R. R., 16⅜@16½; do. 7s, 75@76; Camden and Amboy mort. 6s, 1889, 116@116; Pennsylvania R. R., 58⅜@58½; do. 1st mort., 101¾@102; do. gen'l mort., coupon, 121¾@122¼; do. reg., 122¼@123¼; do. consol. mort. 6s, reg., 117@117½; Little Schuylkill R. R., 47¼@47½; Morris Canal, 60@61; do. pref., 150@151; Schuylkill Nav., pref., 7@7½; do. 6s, 1882, 70½@71¾; do. 1872, 98@98½; Elmira and Williamsport pref., 52@54; do. 6s, 109¼@109¾; do. 5s, 85@90; Lehigh Coal and Navigation, 33@38½; do. 6s, 1884, 108@109; do. R. R. loan, 113¾@114¼; do. Gold Loan, 107⅛@108⅜; do. consol. 7s, 105⅞@106⅛; Northern Pacific, 28⅞@29¼; do. pref., 53⅛@53¾; North Pennsylvania, 47¾@48¼; do. 6s, 107¾@108½; do. 7s, 116¾@117¼; do. Gen'l mort. 7s, reg., 114½@115; Philadelphia and Erie, 15@15½; do. 6s, 104@105; do. 7s, 113@114; Minehill, 56@56½; Catawissa, 10@10¼; do. pref., 45@47¼; do. new pref., 44@45; do. 7s, 1900, 112@115; Lehigh Valley 51⅞@52¼; do. 6s, coupon, 117½@118; do. reg., 118¾@120; do. 2d mort. 7s, 130½@—; do. consol. mort., 114¾@115¼; Fifth and Sixth streets (horse), 118@120; Second and Third, 107@109; Thirteenth and Fifteenth, 73½@75; Spruce and Pine, 56@57; Green and Coates, 100@103; Chestnut and Walnut, 80@81; Hestonville, 20@—; Germantown, 68¾@69¼; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 72@73; People's, 14½@17; Ridge Av., 80@90; Continental, 99@100.

Boston.—Agricultural Branch 6s, 102; Boston and Albany 6s, 1895, 115¼; Brookline Land, 3¾; Boston, Revere Beach and Lynn, 102¼; do. 6s, 1897, 107¾; Boston Water Power, 8⅝; Boston Land, 5¾; Burlington and Missouri River in Nebraska deferred, 72¾; do. 6s, non-exempt, 104; Cincinnati, Sandusky and Cleveland 7s, 98; Cedar Rapids and Missouri River 7s, 1916, 118; Cheshire R. R., 55; Cedar Rapids and Missouri River R. R., 135; Chicago and West Michigan, 65; Connecticut and Passumpsic Rivers pref., 70; Detroit, Lansing and Northern pref., 106⅛; Fort Scott Branch bonds, 103; Flint and Pere Marquette, 17½; Grand River Valley 1st, 1885, guar., 107⅞; Illinois Grand Trunk 8s, 116⅝; Kansas City, St. Joseph and Council Bluffs 7s, 115; Kansas City, Fort Scott and Gulf pref., 108; Kansas City, Lawrence and Southern 4s, 1909, 96; Little Rock and Ft. Smith, 52½; do. 7s, 100¼; Marquette, Houghton and Ontonagon 6s, 90; Man-

hattan Beach 1st, 110; Metropolitan 7s, 1884, 107⅞; New Mexico and Southern Pacific 7s, 111; New Hampshire Land, 4; Oregon Railway and Navigation, 6s, 1910, 106¼; Pueblo and Arkansas Valley 7s, 112½; Portsmouth, Gt. Falls and Conway 4½s, 80¼; Pleasant Hill and De Soto 7s, 1907, 109¼; Pullman Palace Car 8s, 4th Series, 112¼; Quincy and Warsaw 8s, 116½; Rutland, 5; do. pref., 26¾; do. 6s, 1902, 95¾; Republican Valley 6s, E. D., 102; Southern Kansas and Western, 69; do. 7s, 105; Summit Branch, 10; Wisconsin Central, 9½; Wisconsin Valley 7s, 1909, 108⅝; Allouez Mining Co., 3½; Blue Hill, 3½; Brunswick Antimony, 23; Copper Falls, 13; Catalpa, 2½; Duncan, 2½; Empire, 67½; Franklin, 12⅝; Huron, 6; Harshaw, 30; International, 50c.; Mesnard, 1¼; National, 2½; Osceola, 37; Pewabic, 18; Phœnix, 2; Ridge, 4⅝; Silver Islet, 37; Sullivan, 6; Star, 1⅞; Waukeag, 8.

Baltimore.—Atlantic, Mississippi and Ohio, 6; Atlantic Coal, 1 20; Baltimore and Ohio scrip, 155; do. 1st pref., 119; do. 2d pref., 113¼; Baltimore City 6s, 1890, 116¼; do. 5s, 1916, 118¾; Chesapeake and Ohio Canal 78; Canton Co., 111; Marietta and Cincinnati 1st coupons, 93⅜; Maryland Defense 6s, 109; Norfolk Water 8s, 122½; Northern Central 5s, 90¼; South Side 2d mort., 97; Virginia Black Scrip, 8½; Virginia and Tennessee 2d mort. 6s, 103¼; Virginia 10-40 coupons, 95¾; do. consol. reg. coupons, 58¾; Wilmington, Columbia and Augusta, 45; do. 6s, 103. The latest quotations are: Baltimore and Ohio, 161@—; do. 1st pref., 115@—; do. 6s, 1885, 109@110; Northern Central, 36@36⅛; do. 6s, 1885, 108½@109; do. 6s, 1900, 116½@117; do. 6s, 1900, gold, 112½@114; do. 6s, 1904, gold, 109@103½; do. 5s, 1926, —@91; Marietta and Cincinnati 1st mort., 1892, 114@115¼; do. 2d mort. 7s, 80@80⅜; do. 3d mort. 8s, 42¼@42½; Pittsburg and Connellsville 7s, 117½@120; Orange, Alex. and Manassas 7s, 92½@94; Orange and Alexandria 2d, 113@115; Virginia consol. 6s, 58⅞@59⅛; Virginia Consols coupons, 90¾@91; Virginia 10-40 bonds, 40½@41; Virginia 10-40 coupons, 95½@95⅞; City 6s, 1884, 107@—; do. 1893, —@117; do. 6s, 1890, 116@116¼; do. 6s, 1902, 121@—; do. 5s, 1894, 116@—; do. 5s, 1916, 118½@—; Wilmington, Columbia and Augusta 6s, 102½@103; Western Maryland 1st unindorsed, 110@112; do. 2d pref., 104½@110; do. 3d guar., —@122; Virginia and Tennessee 8s, 118@120; do. 6s, 102½@103½; Chesapeake and Ohio Canal 6s, 72½@80.

We shall publish in our next issue the table of Monthly Railroad Earnings.

The work of completing the extension of the New York and New England Railroad from Waterbury to Brewster's is being pushed forward, the work of laying the rails having been commenced. It is expected that the first of November or a few days after that date will witness its opening. The same contractors who are at work upon the extension to Brewster's also have the contract for the grading of the extension from Brewster's to the Hudson River, upon which they are now working. As the steel rails for this last extension were purchased some months since it is probable that we shall soon be able to chronicle the completion of the entire line from Boston to the Hudson.

The Stylographic Pen.

Of all labor saving devices for literary men, the stylographic pen seems to be the best. The writer has used one for one year almost constantly and would not be without it for a considerable sum. It writes ink, can be carried in the pocket, never needs sharpening and is practically indestructible. It does not leak, is easy to fill and is convenient and light. It does away with inking fingers, blotting paper and overturned inkstands and makes writing an easy and a pleasant task. The pen and many other devices for saving labor and time useful to every one who has reading, writing or office work to do may be purchased of the Readers and Writers Economy Co. which aims to afford readers and writers every assistance which all needed capital, every facility and the fullest co-operation of literary workers can secure. Its plan provides for branches in leading centers, and agencies to reach every literary worker, and desires the address of every reader and writer who wishes to accomplish the most possible with his time and strength. Explanations mailed free on application. Address: Economy Co. (P. O. 260,) Boston.

Shenandoah Valley Railroad.

The formal opening of the Shenandoah Valley Railroad took place on the 21st ult. This road is now in full operation from Hagerstown to Milford in Page County, Va. It is expected to connect with the Chesapeake and Ohio Railway at Waynesburg in December, and will thence go on to Lynchburg. At Hagerstown it unites with the Cumberland Valley Railroad, and thus with the main stem of the Pennsylvania Railroad. The new Shenandoah Valley Railroad is 76 miles long as already completed, and is designed to be eventually 143 miles in length. Thus there are two railroads now in operation up the Valley of Virginia from the Potomac that connect with the Baltimore and Ohio Railroad at Harper's Ferry, as well as this one running to Hagerstown and thence connecting with the Pennsylvania system. Referring to the above, the Philadelphia Press says that up to the present time Baltimore "has almost monopolized the vast exports in wheat, corn, flour and live stock which are produced by the industrious population inhabiting the valley. This city will be placed hereafter in active competition with Baltimore by the completion of the upper and northern half of the Shenandoah Valley Railroad."

A contract has been entered into securing the construction of the Gulf, Colorado and Santa Fe Railroad to Fort Worth, Texas. Assurances are also given that the Missouri, Kansas and Texas Road will be extended to that place, making it the railroad centre of Northern Texas. Three of the longest lines in the Southwest will form a junction there, and machine shops will be constructed. The city paid $75,000 to secure the road. The money was raised in three days.

It is expected that a dividend at the rate of one per cent per annum on the ordinary shares of the Great Western Railway Company of Canada will be paid out of the net earnings of the half year ending July 31, 1880. Only half this rate was paid last year, and none at all for many a year before.

Manufacturing Notes.

—The Westinghouse automatic brake has been applied to 3,277 engines and 13,502 cars, and the non-automatic to 2,472 engines and 8,812 cars.

—The Illinois Central Railroad Company has ordered the immediate construction of 100 freight cars of 20 tons capicaty, at its Weldon Shops.

—The Howe scale works at Rutland, Vermont, have 318 men on the pay roll, which now amounts to between $14,000 to $15,000 a month.

—The President of the Delaware, Lackawanna and Western Railroad has contracted for 30,000 tons of steel rails, presumably for the Buffalo extension of his road.

—Among the belts recently made by P. Jewell & Sons, of Hartford, Conn., for an Eastern Connecticut manufacturer, is one of 45 inches wide and 110 feet long. This required ninety bullocks' hides, and is one of the largest belts ever made.

The Michigan Central Railroad is putting on eight new sleeping cars, each 73 feet long, 18 feet longer than those hitherto in use. Each has twelve sections, a drawing room and a smoking room. The entire interior finish is mahogany.

—The Phœnix Iron Company are now using in their new mill at Phœnixville, Penn., pea coal and coal dust for generating gas for heating iron, which they find to work quite satisfactorily. These are the only works in the country where Anthracite coal has been used for this purpose.

—Riehle Bros. Proprietors of the Philadelphia Scale and Testing Machine Works, have lately received large orders from the Missouri Pacific Railroad, for Scales, also smaller order for scales for new elevator in New York Harbor, and new rolling mill adjoining Messrs. John Roach's ship yard, in South Chester.

The Chicago, Milwaukee and St. Paul Railway Company declared a semi-annual dividend of 3½ per cent on both the common and preferred stocks payable Oct. 15. The transfer books will close Sept. 30 and reopen Oct. 21.

The Delaware, Lackawanna and Western Railroad Co. have declared a dividend of 1½ per cent, payable October 20, 1880. This is the first dividend paid by this company since July, 1876, when 2½ per cent was paid.

The Oregon Railway and Navigation Co, have declared a quarterly dividend of 2 per cent, payable November 1, also a scrip dividend of 10 per cent, both payable to stockholders of record September 28.

The Dubuque and Sioux City Railroad Company have declared a dividend of 3 per cent, payable on the 15th of October. The last dividend was in June, 1880, when 3½ per cent was paid.

The Chicago, Rock Island and Pacific Railway Company has declared a quarterly dividend of One and three quarters per cent, payable Nov. 1.

The first sod on the Montreal and Champlain Junction Railway was turned recently amid great enthusiasm.

☞ The Miami Valley Narrow Gauge Railroad is to be built at once under the name of the Cincinnati Northern Railroad.

Railroad building is progressing with energy in Sonora.

General Grant on Railroads.

General Grant has written two letters to Senor M. Romero, a member of the Mexican cabinet and formerly the Mexican Minister at Washington, which have been published recently in the Mexican Journal, El Nacional. General Grant has had almost unparelleled opportunities for obtaining the views of prominent officials and men in all departments of business, of many countries, and what he says on Mexican and United States railway relations has great weight not only on account of his well attested practical judgment in such matters, but especially on account of his recent careful study of them during his travels. In his letter of April 13th he says:

"There is not the least doubt that if Mexico offers opportunities to capitalists to construct railroads of the utmost importance to the country they will be undertaken by gentlemen who have the capital and the resources to construct them in the shortest possible time, and without the enormous subsidies heretofore paid for this object; and that within a short time they will bring the City of Mexico, by direct rail, within six or seven days of New York. No one can calculate the immense advantage from this which will result to both countries. Mexico could send to the United States each year $200,000,000 of her products, tropical and semi-tropical, and could produce besides the same quantity for other markets. The income of the Republic would augment from 16 to 18 millions of dollars to 80 millions at least, without in any way adding to the burdens of taxation. I confess that much depends on the result of the coming elections, which, if peaceably settled, will assuredly produce these great benefits. I ardently hope that this will be the result.

Writing from Galena, June 21, General Grant says:

ESTEEMED SIR:—Your favor of 17th May was duly received. There is now no doubt that the work of the railroads will progress rapidly and that Mexico will commence to enjoy a progress admirable and a prosperity extraordinary. If we could in the United States bring in the most important persons, we could form a syndicate which could carry through these enterprises without the conditions which will now be necessary to undertake them; but my idea is now for the Government to issue bonds at 6 per cent per annum, organizing a liberal system of banking on this basis, which banks will issue notes receivable for all public debts, and thus preserve the paper money at par, which will facilitate the building of the roads and preserve the National credit. Mexico could thus, in a few years, from the products of her soil, export 200 millions in value per annum, and receive in return the products of our manufactures. But if Mexico can preserve her precious metals in addition to her other productions, she will enrich herself sufficiently to obviate the necessity of foreign importations. I can only repeat that if Mexico can peaceably elect her new President without revolution, it is certain that her prosperity will be secured, and that both Republics will unquestionably be the recipients of benefits. Please express my views to the parties most interested.

The report of the Minneapolis and St. Louis Railway Company to the State Railroad Commissioner for the year ending June 30, 1880, shows that the total earnings were $582,463; the total operating expenses of the entire line were $339,930 86, or 58 36 per cent of the earnings. The excess of earnings over operating expenses and taxes is $230,929 71. The total payments, in addition to the operating expenses, were $1,095,-641 20. The total bonded indebtedness of the company is $2,405,000; the total cost of construction and equipage is $4,750,606 77. The whole length of the line is 369 miles. The branch from Albert Lea to Fort Dodge was opened to the State line in November, 1879, and completed to Fort Dodge the last of June, 1880.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of August, 1880 and 1879:

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic	$1,415,833 92	$11,495,798 06
Canal traffic	63,490 67	444,911 69
Steam colliers	43,283 84	433,650 36
Richmond coalbarges	9,204 71	72,332 75
Total Railroad Co.	$1,531,813 14	$12,446,703 16
Reading Coal & Iron Company	918,571 25	7,780,137 10
Total of all	$2,450,384 39	$20,226,840 26
Tonnage and passengers:		
Tons of coal on railroad	557,614 08	4,785,760 04
Tons of merchandise	483,571 06	4,403,360 19
Passengers carried	900,147	7,125,553
Coal transported by steam colliers	54,752 00	408,692 00
Tons of coal mined:		
By Coal and Iron Co.	214,335 12	2 265,788 01
By tenants	105,211 07	799,063 17
Total mined from lands owned and controlled by Co. & from leasehold estates	349,646 19	3,065,451 18

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic	$1,305,414 38	$9,191,503 76
Canal traffic	101 092 42	560,886 83
Steam colliers	47,630 71	482,756 16
Richmond coal barges	8,143 36	107,480 31
Total Railroad Co.	$1,462,280 87	$10,342,127 06
Reading Coal and Iron Co.	805,686 26	7,123,446 80
Total of all	$2,267,967 13	$17,465,573 96
Tonnage and passengers:		
Tons of coal on railroad	730,214 11	5,707,371 02
Tons of merchandise	545,930 19	3,273,988 07
Passengers carried	820,270	5,555,816
Coal transported by steam colliers	55,111 00	440,997 00
Tons of coal mined:		
By Coal and Iron Co.	413,270 05	3,021,254 16
By tenants	113,942 16	898,957 07
Total mined from lands owned and controlled by Co. and from leasehold estates	527,213 01	3,920,212 03

Comparative statement of business of the Philadelphia and Reading Railroad Company for August, 1880:

	1880. Month.	1880. Year to date.
Gross receipts	$1,531,813 14	$12,446,703 16
Gross expenses	1,042,162 07	9,528,245 88
Net profit	$489,651 07	$2,918,457 28

	1879. Month.	1879. Year to date.
Gross receipts	$1,462,280 87	$10 342,127 06
Gross expenses	982,528 28	7,703,756 26
Net profit	$479,752 59	$2,638,370 80

Comparative statement of business of the Philadelphia and Reading Coal and Iron Company for August, 1880:

	1880. Month.	1880. Year to date.
Receipts	$918,571 25	$7,780,137 10
Expenses	845,261 27	7,765,903 94
Profit	$73,309 98	$14,233 66
Net profit of all	562,961 05	2,932,690 94

	1879. Month.	1879. Year to date.
Receipts	$805,686 26	$7,123,446 90
Expenses	977,470 76	7,877,485 78
Loss	$171,784 50	$754,038 88
Net profit of all	307,968 09	1,884,331 92

The total of both companies for the past month is $2,450,384 39, against $2,267,967 13 in corresponding month last year, an increase of $12 417 26. The total for the year to date of both companies is $20,226,840 26, against $17,465,573 96 last year, an increase of $2,761,266 30.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 18, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	206,319	5,826,417	6,255,038
Schuylkill Canal	24,519	826,947	690,721
Lehigh Valley	109,987	3,454,793	3,806,296
Del., Lack. & Western	92,528	3,267,927	2,631,810
Shamokin Valley	22,426	589,655	648,134
Central New Jersey	109,048	2,476,782	2,775,659
United R. R. of New Jersey	34,252	782,173	612,957
Pennsylvania Coal	38,353	746,195	1,004,077
Delaware and Hudson	84,801	2,057,556	2,377,487
Huntingdon & Broad Top Mt.	8,767	316,387	227,357
Penn. and New York	20,870	854,461	985,422
Clearfield, Pa.	46,653	1,151,557	1,098,648

The total tonnage of anthracite coal from all the regions for the week ending Sept. 18, as reported by the several carrying companies, amounted to 649,070 tons, against 563,122 tons in the corresponding week last year, an increase of 85,948 tons. The total amount of anthracite mined for the year is 15,643,707 tons, against 18,275,196 tons for the same period last year, a decrease of 2,621,-989 tons. The quantity of bituminous coal sent to market for the week amounted to 108,819 tons, against 47,511 tons in corresponding week last year, an increase of 61,308 tons. The total amount of bituminous mined for the year is 3,066,823 tons against 2,513,264 tons for the corresponding period last year, an increase of 553,559 tons. The total tonnage all kinds of coal for the week is 757,889 tons, against 610,633 tons in corresponding week last year, an increase of 147,256 tons, and the total tonnage for the coal year is 18,710,030 tons against 20,788,460 tons to same date last year, a decrease of 2,078,430 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of September was 158,361 tons, of which 119,887 tons were coal and 38,474 tons coke. The total tonnage for the year thus far has been 4,908,633 tons of which 3,695,440 tons were coal and 1,213,193 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 18 were 50,-422 tons, and for the year to that date 1,598,007 tons—387,627 tons over the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,268 tons, year 918,726 tons, an increase over 1879, 271,275 tons. Chesapeake and Ohio Canal—week, 21,264 tons; year 421,208 tons; increase over 1879, 67,912 tons. Pennsylvania Railroad—week 4,890 tons; year, 163,073 tons; increase over 1879, 48,458 tons.—Phil. Ledger, Sept. 27.

The new Brattleboro' and Whitehall (narrow gauge) Railroad, leased by the Central Vermont

is being rapidly pushed to completion. Rails are being laid and rolling stock is arriving.

Losses by the Pittsburg Riots.

The official report of the losses by the railroad riots of July, 1877, is just published. The following is the loss of railroad property:

For Pennsylvania Railroad losses, $2,007,400; Pittsburg, Cincinnati and St. Louis Railway, $227,814; Cleveland and Pittsburg Railroad, $32,-233; Erie and Pittsburg Railroad, $5,490; Pittsburg, Fort Wayne and Chicago Railroad, $34,759; Ashtabula, Youngstown and Pittsburg Railroad, $2,010; total, $2,310,166; accrued interest to date, $334,974; grand total, $2,647,140. These claims were compromised at $1,600,000. Of railroad rolling stock there were wholly destroyed and partially damaged 107 locomotives. There were wholly destroyed 33 passenger coaches, 5 Pullman palace coaches, 3 officers' coaches, 7 emigrant coaches, 3 combined baggage and passenger coaches, 1 paymaster's car, 8 baggage cars, 10 express cars, 2 postal cars, 951 box or house cars, 92 refrigerator cars, 34 stock cars, 856 gondola or flat cars, 48 cabin or freight conductors' car, 1 tool car, 98 coal and coke cars.

If these engines and cars had been coupled together in one train, it would have covered 11¾ miles of track. Other important losses were Pittsburg Grain Elevator Company, original amount of claim $211,210 30; compromised and settled for $138,804 23; Pullman Palace Car Company, original amount of claim $88,000, compromised and settled for $55,217 40; Baltimore and Ohio Railroad Company, original amount of claim $56,-469 20, compromised and settled for $33,232 82; Keystone Hotel Company, original amount of claim $32,724 54, compromised and settled for $22,293 41; seventy-nine buildings burned, belonging to private individuals and corporations other than those belonging to the railroad companies. The total number of all kinds of claims to September 20, 1880, which have been settled by the County Commissioners, mostly without the intervention of the Courts, is 1502. The face of these claims was for loss (and did not include interest,) amounting to $3,261,013 81. They have been compromised and settled for $2,489,737 97.

The French Government, it is said, is occupied with the consideration of a tunnel under Mont Blanc, and has commissioned M. de Lepinaye Inspecter of Railways, to draw up a comparative report as to the various passages through the Alps that are either completed or in prospect, stating the advantages and disadvantages of each as to distance, gradients, and cost of construction. The Mont Blanc route has an advantage of forty kilometers over the Simpson route, of fifty-three over the St. Gotbard, and of fifty-two over the Mont Cenis routes.

An extension of the Mt. Ayr Branch of the Chicago, Burlington and Quincy Railroad from Redding to Grant City, Mo., 10 miles, and the Bethany extension from Davis City, on the Mt. Ayr branch to Bradford, 10 miles, is announced.

The Missouri Pacific, the St. Louis and Lexington, the Kansas City and Eastern, the Lexington and Southern, the St. Louis, Kansas and Arizona, and the Kansas City, Leavenworth and Atchison Railroad Companies have been consolidated under the name of "The Missouri Pacific Railway Company."

Northern Central Railway.

The gross earnings, operating expenses and net earnings of the Northern Central railway for the month of August, 1879 and 1889, were:

	1879.	1880.
Gross earnings.....	$816,716 17	$458,923 51
Operating expenses..	260,489 80	330,966 59
Net earnings.....	$56,226 36	$122,956 92

—showing an increase in earnings of $137,207 84, in expenses of $70,476 79, and in net earnings of $66,730 55.

For the eight months ending with August, 1879 and 1880, the earnings, expenses, etc., were:

	1879.	1880.
Gross earnings.....	$2,476 661 64	$3,120,012 24
Operating expenses.	1,896,627 74	2,146,816 42
Net earnings.....	$579,033 90	$973,195 82

—showing an increase in earnings of $644,350 60, in expenses of $250,188 68, and in net earnings of $394,-161 92.

Infringment upon Letters Patent.

In the suit of Christopher C. Campbell, assignee in trust, against Postmaster James of this city and others, for infringments upon letters patent granted Marcus P. Norton of Troy, N. Y., for improvements in post-marking and postage cancelling in the postal service of the United States, a final decree was made and filed in the United States Circuit Court by Judge Wheeler, awarding the complainant $64,471. Postmaster James appealed the case to the Supreme Court of the United States, upon a stipulation in which complainant waives the filing of a bond by the Postmaster as security for judgment and for judgment pending appeal. Attorney General Devens has stipulated to bring on the case for hearing and argument in November.

A company has been incorporated at Indianapolis, Ind., for the purpose of building a railroad from Greencastle to Vincennes; it is to be known as the Greencastle, Eel River and Vincennes Railroad.

By November the railroad from Yale, B. C., to a point one mile below Emory will be ironed and ready for the rolling stock. The work is of a heavy, substantial character.

Ground has been broken at Somerset Junction, about four miles from Fall River, for a double track on the Old Colony Railroad between that station and Fall River.

The completion of the Brattleboro and Whitehall Railroad to Newfane, Vt., was formally celebrated on the 25th ult. The work on the remainder of the road is being pushed rapidly.

A contract for the extension of the Denver and Rio Grande Railroad to the Gunnison country, has been let, the work to be finished within seven months.

Preliminary surveys are now being made of the line of the Des Moines and Kansas City Railroad, when these are completed the road will be put under contract.

A contract has been concluded between the Wabash, St. Louis and Pacific Railway Company and Col. Ralph Plumb for the construction of the first section of a new line of railroad between Peoria and Chicago, Ills.

The surveyors on the Carson and Colorado Railroad peliminary survey have reached Candelaria, Nevada.

Work on the Costa Rica railroad from the Capital, San Jose, to the Atlantic is progressing satisfactorily.

The balance in the Michigan State Treasury on the 1st of September was $1,519,886 52.

The Republic of Nicaragua boasts that it has no foreign debt.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, Sept. 24, 1880.

NOTICE IS HEREBY GIVEN THAT DIVIDENDS have been declared out of the net earnings for the year 1880, of Three dollars and fifty cents per share on the preferred stock, and of Three dollars and fifty cents per share on the common stock of this company, payable on the 15th day of October next, at the office of the company.

The transfer-books will be closed on the 30th day of September, and reopened on the 21st day of October next.

JULIUS WADSWORTH, Vice-President.

COUPONS of the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY (SAN JOAQUIN VALLEY BRANCH), and of the LAND BONDS, due October 1, 1880, will be paid at the office of Fisk & Hatch, No. 5 Nassau-st.

C. P. HUNTINGTON, Vice President.

COUPONS of the FIRST MORTGAGE BONDS OF THE SOUTHERN PACIFIC RAILROAD COMPANY (of California), due October 1, 1880, will be paid at the office of the company, No. 9 Nassau and 11 Pine-sts., C. P. HUNTINGTON.

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Rival Canal Routes.

Among the reasons which have been urged for and against the inter-oceanic canal projects is the greater percentage of calms and variable winds at the termini of the one route as compared with the other. In reply to an inquiry from Rear-Admiral Ammen, Captain de Krafft, the hydrographer to the Bureau of Navigation, makes a report in which he says:

From a total of 2,353 observations in the Bay of Panama, and of 1,758 observations on the coast of Nicaragua in the vicinity of Brito, and in each case covering roughly about the same extent of ocean, it appears that the calms and variable winds at the former locality amount to 11 per cent of the whole number of observations, while at the latter they amount to 5 per cent.

In order to reach the region of the trade winds sailing vessels from Panama bound to India, Japan, California or the Northwest Coast, in coming out of the bay and afterward making the necessary northing, will be obliged to make about 600 miles through variable winds and vexatious calms before finding themselves in as good a position to make their westing as the vessels leaving the coast of Nicaragua.

There are 3,687 miles of railroad in operation in Michigan. The total amount from transportation service by the several roads doing business in the State for the past year was $45,942,860 23, an increase of $3,226,721 18, or 7.55 per cent over the aggregate earnings for 1878. The earnings per mile of road operated were $7,450 14, an increase per mile of $337 38.

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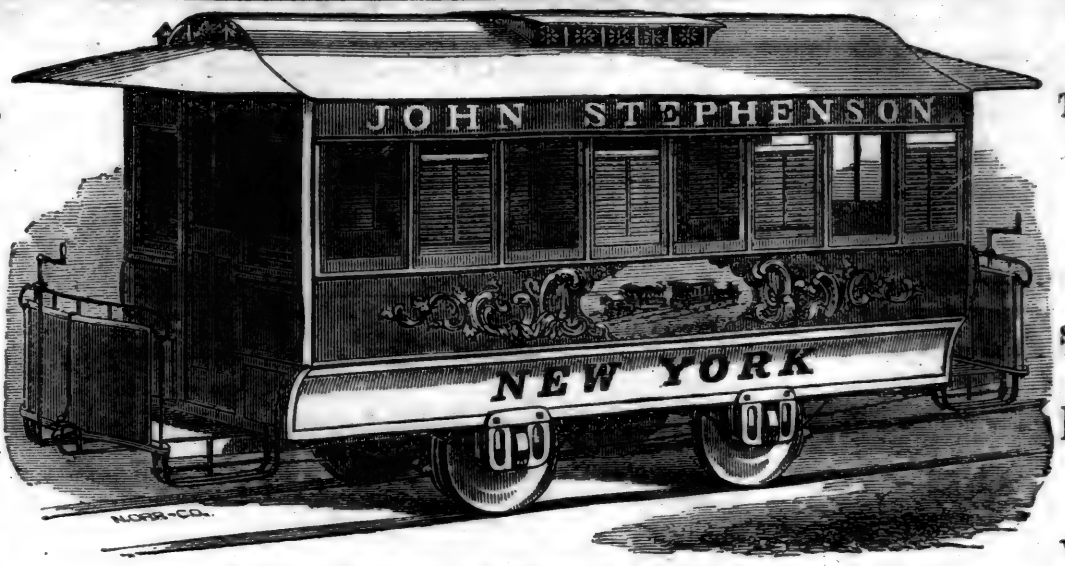
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

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SECOND QUARTO SERIES, VOL. XXXVI., NO. 41.] NEW YORK, OCTOBER 9, 1880. [WHOLE NO. 2,320, VOL. LIII.

COLOR-BLINDNESS.

VALUABLE SUGGESTIONS FROM MASSACHUSETTS RAILROAD COMMISSIONERS.

The most valuable of recent contributions to this mooted subject, is contained in the last report of the Railroad Commissioners of Massachusetts. The legislature of 1879 passed the following Resolve: "RESOLVED, That the Board of Railroad Commissioners be instructed to consider whether any legislation is expedient or needful with reference to the employment by railroad corporations of persons afflicted with color blindness; and report thereon to the next General Court."

By virtue of this resolve the commissioners gave early and careful attention to the subject; witnessed an interesting examination of railroad employees, conducted by Dr. Jeffries, and united with him in sending circulars of inquiry to various experts and officials in Europe. The commissioners examined a large number of persons employed for the most part by railroad companies, using for tests, colored worsteds, as recommended by Professor Holmgren, and as practised by Dr. Jeffries. They supplemented this examination by experiments with colored flags and lanterns, whenever any visual defect was found to exist and sought in various ways to obtain information on the subject.

While the commissioners were unable to find that any railroad accident had ever been clearly traced to color-blindness, they early became convinced that the possible dangers that might result from this cause were such that an examination should be had of all persons employed on railroads in Massachusetts, whose duties were in any way connected with signals. They sent circulars therefore to the presidents of all railroads within their jurisdiction, asking that all such employees might be examined and the results reported. In answer to these circulars, reports were received from the various roads showing that intelligent and careful investigation had been made on most of them. The Commissioners say: "A striking result of these investigations was the effect upon the railroad officials, who conducted or witnessed them. There had been much scepticism among them as to the existence of color-blindness. The experiments opened their eyes to a source of danger hitherto unknown, and insured attention to this matter in the future."

The official circular of the commissioners called attention also, to defects of vision, although this subject had not been directly referred to them. They found that many railroads had apparently been in the habit of employing men in places, where sight was of the highest importance, without examination, and of keeping in their employ men whose sight was failing, without making regular tests of their visual power. One railroad official wrote: "We once had an engineer who was near sighted and removed him at once; but he was the only man I have ever known, who could not see an object six hundred feet from him, that was willing to risk his life on a locomotive. There are many persons who are near sighted and a small percentage of the people are color-blind; but I do not believe they prefer railroading as a means of living."

The commissioners very pertinently remark, that "such reasoning is unsafe; and men whose vision has gradually become defective, without being conscious of it, are found employed on railroads; and it is probable that men who know their defect are willing to risk their lives, and the lives of others, rather than to lose their means of gaining a livelihood. Members of this Board, while they cannot speak of any railroad accident as resulting from color blindness, do know cases where defective vision has led to such accidents. In one case, at least, the defect was never suspected by the person himself, until it had caused a considerable destruction of property. It was then recognized; and a new employment, not requiring vigorous eyesight, was given to the employe.

It has seemed to the Board that examination as to the strength of the vision was even more important than an examination as to color-blindness. And this view is confirmed by Prof. Holmgren's statement: "If the system of signals were based upon form, and all persons discharged from the service of railways, who, in consequence of an imperfection of vision, could not clearly and decidedly distinguish these signals at a distance, the proportion of such would be larger than that of the color-blind." The final conclusions reached by the commissioners were:

1. That the existence of color-blindness, total and partial, is a well-established fact, and that there are men who, by reason of such defect, are unfit for positions on railroads requiring ability to distinguish color-signals.

2. That the extent of dangerous color-blindness, i. e., such color-blindness as unfits persons for railroad employment, has been greatly exaggerated, and that a very small per cent of persons are, for this reason, unfit for such employment.

3. That examinations may be properly made by persons not medical experts; and that such examinations will certainly be sufficient, if doubtful cases are referred to such experts.

4. The Board recommends that every railroad company shall have an annual examination of every employe whose duties require or may require capacity to distinguish form or color-signals, and that no one shall be so employed who has not been thus examined. The examination should refer to color blindness and to other defects in vision. It should include all who are in any way concerned in the movement of trains.

5. The Board does not recommend any legislation on the subject. The interest of each corporation is strong enough to insure careful examination. Humanity would prevent any company from knowingly employing a person whose defective sight might at any time cause a fatal accident. And self-interest will make railroad managers careful in avoiding even false charges that accidents have resulted from such defects.

The failure to make examinations heretofore is owing to the want of information on the subject; and, in regard to color-blindness, to the general incredulity as to its existence. Information is now generally diffused, and incredulity has ceased, thanks to the efforts of scientific men. And there is no reason to fear that due attention will not be given to the recommendation that all applicants for employment on railroads, and all persons employed, shall be examined for defects.

Another Projected Ship-Canal.

The project of a canal for ships from the Baltic to the North sea, between the Bay of Kiel and Brunsbuttle, in the estuary of the Elbe, appears likely to prove a success. Its depth throughout is to be 20 feet and 9 inches, its width at the surface of the water 160 feet, and at the bottom 64 feet, the banks thus having a gentle slope. Provision is also to be made, by means of a peculiar system of locks and reservoirs, for increasing the depth of water to some 26 feet, whenever it may be desirable to do so, this depth allowing of the passage through the canal of the heaviest German ironclad afloat, namely, the Konig Wilhelm, a vessel of nearly 10,000 tons displacement, but drawing only 26 feet. In size this canal will not compare unfavorably with the Suez, the latter be-

ing 172½ feet wide at the surface of the water, 70 feet at the bottom and about 26 feet deep.

Iron Excursion Boats.

The certificate of incorporation of the "Iron Steamboat Company," whose purpose it is to build a fleet of iron excursion boats intended for the navigation of the Hudson River, New York Bay, Long Island Sound, and other waters, was filed at Freehold, Monmouth County, N. J., on the 27th ult. The incorporators are John Roach, Charles H. Cramp and Joseph C. Ferguson, of Philadelphia; Nathan G. Miller, of Bridgeport, Conn.; George S. Scott, of Scott, Leavitt & Co., bankers and brokers, No. 24 Broad street, New York; Washington E. Connor, banker and broker, No. 80 Broadway; Samuel Carpenter, General Eastern Passenger Agent of the Pennsylvania Railroad Company; Charles E. Quincy of the firm of William Heath & Co., bankers and brokers, No. 19 Broad street; J. B. Houston, President of the Pacific Mail Steamship Company; James D. Smith, of Jameson, Smith & Cotting, bankers and brokers, No. 12 Wall street; Alfred R. Whitney, iron merchant, at the corner of Hudson and Thomas streets; William J. Hutchison, of Kennedy, Hutchinson & Co., bankers and brokers, No. 5 Wall street, and Rufus Hatch, banker and broker, No. 47 Exchange Place.

These gentlemen, believing that iron vessels would be vastly superior in point of safety to the wooden excursion boats now plying in local waters, and convinced that the business between this city and Coney Island, Rockaway Beach, and Long Branch can be increased by their introduction, have decided to build at once eight or nine boats wholly of iron and steel. Each of them will be divided into not less than 12 water tight compartments, and provided with improved compound engines, steel boilers, and all appliances conducive to comfort, safety, and speed. It is designed to make them perfectly seaworthy, so that they can be sent for Winter use to Savannah, Charleston, Florida, and New Orleans, and it is expected that there average rate of speed will be not less than 20 miles an hour. The company proposes to build 30 of these iron steamboats between now and 1883, the year of the proposed World's Fair. The total amount of the capital stock is $10,000,000, which is divided into 100,000 shares of the par value of $100 each. The sum of $800,000 has already been pledged, and subscription books are shortly to be opened. The business of the company is to be conducted at Long Branch and in this City. Its object, as specified in the certificate of incorporation, is "the building, furnishing, fitting, purchasing, chartering, managing, navigating, and owning of steamboats and other vessels, to be used and employed for carrying and transporting passengers and freight on the Hudson River, New York Bay, Long Island Sound, and other waters." The iron vessels of the company will, it is estimated, pay from 25 to 40 per cent on the investment.

Sunday Travel Again.

The Providence justice court has discharged Frank C. Trainor, charged with evading his fare on the Boston and Providence road Sunday night, because the road was violating the Sunday law in running their cars on that day. Trainor would not give up his ticket to the conductor because he could not have a suitable seat, though he refused to accept any of those found for him.

Accountability of Bank Officials.

The recent arrest and imprisonment of forger Silas M. Waite of the Brattleboro bank will lead some people to ask whether there might not be a new method of electing bank directors: If the stockholders of a bank will not attend the meetings of the bank the power to appoint directors might be placed in the hands of some government official or the office of director abolished. Receiver Price now in charge of the bank says that "the stockholders of the bank have been requested for sixteen years back to meet and elect a board of directors to guard their interests and direct the management of the bank. The law provides that no officer, clerk, teller or book-keeper shall act as proxy, for obvious reasons. Nevertheless only two or three of the 260 shareholders were present at such meetings, the remainder sending proxies to be used by Silas M. Waite. The stockholders thus voluntarily confided to Waite their whole interests in the bank and made him practically the sole stockholder and autocrat of the concern. It is not strange, therefore, that a board of directors, elected by Waite, six-ninths of whom held only sufficient stock to qualify them, should have felt some respect for this confidence of the share owners and for Waite and less responsibility to and watchfulness for the interests of the stockholders whom they only indirectly represented."

Mr. Price is undoubtedly right, but the National Bank act makes every director of a bank "who participates in or assents to" any violation of law by any of the officers of the bank "liable in his personal and individual capacity for all damages which the association, its shareholders or any other person, shall have sustained in consequence of said violation." This statute covers every director who "knowingly violates," or "knowingly permits" others to violate the law. To what extent has a bank director a right to be ignorant of the details of a bank.

The State courts, when they are allowed by the federal courts to interpret the statute are disposed to hold the officers of national banks to a very strict accountability. The language of the supreme court of Kentucky, concurred in by that of Kansas, and given in Controller Knox's last report is as follows:—

It is the duty of directors of a bank to use ordinary diligence in acquiring knowledge of its business. They cannot be heard, when sued, to say that they were not apprised of facts the existence of which is shown by the books, accounts and correspondence of the bank. They should control the subordinate officers of the bank in all important transactions. Therefore under the circumstances proved in this particular case they were held liable for the abstraction and sale of special deposits by the latter. (United society, etc., against Underwood, 9 Bush. Ky.)

The 10th Kentucky contains another case in point. Directors had published the usual legal statement, attesting the soundness of the bank and trustworthiness of its officers. Persons relying upon this statement became sureties upon the bonds of the cashier, although he had already embezzled, as might have been known to the directors by "the use of slight diligence." The court held that the sureties, being misled by the directors' statement, were released from their obligation. "They had a right to believe," says the court, "that the directors before publishing the statement investigated the condition of the bank."

The rotten condition of the Brattleboro bank escaped detection so long because the National bank examiner of the date who was notoriously incompetent was secured in his position simply because he had the influence of the senatore and representatives from Vermont. It is to be hoped, for the sake of all bank depositors if for no other reason, that the government will make a clean sweep in the matter and will allow no one to escape on the plea of ignorance.

Joplin and Galena Railroad.

Articles of association of the Joplin and Galena Railroad Company, of Missouri, were filed on the 29th ult. with the Secretary of State of Missouri; capital, $105,000. The road is to be ten miles in length in this State, and is to run from a point between the Sixth Street and the East Joplin Railroad depots, in Joplin, in a west and southwesterly direction, through Jasper county, to the State line (on the east line of Cherokee County, Kan.), dividing the States of Missouri and Kansas, said railroad to be built south of the railroad now running from Empire City to Joplin, and will connect with the Joplin and Galena Railroad of Kansas. The road is to be standard gauge. The incorporators are E. F. Winslow, New York; C. W. Rogers, A. Douglass and T. E. Cassidy, of St. Louis; D. H. Nichols and John O'Day, of Springfield, Mo.; B. F. Hobart and W. A. Thomas, of Oswego, Kan.; O. Baily, White Cloud, Kan.

Articles of association of the Joplin and Galena Railway Company of Kansas were filed with the Secretary of the State of Kansas at Topeka, on the 30th ult. The incorporators are E. F. Winslow, of New York; C. W. Rogers, A. Douglass and T. E. Cassidy, of St. Louis; John O'Day and D. H. Nichols, of Springfield, Mo.; W. A. Thomas, of Oswego; W. B. Stone, of Galena, Kan., and O. Bailey, of White Cloud Kan. The general office of the company will be situated at Galena, Kan., and the road will run from a point on the east line of the State of Kansas on the east line of the County of Cherokee in the said State, where it will connect with the Joplin and Galena Railroad of Missouri. It will be built to the west line of the town or city of Galena, in Cherokee County, and will be three miles long and will be standard gauge. The capital stock will be 350 shares of the value of $100 each. The directors are the incorporators, with the exception of B. F. Hobart, of Oswego, Kan., who is added to the list of directors. The whole is an enterprise of the St. Louis and San Francisco Railroad Co., and when completed will connect with that road at Joplin, Mo., via the Joplin and Galena of Missouri.

The Atchison, Topeka and Santa Fe Railroad Company has just completed 35 miles of a new road in New Mexico, from Socorro to San Marcial, and expects to have enough more completed by Jan. 1 to make connection with the Southern Pacific Railroad. "Sleepers" will then be run through from Kansas City, a distance of nearly 1,200 miles, and an important connection will then be completed.

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New York, Saturday, October 9, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AMONG the new features adopted by the AMERICAN RAILROAD JOURNAL, as appears on another page of this issue, is a department on counterfeit money It is intended to make this a permanent and authentic feature of the paper, and we believe it is one that will prove of great service and value to our readers. We are to receive from the U. S. Secret Service Division at Washington immediate notice of the discovery of counterfeits, which will be promptly published in the JOURNAL, and information in various forms will be given, through facilities which we have, so that this department may be taken as a trustworthy guide and assistant in checking the circulation of bogus money.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. The Bond List and the Share List do not appear this week. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. The injustice of reporting one road many months in advance of another is manifest, but it would be unavoidable in any other way, than that which we adopt. On these accounts we withold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

MR. GOULD seems to be almost omnipresent. We are told that he is interested in a new railroad in Colorado, and in a steamboat enterprise in New Orleans. Like the genii which issued from the fisherman's lamp, his insatiable spirit envelopes and compasses a great continent. He lays one hand on New York and the other on San Francisco, and does not trouble himself about statutes or legislatures. With the Wabash system and the new extension of the Delaware and Lackawanna in one hand, he can raise or depress railroad stocks at will ; and with the American Union Telegraph in the other, he has already proved himself a formidable rival to the great telegraph system of the Western Union. His power never was greater than it is at this moment, and he would be a wise man who could predict what will be his next railroad combination or what new plan will next appear.

A Word of Caution.

While our business men, and especially those connected with railroad interests, are feeling again the stimulus of prosperity, words of caution may seem unwelcome, yet it is at such a time that a careful survey of the situation and of the conditions affecting it now, or likely to operate upon it in the future, should be made. The JOURNAL has an abiding faith in the future of American progress and development, and an unshaken belief in the superiority and soundness of the recognized American enterprises as reliable fields for investment, while at the same time it appreciates the importance of guarding against a too hasty multiplication of enterprises or spreading of investment fields. We are but seven years removed from the breakdown of 1873, and the lessons of that check to our enterprises may wisely be studied.

American railroad securities were never in a more solid condition than at present. Under good management, possessors of valuable properties and enriched by a season of substantial earnings, our railroads in their present condition and outlook present strong elements of reliability. But upon this era of good feeling an element falls which, if not guarded against, gives promise of being prolific of evil. The trouble or threatened evil is one created by the railroads themselves, in an apparent aim to rival each other on the same ground ; or in a tendency to risk capital in building competing lines through sections well occupied at present, relying upon proposed improved management and close competition instead of natural facilities, rather than to attempt to place new lines in undeveloped sections, where they are actually needed and where they would open new resources of wealth in agriculture, manufactures and mining.

While every State and territory in the country has some important line of railroad undertaken, and while so many forms of railroad work are proposed and underway, still there is ample room for more. With about one hundred thousand miles of railroad in operation, the result of fifty years' labor and earnings, holding about sixty-five millions of dollars of public money, besides hundreds of millions in public lands, in addition to the State, municipal and private investments, we have now projected an amount of railroad suggestively large, by private capital alone. Our country is probably big enough and rich enough in resources for it all, if it is projected in the right localities and in a timely manner. The wonderful increase of immigration to our West gives promise of a largely increased demand for railroads to open up agricultural and mining districts.

But even with these facts unquestioned, the projectors of new railroad enterprises have these questions to consider: From what sources can the money to build them be expected? And will the traffic of the selected locality or termini justify the construction? Our available area of cultivated lands, our forests, mines and fisheries warrant an increase of transportation facilities in certain localities, while such an increase always brings with it a stimulus to manufactures ; but it must be remembered that the lines already established have never for any length of time been unable to supply the demands made upon them, and that considerable increase in the amount of freight now in transit would be required to give profitable employment to all the projected lines.

At the East a third or fourth line is proposed to Buffalo and Suspension Bridge, a second is proposed to Pittsburg, and the second Chesapeake line to Cincinnati is taking shape. In the great central basin the competition is fiercer still : both the Wabash and Burlington parties seem to be aiming at paralleling each other's lines ; and beyond the Mississippi, to the Rocky Mountains, there are several new lines proposed. Even the distant Pacific is not too remote nor sparsely settled for this collision of capital : there are the Canadian, the Northern, the Texas, and the Atlantic and Pacific routes all in the money market, notwithstanding the fact that the old Pacific road was supposed to be ample for all the traffic; and a second through route is just on the eve of completion by the junction of the Southern Pacific with the road through Colorado. Be-

sides these are roads proposed on a huge scale in Mexico.

Rates of interest tending to equalize themselves over the maritime world have ruled low, and borrowing has in the main been easy. A result of this has been a temptation to construct roads not always so much because they were needed, as because there was a profit promised in their building. There is no doubt that there are many railroad projects on paper which would throw lines through wild and barren sections having but little of either soil, population, timber or minerals, with scanty prospects of local traffic, and no hope of through traffic excepting at ruinously competing rates. This is the one chief feature of railroad projecting that in our era of railroad prosperity needs cautious guarding against: that of attempting to build competing lines where none are needed and where they can only live by a division of business, through breaking tariffs, with old established lines in most cases bearing all that it is possible for them to bear of competition now. The result can only be that of Samson's pulling at the temple: the coming down of both, with the temple at the top of the heap after all.

This element to be guarded against, however, is not one that will weaken confidence in American securities either at home or abroad. It is not difficult to discriminate between those worthy securities which have the strongest elements of reliability in them, from natural causes, and those whose claims for favor lie in less tangible forms or depend perhaps upon the success with which they can outdo their competitors in a field already fully occupied. American securities which have a charcter here can be counted as solid abroad, and there is little in the pushing of enterprises here to excite alarm, while there is much in the prosperity of other industries, the allies of the railroads, and of the railroads themselves to enhance and more firmly establish their value. If an investor in placing his money in railroad securities will use one-half the care he does in the purchase of a horse, it will not be hard for him to decide which ones have the elements of reliability and profit in them. A little study of the geography of our country, an examination into its resources, a glance at guide books, a reading of railroad earnings and a little seeking after information from reliable journals and trustworthy negotiators should make it not very difficult to decide which are the railroads most desirable for permanent investment.

The Receivers of the Philadelphia and Reading Railroad Company, guarantees of the divisional coal land mortgage bonds of the Philadelphia and Reading Coal and Iron Company, announced that they will purchase the overdue interest and coupons, due in October, on the bonds of the several tracts named at the following rates: Swatara, 6 per cent; Houtz, Meyer and Kinnear, 5 per cent; Salem Coal Company, 4 per cent. Bondholders desiring to accept these terms, are requested to make application to the treasurer of the Railroad Company.

The Shipping Convention.

Fifty one mercantile associations were represented at the convention which opened at the Board of Trade rooms at Boston Wednesday. The object of the convention was stated by Capt. Ambrose Snow, of New York, as temporary chairman, to be the harmonizing of "conflicting opinions regarding shipping interests, that an agreement may be reached as to what form of relief Congress may be asked to render. The Navigation laws, the world over, make it possible for us to sell ships. The question for our country to consider is whether it perfers to see its foreign commerce under the old flag disappear by the sale of its ships or whether she prefers to adopt such legislation as will enable our present ship-owning communities to retain what they now have and in future add to it. Our commerce is in a sinking condition. Is it worth any sacrifice to save it, and what sort of sacrifice shall be made? The Convention is asked to state what, in its judgment, Congress can and ought to do for this great interest."

The seventy six delegates in attendance effected the following permanent organization: President—J. S. T. Stranahan, of New York. Vice Presidents—W. H. Lincoln, of Boston; Washington Ryan, of Portland; Henry Winsor, of Philadelphia; E. D. Bigelow, of Baltimore, and H. H. Adams of Cleveland. Secretaries—William F. Humphreys, of Boston; Frank S. Gardner, of New York; Fritz H. Jordan, of Portland; Henry Hall, of New York, and Joel Cook, of Philadelphia.

The Resolutions of the Boston Board of Trade, which were presented in behalf of that body by Ex-Mayor Lincoln, embodied the following views: the approval of the bill entitled "An act to repeal and annul certain acts pertaining to the shipment and discharge of seamen," which bill was presented in the House of Representatives last year by Hon. Wm. Claflin, of Mass; that permission should be granted to take goods of foreign production or manufacture out of bond free of duty when such goods are to be taken as stores on board of any ships bound from a port in the United States to a foreign port; that property invested in shipping should be exempt from all local and municipal taxation by special act of Congress, leaving the income only subject to such taxation; that compulsory pilotage should be abolished in the United States; that the Government should assist lines running to important foreign ports, by proper remuneration for carrying mails; that the navigation laws restricting the registry of vessels to such as are built in the United States should be repealed, with this proviso, that all vessels of foreign build owned by citizens of the United States and sailing under the flag of the United States shall be excluded forever from coasting or inland trade; that all material entering into the construction or repair of ships shall be admitted free of duty when so employed; that Congress should take early action providing for the distribution of the balance in the Treasury on account of the Geneva award.

Practical suggestions concerning details of plans following the general line of the above views, were made by Mr. Lincoln, Mr. J. E. Burtt, of Boston, Capt. Ambrose Snow, and Mr. John H. Boynton of New York. A number of important topics were in this way placed before the convention for consideration and action. The indications were that the convention would continue its sessions through several days. Wednesday evening the delegates were entertained at a banquet given by the Commercial and Merchants Clubs of Boston, at the Hotel Brunswick.

Personal.

—Bishop Bedell, of Ohio, delivered a special sermon to railroad men at the Church of the Holy Trinity (Dr. Tyng's) Sunday evening.

—Mr. Louis E. Lefferts has received the appointment of Secretary of the Gold and Stock Telegraph Co.—Mr. Lefferts is the son of the late Marshall Lefferts, and for a long time has been connected with the Western Union Company,

—A marine glass was recently presented to Capt. Thos. S. Curtis, of the Havana Steamer Saratoga, in behalf of the Emperor of Germany, in recognition of his rescue of the crew of the wrecked German bark Chistopher Columbus, last February.

—Among the prominent railroad men in the city the past week were Mr. D. Chadwick, Government Director of the Union Pacific, Mr. Thos. Allen, of St. Louis, and Mr. S. S. Merrill, General Manager of the Chicago, Milwaukee and St. Paul.

—Mr. John J. Kiernan, long familiar to Wall street circles in connection with his news agency, has been admitted to general partnership in the advertising agency of Frank & Flamant, one of the largest and best in the city. Mr. Kiernan has heretofore been a special partner of this agency, which is strengthened by his active partnership in its business.

—The venerable Peter Cooper received a special invitation from the Mayor and City Council of Baltimore and Mr. Robert Garrett in behalf of the president and directors of the Baltimore and Ohio Railroad to be present at the Baltimore celebration. The president's car, Maryland, of the Baltimore and Ohio Railroad was placed at his service and the hospitalities of the city were tendered him.

—Prof. Geo. M. Mowbray, of Mass., the well known manufacturer of nitro-glycerin and kindred explosives, and the author of several valuable treatises on mining and tunnelling, is also an admirer and liberal patron of the fine arts. At present he is educating, in foreign art schools and studios, his nephew, Harry M. Mowbray, who is accredited by art authorities with decided talent and with being among the promising young American artists now in Paris.

The government of Costa Rica has entered into a contract with Imosen Chiarin for the construction of an elevated railroad from San Jose, the capital, to Rio Suclo, there to connect with the railroad in course of construction from Limon, the work to be commenced within six months from the date of the contract.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	673,000	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,458,833	1,556,457	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	1,760,000	1,885,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	428,543	602,624	537,326	602,132	609,255	670,317	740,842	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,000	889,633	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,326,957	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	1,771,314	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1879	591,176	476,667	632,898	678,439	857,324	798,659	773 173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1879	137,047	137,038	211,899	165,444	134,070	107,569	99,811	141,533	176,819	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	.....	.....	.....	.....	.....
Illinois Central:													
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,659	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,357	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,036	330,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,787	1,713,697	1,515,835	1,398,344	16,509,421
1880	1,296,181	1,252,218	1,644,558	1,643,151	1,592,544	1,661,812	1,580,976	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	713,200	656 195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	513,555	661,400	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1879	94,907	77,624	91,253	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,830	655,240	609,278	565,094	519,201	671,984	820,087	936,222	.....	.....	.....	.....
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	.....	.....	.....	.....

Massachusetts Central Railroad.

The contract for all the grading and masonry between Old Furnace, a village in the town of Hardwick, and Amherst has just been let to Davis & Monson. The work will be begun at once and pushed forward to an early completion, the only obstacle being the settlement of some land damage claims. The distance is thirty miles, and there is nothing very difficult in any part of the construction. The masonry is to be done for fifteen iron bridges, the longest—perhaps 700 ft.—being at Bondville, a village in the southern part of Palmer. Two weeks ago a gang of men began on the "College hill cut," which will probably include the whole of Blake field, the Amherst College ball grounds. Another full gang is grading at Northampton, and stone is being quarried for finishing the piers of the bridge across the Connecticut river. Arrangements have been made for four gangs of stone masons to begin at once on the abutments of the bridge that is to carry the Central's track over the New London Northern Railroad at Belchertown. Numerous gangs of men will grade between Northampton and Coldbrook this autumn, and the contractors say that the whole can be finished within five months. The two most difficult physical obstacles in constructing the whole road are now almost removed They were the cuts at Berlin and Rutland. The former is wholly completed, and the latter will be finished this winter. The "Rutland cut," through the solid rock which caps the summit of the high ground in Rutland, will be the deepest rock excavation on the entire road, and, with the exception of the "Berlin cut," the most difficult to make. Blasting was begun there last May, and has ever since been steadily continued. Sixty-five men are employed, with two Ingersoll steam drills and one steam and one horse derrick. The drills have a capacity of drilling six to nine feet an hour, and are kept going day and night. Of the whole work, involving a rock cut of 1100 feet, more than one-half is now finished, and the remainder is advancing at the rate of 100 feet per month. The 10,000 cubic yards of rock already excavated have been used to make the "fill" at the west end of the cut, so that the embankment when completed will be a mass of broken rock capable of withstanding the severest rains and floods. The blasting of the "Berlin cut," owing to the peculiar hardness of the rock and the unfavorable lay of the grain, was quite difficult, so that the excavating begun in April, 1879, was not completed until May, 1880. The cut measures three-fourths of a mile in length, 80 feet at the greatest and 20 at the least depth, and 18 feet in width at sub-grade. The cost of the work at Berlin has been about $60,000, about 50,000 cubic yards of rock and soil having been removed.

The section of the Nicaragua railroad from the port of Corinto inland to Chinandega is about to be finished and opened to the public. Arrangements have already been made for the extension of the road from Chinandega to Leon and Grande.

Latest Railroad Earnings.

The following are the latest railroad earnings reported:

	1879.	1880.
Hannibal and St. Joseph—		
Fourth week in September	$53.326	$63.781
January 1 to September 30	1,311,212	1,782,819
Wabash, St. Louis and Pacific—		
Fourth week in September	$230.384	$308.225
January 1 to September 30	6,068,029	8,741,398
Louisville and Nashville—		
Fourth week in September	$150.152	$276,700
July 1 to September 30	1,390,269	2,413,900
St. Louis and San Francisco—		
Fourth week in September	$61,000	$86,000
January 1 to September 30	1,027,000	1,876,000
Denver and Rio Grande—		
Fourth week in September	$36.819	$142 373
Month of September	112,823	400.990
Mobile and Ohio—		
Month of September	$161.253	$179.191
July 1 to September 30	377,892	449,643
Northern Pacific—		
Month of September	$270,893	$332,810
January 1 to September 30	1,383,386	1,686,389
Chicago, Milwaukee and St. Paul—		
Fourth week in September	$332.071	$397,000
Month of September	1,018,806	1,257,000
Chicago, St. Paul, Minneapolis and Omaha—		
Fourth week in September	$80,849	$103,032

—Rails will be laid on the New York and New England road to Brewsters by December 1st.

COUNTERFEIT NOTE LIST.

1s.

on, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,895

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 186 A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Let B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All Paper Money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the following list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

Common Law.

BEQUEST OF BONDS DOES NOT INCLUDE OVERDUE COUPONS.

NEW YORK COURT OF COMMON PLEAS, SEPTEMBER 16, 1880.

McGRATH v. VAN STAVOREN.

A testator gave to his niece specified railway bonds; held, that interest coupons on the bonds, due at the time of testator's death, did not pass to the niece.

This action was brought by Emma H. McGrath and others against Emma Van Stavoren and others for the construction of some of the clauses of the will of George W. Van Stavoren, who died in 1861. To his niece the plaintiff named, testator, gave two $1,000 Erie Railway bonds, on which, at the time of his death, there were undetached interest coupons due to the amount of $280. he plaintiffs claimed that this sum belonged to the legatee. The court gave judgment for the defendants.

DALY, C. J. The coupons attached to the bond were due and payable at the time of the death of the testator and did not pass with the bond to the legatee, but form a part of the coupons of the estate. De Gendre vs. Kent, L. R., 4 Eq. 283-5; Wright vs. Lucker, 1 Johns. & Hem. 266; Brundap vs. Brundap, 60 N. Y. 544, 551; Lock vs. Venables, 27 Beav. 598; In re Rogers, 1 Drew & Small, 338; Paton vs. Shephard, 10 Sim. 186; Earp's Will, 1 Parsons' Eq. (Penn.) 453, 464-5; Spear vs. Hart, 3 Robertson, 420.

"Specific legacies," says Williams, "are considered as separated from the general estate, and appropriated at the time of the testator's death, and consequently, from that period, whatever proceeds accrue upon them, and nothing more or less, belongs to the legatee." 2 Williams on Executors (4th Am. ed.), 1221. And it is equally an established rule that the bequest of a bond or other security does not pass the interest which has accrued and is payable on the security, unless there is something super-added to the bequest to show that such was the intention. Roberts vs. Kuffin, 2 Atk. 112; Gibbon vs. Gibbon, 13 C. B. (4 J. Scott) 217, per Manle J.; 1 Roper on Legacies (2 Am. ed.), 285; Floyd on Wills, 227-8.

The cases suggested—of a bond with coupons attached, given mortis causa (Walsh vs. Sexton, 55 Barb. 251), or the bequest of a promissory note (Williard, J., in Tifft vs. Porter, 8 N. Y. 516)—are not analogous. The gift mortis causa of a bond, with coupons attached which were then due and payable, shows by the delivery of the bond with the coupons the intention that the donee is to have both the bond and the interest that is due on the coupons. But no such intent is inferable by the bequest of a bond in a will, where nothing is said about interest which is then due upon coupons attached to the bond or which may become due at the time of the testator's death, and in the case of a promissory note drawing interest, the interest is payable, together with principal, when the note becomes due, and necessarily passes, as incident of the note, by the transfer of a note to another.—[Albany Law Journal.

Legal Notes.

MASTER AND SERVANT.

"The true doctrine of the common law is that the master is liable to his servants, as much as to any one else, for the consequence of his own negligence; and it is no defense for him to show that the negligence of a fellow servant (for which he was not responsible) also contributed to bringing about the injury. Shearman & Redfield on Negligence, § 89; Fifield vs. Northern R. R. Co., 42 N H. 225; Hough vs. Railway Co., 100 U. S. 213; Cayzer vs. Taylor, 10 Gray, 274; Paulmier vs. Erie R. R. Co., 5 Vroom, 151, 157. In Cayzer vs. Taylor the Supreme Court of Massachusetts state the rule as follows: 'But we are not prepared to say that if one uses a dangerous instrumentality, without the safeguards which science and experience suggest or the positive rules of law require, he is not responsible for an injury resulting from such use because the negligence of one of his servants may have contributed to the result, or because a possible vigilance of the servant might have prevented the injury.' That was a case in which a servant sued his master for injuries from the collapse of a steam boiler used in the defendant's manufactory, in which the plaintiff was employed," This is consistent with Booth vs. Boston and Albany Railroad Co., 73 N. Y. 38; S. C., 29 Am. Rep. 97, where the injury was caused by the negligence of the company in not furnishing a sufficient number of brakemen on a train, and the negligence of the engineer in running the train; and with Stetter vs. Chicago & N. W. R. Co., 46 Wis. 497; S. C., 29 Am. Rep. 102, note, where the injury was caused by the subsidence of an unsafe track, and the negligence of the conductor in disregarding his instructions to run slowly over it.—[Albany Law Journal.

QUIT-CLAIM DEED.—EFFECT.

A quit-claim deed is as effectual to pass the title to real estate as any other, and the purchaser accepting such deed, without notice of prior rights, will be as effectually protected as if the deed contained full covenants of warranty, unless the contrary appear from the conveyance: Bradbury vs. Davis, Sup. Ct. Col., 1 Col. Law Reporter, 7.

BANKS.

A bank has an equitable right, analogous to the doctrine of stoppage in transitu over the credit it gives to a borrower (who becomes insolvent) for the proceeds of a note it had discounted for him. Dougherty vs. National Bank, Supreme Court, Pa.

MARITIME LAW—SEAMEN CAN BE REQUIRED TO WORK ON SUNDAY.

A seaman upon a schooner in the harbor of Frankfort, Michigan, where she was towed to receive a cargo of lumber, cannot refuse to work on Sunday, in loading the schooner, where the towing vessel is not able to enter the harbor by reason of an insufficiency of water, and is lying outside in the lake, awaiting the schooner, and is in a place of danger. Where the master of the schooner was of opinion that it was necessary, for the safety of the towing vessel, that the loading of the schooner (begun on Friday) should be completed on Sunday, and ordered the work to be done, it was the duty of the crews to obey. In this case, held, that a seaman refusing to work on Sunday was rightfully expelled from the schooner, and forfeited his wages for his disobedience. The Richard Matt, 1 Biss. 440. District, E. D. Pennsylvania, Aug 2, 1880. Smith vs Schooner J. C. King. Opinion by Acheson, D. J.

Dividends.

—The Housatonic Railroad Company has declared a quarterly dividend of $2 per share on the preferred stock, payable Oct. 15.

—The Vermont and Massachusetts Railroad Company will pay a dividend of $3 per share Oct. 7.

—The Topeka Equipment Company has declared a dividend of 5 per cent payable Oct. 1.

—A dividend of 1½ per cent was paid by the Portsmouth and Dover Railroad on the 1st inst., being a part of a dividend due July, 1879, one per cent of which had been paid. The remaining one-half per cent was required to pay legal expenses.

—The Boston, Clinton, Fitchburg and New Bedford Railroad Company has declared a dividend of $2 50 per share on its preferred stock, payable Oct. 15.

—The Missouri Pacific Railroad Company have declared a quarterly dividend of 1½ per cent. payable October 15th.

The smoke-consuming engine invented by Mr. David Sinton, of Cincinnati, Ohio, is said to be a complete success. The peculiarity of the invention consists in a series of four arches of varying heights, built of fire-bricks and rising from the sides of the furnace to the bottom of the boiler. Between the third and fourth arches is a large open heat-chamber. The coal is retained in the firebed, in front of the three arches, until the oxygen and coal gases combine and pass under the arches all aflame into the heat-chamber, wher they produce an intense heat devoid of any smoke. Mr. Sinton will give Cincinnati the free right to use his invention in its municipal buildings, and he has no idea of devoting to his own use any money arising from the sale of rights to others.

Union Pacific Railway.

The earnings and expenses of the Union Pacific Railway from the time of consolidation, February 1, to June 30, 1880, were as follows:

Gross earnings		$10,279,489 10
Operating expenses (50.19 per ct.)		5,159,200 22
Net earnings		$5,120,288 88
Less interest on funded debt	$2,350,348 45	
Sinking fund	86 440 00	
Government	625 000 00	
Dividend, 2½ per ct.	1,269,060 00	
		4,330 848 45
Surplus		$789,440 43

Statement of the Public Debt of the United States, October 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861	$13,606,000 00	$204,090 00
6 per cent. bonds, 1881 (Oregon,) 1861	712,450 00	10,686 75
6 per cent. 1881 bonds, 1861	149,869,350 00	2,245,040 25
6 per cent. 1881 bonds, 1863	58,831,250 00	882,463 75
5 per cent. funded loan of 1881	474,531,550 00	2,954,429 58
4½ per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907	738,263,950 00	7,382,639 50
Refunding Certificates	1,083,550 00	10,838 50
3 per cent. navy pension fund, 1868	14,000,000 00	105,000 00
Aggregate of debt bearing interest	$1,700,698,400 00	$15,732,693 33
Interest due and unpaid		2,401,809 92

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	380,650 00	3,176 56
6 per cent. 5-20 bonds, called June, 1864	67,900 00	682 80
6 per cent. 5-20 bonds, called 1865	114,050 00	80,232 50
5 per cent. 10-40 bonds, called, 1864	1,599,750 00	237,381 17
6 per cent. Consol. bonds, called, 1865	553,100 00	999 40
6 per cent. Consol. bonds, called, 1867	2,003,300 00	256,420 99
6 per cent. Consol. bonds, called, 1868	597,550 00	83,798 70
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
3 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,600 00	1,137 65
5 per cent. 1 year notes, 1863	45,955 00	2,300 85
5 per cent. 2 year notes, 1863	35,750 00	1,935 49
6 per cent. compound interest notes, 1863-64	238,830 00	43,600 68
7 3-10 per cent. 3 years' treasury notes, 1864-65	144,750 00	5,353 30
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,011,665 26	$764,356 24

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,825 00	
Legal tender notes, 1862-63	346,681,016 00	
Certificates of deposit	9,965,000 00	
Gold certificates, 1863	7,511,700 00	
Silver certificates, 1878	18,521,960 00	
Old interest		8,077 03
Fractional currency, 1862, 1863 and 1864	$15,657,874 37	
Less amount estimated as lost or destroyed, act of June 21, 1879	8,375,934 00	
	7,181,940 37	
Aggregate of debt bearing no interest	$389,922,441 37	$8,077 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$222,819,050 00	
Bonds at 5 per cent	474,531,550 00	
Bonds at 4½ per cent	250,000,000 00	
Bonds at 4 per cent	738,263,950 00	
Refunding certificates	1,083,850 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,700,698,400 00	$15,134,503 25
Debt on which interest has ceased since maturity	6,011,665 26	764,358 24
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,841 00	
Certificates of deposit	9,965,000 00	
Coin and Silver Certificates	26,033,660 00	
Fractional currency	7,181,940 37	
	$389,922,441 37	
Unclaimed interest		8,077 03
	$2,096,632,506 63	$15,906,936 52
Total debt, principal and interest, to date, including interest due and unpaid		$2,115,539,443 15

AMOUNT IN TREASURY.

Interest due and unpaid	$2,401,809 92
Debt on which interest has ceased	6,011,665 26
Interest thereon	764,356 24
Gold and silver certificates	26,033,660 00
U. S. Notes held for redemption of certificates of deposit	9,965,000 00
Cash balance available Oct. 1, 1880	154,768,769 07
	$199,945,260 49
Debt, less amount in Treasury, Oct. 1, 1880	$1,915,594,182 66
Debt, less amount in Treasury, on the 1st ult.	1,924,569,074 24
Decrease of debt during the month	$8,974,891 68
Decrease of debt since June 30, 1880	$28,578,112 08

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by United States, $17,589,861 30; interest repaid by transportation of mails, &c., $13,824,654 81; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,110,007 62.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Sept. 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Houston and Texas Central Railway.

The following is a comparative statement of the earnings, expenses, etc., of the Houston and Texas Central Railway for the month of August:

	1879.	1880.
Gross earnings	$232,122 12	$289,380 21
Operating expenses (including taxes)	133,710 08	138,375 61
Net	$98,412 03	$151,004 60
Increase in gross earnings, 24.66 per cent		$57,258 09
Increase in expenses, 3.48 per cent.		4,665 52
Gain in net earnings, 53.44 per cent		$52,592 59

The length and cost of mail transportation for the fiscal year ended June 30, 1880, as given in the annual report of the second assistant postmaster, were as follows: 11,112 public routes, aggregating 843,888 miles, and costing in all $22,296,269, including salaries of route officers and agents. The railroad routes were 82,320 miles long; steamboat routes 23,320 miles, and "star" routes 235,248 miles. The increased cost of the mail service during the year was $2,283,397.

Philadelphia Stock Exchange.

Closing Prices for the week ending Oct. 5.

	W. 29	Th. 30.	F. 1.	Sa. 2.	M. 4.	Tu. 5.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	34	33	....	....	....	33
Camden & Am. 6s, 1885	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	116	....	....	....
Del. & Bound Brook	....	....	....	99½	....	....
7s	115½	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	7	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	23	23½	23¾	24	24¼	24¼
6s, 1884	....	....	107	....	....	....
Gold Loan	....	....	....	107½	....	107½
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	106½	....	....	....	....	....
Lehigh Valley	52	52½	52½	53	52½	52½
1st mort. 6s, coupon	120	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	130½	....	130½	....	130½	....
Consol. mort. 6s	114½	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	47½	....	47	47	....	....
Minehill & Sch. Haven	56½	....	....	56½	56½	....
North Pennsylvania	....	....	....	48½	....	....
1st mortgage 6s	108	....	108	....	....	107
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	87	87	87	....	....	....
6s	....	....	....	....	....	89
Northern Pacific	29	29	28½	....	28½	28
Preferred	53½	53½	52½	52½	52½	51½
Pennsylvania R. R.	58	58	58½	58½	58½	58½
1st mortgage	....	101½	101½	101½	....	101½
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s, 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	....	....	115	....	....	115
do. 4s	....	....	....	....	....	....
Phila. and Reading	15½	14½	15	15½	15½	15½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	116	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	73	....	72½	72	72	72
Philadelphia and Erie	15½	....	....	15½	....	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	118½	....	118½	....	....	118½
Pittsb., Titusv. & Buff.	15½	15½	16½	16	16	16½
7s	76	76½	....	....	77	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	6½	6½	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	71	....	....	....	....	....
United Co. of N. Jersey	....	172	172	172	175	175
Hestonville, (Horse)	20	....	....	....	19½	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Oct. 5.

	W. 29	Th. 30.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
Baltimore and Ohio	166	....	166½	167½	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	110	....	....	....	....	....
Central Ohio ($50)	....	45	45	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	119	....	....	....	....	....
2d mortgage, 7s	81	81½	80½	80½	....	....
3d mortgage, 8s	43	....	42½	42	....	41½
Northern Central ($50)	86½	86½	87½	87½	87½	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	117	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	113
6s, 1904, gold	....	....	....	109½	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	114
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	59½	59½	59½	60	60½	60
Consol. Coupons	90½	....	91½	91	90½	91½
10-40 bonds	41½	....	41½	41½	41½	41½
Deferred Certificates	....	....	....	....	....	7½
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 6.

	Th.30	F.1	Sat.2	M 4.	Tu.5	W.6.
Adams Express..	116¼	116¼	116	116	....	....
Albany and Susq.....	....	....	....	....	....	111
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
American Express.....	39¾	58¾	59¼	58¾	59	....
Atlantic & Pacific Tel.	40	....	....	40	....	....
Burl., C.R. & Nor.....	64	65¼	65	....	....	63
1st mortgage 6s	....	....	94	94¾	9.¼	95
Canada Southern.....	58¾	59¼	....	59¾	....	59¾
1st mortgage guar...	94¾	....	94¾	95	95¼	95
Central of N. Jersey ..	72¼	74¼	74¾	73¼	74¼	73¼
1st mortgage 1890 ..	117¼	117¾	....	117	117	....
7s, consolidated, ass.....	106¼x	106¾	....	....	....	106
7s, convertible, ass..	107¾	....	108¾	....	108¾	....
7s, Income.....	82	78¼	....	....	....	82¾
Adjustment	107¾	....	....	....	....	....
Central Pacific.....	73¼	73¼	73¼	73¾	73	73¼
6s, gold.....	112	112	112	112	112	....
1st M. (San Joaquin).	108	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s.....	....	....	....	....	....	....
Chesapeake and Ohio...	19¼	19¼	....	19	19¼	19
Chicago and Alton ...	114	114¾	....	115	....	113¼
Preferred.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
Sinking Fund.....	....	....	....	....	....	....
Chic., Burl. & Quincy	129¾	134¼	133¾	136	138	138¾
7s Consol, 1903.....	....	....	124¾	125	....	126
Chic., Mil. and St. Paul	91x	92	93¼	93	93¾	93¾
Preferred.....	113¾	110	110¾	111	110¾	110
1st mortgage, 8s.....	....	....	....	131	....	....
2d mortgage, 7 3-10s....	....	....	....	....	....	....
7s, gold.....	119¼	....	....	119	....	....
1st M. (La Crosse div.	115¼	....	....	....	....	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	....	....	....
1st M. (H. & D. div.	....	....	111¼	....	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F...	115¼	115¼	115¼	....	....	115¾
Chic. & Northwestern	105¼	105¾	108	106¾	108¾	108¾
Preferred.....	122¾	122¾	124¼	124¾	125	125¼
1st mortgage.....	....	....	109¼	....	110	....
Sinking Fund.....	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	126¾	....
Consol. Gold bonds.	....	120	120	....	....	....
Do. reg.....	....	....	....	120	....	....
Chic., Rock Isl. & Pac	118¼	118¾	118¾	119¼	119¾	117¾
6s, 1917, c.....	123¼	....	....	....	123¼	....
Clev., Col., C. and Ind.	70¾	71	....	....	....	70¾
1st mortgage.....	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	121¼	121¾	....	122
7s, Consolidated.....	....	....	....	....	....	....
4th mortgage.....	....	....	....	....	....	....
Col., Chi., & Ind Cent	18¼	18¼	18¾	18¾	18¾	18¾
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Col. & Hudson Canal.	84¼	85	85¼	84¾	84¾	84¾
Reg. 7s, 1891.....	....	....	....	....	....	....
Reg 7s, 1884.....	....	106¼	....	....	....	....
7s, 1894.....	89x	90	90¼	89¾	90¼	90¼
Col., Lack. & Western.	....	....	114x	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
7s, Consol. 1907.....	....	....	....	....	....	120
Erie Railway	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	103¼	....	....	....
3d mortgage.....	106¼	106¾	....	106¾	106¾	....
4th mortgage	....	104¼	....	....	....	....
5th mortgage.....	....	....	....	....	....	....
7s, Consol. gold.....	....	120¼	....	....	120¾	....
Great Western 1st mort	....	....	....	....	....	109¼
2d mortgage.....	....	....	....	....	....	....
Hannibal & St Joseph	39¼	39¾	39¾	39	39	38¾
Preferred.....	82¾	83¾	82¾	81¾	82	81¼
7s, Convertible.....	....	....	108¾	108¾	108¾	108¾
Houston & Tex. Cent...	62	62	70	68¼	69	65¼
1st Mortgage.....	....	....	....	103¾	103¾	103¾
Illinois Central.....	112¾	....	112¾	113	....	112¾
Lake Shore & Mich So	107¾	108¾	109¼	108¾	109	109¾
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg.....	....	....	....	....	....	....
2d Consolidated.....	119	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds.....	....	....	....	....	....	....
Louisville & Nashville..	156¼	155	156¼	159¼	151¼	159¼
7s, Consolidated.....	....	....	....	....	....	115
Manhattan	29¾	31¼	32¾	35¼	35¼	35¼
Metropolitan Elevated..	90	89	93¼	98	98	99
1st Mortgage	102	102¾	103	102¾	102¾	102¾
Michigan Central.....	95¼	96¼	98¼	96¼	97¼	97¾
7s, 1902.....	....	....	....	....	....	....
M. S. and N. I 1st, S.F	....	....	....	....	....	....
Morris and Essex	111	111	111¼	111¼	112	111
1st mortgage.....	....	....	....	....	....	132
2d mortgage.....	....	....	....	....	....	....
7s of 1871.....	....	....	....	....	....	....
7s, Convertible.....	....	....	....	....	....	....
7s, Consolidated.....	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	130	130¼	130¼	130¼	130¼	130¼
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	111¾	....	....	....	....
1st mortgage	....	....	130¼	130¼	131¼	....
1st mortgage, reg...	....	130¼	....	....	....	....
N. Y. Elevated.....	111	....	112	113	113¼	113¼
1st mortgage	111¼	....	112	112¼	112¾	....
N. York and Harlem.....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
1st mortgage.....	130	....	....	....	130	....
1st mortgage, reg.....	....	....	....	....	130¼	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
N.Y., Lake Erie & W..	39	39¼	40	39¼	39¼	39¾
Preferred.....	65¾	70¼	70¾	70¼	71	71¾
2d Consolidated.....	88¼	89	89¾	89¼	89¼	89¾
New 2d 5s fund.....	....	84	84¼	85	84¼	84¼
N.Y., N. Haven & Hart	....	....	....	....	172	172
North Missouri 1st M..	118¼	....	....	....	....	....
Northern Pacific.....	29	27¼	28¾	28	27¾	28¾
Preferred	53¼	52¾	53¼	52¼	52	52¼
Ohio and Mississippi...	24	14¾	25	24¼	24	23¾
Preferred.....	....	....	76	76	76	74¼
2d mortgage	....	....	....	117	....	117
Consolidated 7s.....	....	....	....	....	....	116
Consol. Sinking fund	116	....	....	....	....	....
Pacific Mail S. S. Co..	39¼	39¾	39¼	41¼	41¼	41¼
Pacific R. R. of Mo....	....	....	....	....	....	....
1st mortgage.....	....	....	....	107¾	....	107¾
2d mortgage.....	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	30¾	30¼	30¼	30¼	30¼	29¾
Pitts., Ft. W. & Chi. gtd	....	....	....	122¼	....	....
1st mortgage.....	....	....	....	....	....	137
2d mortgage.....	....	....	129	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car....	....	117¼	117	119	....	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred.....	....	....	....	50¼	....	....
St. Louis & San Fran....	....	....	32	....	34	33
Preferred.....	44	....	43¼	43	43	43¼
1st Preferred.....	....	....	75	....	....	....
St. L., Alton and T. H....	....	....	....	21	....	....
Preferred.....	....	....	78¼	79¾	79	79¼
1st mortgage.....	....	....	113	....	....	....
2d mort. preferred.....	....	107	....	....	....	....
Income bonds.....	....	....	....	....	....	....
St. L., Iron Mt. & S. As	50¾	51¼	51	49¾	49¾	50
1st mortgage.....	....	....	117	....	....	....
2d mortgage.....	105¼	105¾	105¾	....	105¾	105¾
Tol., P. & War. 1st E.D....	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	88¾	89¾	89¼	88¾	88¾	88¾
1st mortgage	112¾	112¾	112¾	....	112¾	....
Land Grant 7s.....	....	....	113	....	113¼	113¾
Sinking Fund 8s.....	....	11 ¾	....	....	115¾	....
United States Express.	49	....	49¼	....	....	....
Wabash.....	....	....	....	....	....	....
1st mortgage	110	....	....	....	110¾	....
2d mortgage.....	....	105	104¼	105¾	....	....
7s, Consolidated.....	....	....	....	....	....	102¾
St. Louis Division ...	104	....	....	105	104¾	104¾
Wabash, St. L. & Pac.	37¼	36¾	37	36¾	37	36¾
Preferred.....	68¾	68¼	69	67¾	68¼	68¾
New Mort. 7s.....	....	....	....	....	95¾	....
Wells-Fargo Express.	....	....	....	....	112	....
Western Pacific bonds.....	....	....	....	....	....	....
Western Union Tel ...	98¼	99	98¼	97¾	98¼	97¾
7s, S. F. conv., 1900....	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Oct. 6.

	Th 30	F 1.	Sat.2.	M 4.	Tu.5.	W.6.
Atch., Top. and San. Fe	119¼	119¼	119¼	119¼	119	119
1st mortgage.....	119	....	119¼	....	119¼	119¼
2d mortgage.....	....	....	....	....	....	....
Land Grant 7s.....	115¼	....	....	....	115¼	115¼
Boston and Albany...	151¾	150¼	....	....	....	151
7s, reg.....	....	....	....	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine....	....	134	....	....	133¾	132¼
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	38¼	38¾	37¼	38¼	38¼	39
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	109
6s, exempt.....	....	86	....	85¼	....	86¾
4s.....	134¼	134¾	138	137	137¾	138¼
Chi., Burl. and Quincy	....	....	120	....	....	122
7s	15	16	16	15¾	16	16¾
Chi., Sand. and Clev....	....	....	....	....	....	....
Concord ($50).....	....	....	....	....	....	....
Connecticut River....	....	....	....	....	....	....
Eastern.....	32¾	31¼	32¼	....	32	....
New 4½ Bonds.....	99	99	....	99	100	99¾
Fitchburg.....	....	....	....	....	132	132¼
Kan. C., Top. & West.....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....	....
N. Y. & New England..	37	36¼	....	37	....	37
7s.....	110¼	....	....	110¼	110	110¼
Northern, N. H.....	....	....	101¾	....	....	....
Norwich & Worcester....	....	....	....	....	....	....
Ogden. & Lake Champ	22¼	22¼	23¼	23¼	23¼	....
Preferred.....	75	74¾	....	....	....	....
Old Colony.....	116¾	....	....	116¾	....	116¾
Ph., Wil. & Balt. ($50).	68	68	....	68¼	68¼	68¾
Portl'd, Saco & Ports....	....	....	....	108	108¾	....
Pueblo & Arz. Va.....	....	....	....	....	....	....
7s	....	....	....	....	113	....
Pullman Palace Car....	116¾	117	....	118¼	118¾	....
Union Pacific.....	90¼	....	90	89¼	88¾	89
4s.....	....	111	....	....	111	....
Land Grant 7s.....	....	....	....	....	....	....
Sinking Fund 8s.....	....	115¾	....	115¾	....	....
Vermont and Canada.....	....	....	....	....	....	....
Vermont and Mass.....	....	123	....	....	....	120¼
Worcester and Nashua....	....	....	58	56	....	....
Cambridge (Horse).....	....	....	....	....	....	....
Metropolitan (")....	....	67	....	68	....	68
Middlesex (")....	....	....	....	....	....	....
Cal. & Hecla Mining Co.	233	233	233	233	234	235
Quincy.....	27	27	27¼	27¼	27	27

New York Stock Exchange.

Closing Prices for the week ending Oct. 6.

	Th.30.	F.1.	Sat.2	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	107¾	107¼	107¾	107¾	107¼	107¾
U. S. 4s, 1907, coup.....	108¾	107¾	....	107¾	....	107¾
U. S. 4½s, 1891, reg....	109¼	108¾	108¾	108¾	108¾	....
U. S. 4½s, 1891, coup.....	....	....	108¾	....	....	....
U. S. 5s, 1881, reg.....	....	....	....	....	....	....
U. S. 5s, 1881, coup.....	....	....	....	....	....	102¾
U. S. 6s, 1881, reg.....	....	....	....	....	....	....
U. S. 6s, 1881, coup.....	....	....	....	....	....	....
U. S. 6s, 1880, reg.....	....	....	....	....	....	....
U. S. 6s, 1880, coup.....	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.....	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.....	....	....	....	....	....	....

London Stock Exchange.

	Closing Sept. 24.	Prices — Sept. 17
Atlantic & Gt. W. 1st mort. Certs.	69 — 71	69 — 71
Do. 2d mort., Certs.....	28 — 30	28 — 30
Do. 3d mort., Certs.....	13½ — 14¼	13 — 14
Baltimore and Ohio (sterling).....	114 — 116	115 — 117
Central of New Jersey $100 shares .	77 — 82	77 — 82
Do. Cons. Mort. Oct. '79 coupon...	110 — 112	110 — 112
Do. Adjustment bonds.....	111 — 114	111 — 114
Do. Income bonds.....	88 — 91	88 — 91
Det., Gd. Haven & Mil. Equip. bds.	111 — 112	111 — 112
Do. Con. M. 5 p.c. till '84 after 6 p.c	104 — 106	103 — 105
Erie shares $100 Recon. Ass. $6 pd. 30¾ — 40		29¼ — 40
Do Pref. Shares, R. T. Ass. $3 pd	71 — 73	69 — 71
Do. 1st Con. M. ex-Certs. 6 Cou..	124 — 126	124 — 126
Illinois Central $100 shares.....	115 — 117	116 — 118
Lehigh Valley Consol. mortgage....	116 — 119	116 — 119
N. Y. Cent. & Hud. Riv. Mt. bonds	132 — 134	133 — 137
Do. $100 shares.....	133 — 135	134 — 136
Do. Mort. bonds (ss.).....	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds.....	122 — 124	122 — 124
Do. do. 2d do.	87 — 89	85 — 87
Do. 2d Consol. Mort. bonds.....	91 — 93	90 — 92
Do. Gold Income Bonds.....	77 — 82	77 — 82
Pennsylvania, $50 shares.....	60 — 61	61¼ — 62¼
Do. Con. Sink. Fund Mort.....	114 — 116	115 — 119
Philadelphia & Reading $50 shares.	14 — 15	15¼ — 16¼
General Consol. Mortgage.....	109 — 111	109 — 111
Do. Improvement Mortgage.....	97 — 99	96 — 97
Do. Gen. Mort. '74, ex-deferd. con.	71 — 73	73 — 75
Do. Scrip for the 6 det. & compons.	68 — 72	68 — 72
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	113 — 115	113 — 115
Do 1st pref. stock,.....	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	113 — 115	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, October 7, 1880.

Money on call is 2@3 per cent and in abundant supply. Time loans are 3 to 4½ per cent; and prime mercantile paper 4½@5½.

The market for foreign exchange is dull and about steady at 4 80½@4 81, and 4 83@½ for prime bankers' sterling, the posted rates being 4 81½@4 84. Cable transfers are 4 83½@4 84. Prime commercial bills are 4.79¼@½.

The proposals to sell bonds to the Government on Wednesday aggregated $5,366,350, of which the Secretary of the Treasury accepted $2,500,000 at 102.35 to 102.56 for 6s of 1880, 104.35 to 104.56 for 6s of 1881, and 102.58 to 102.64½ for 5s of 1880.

The Governors of the New York Stock Exchange have admitted to dealings at the board the first mortgage six per cent gold bonds ($1,040,000) of the Texas and St. Louis Railroad Company. This is a narrow guage railroad extending from the terminus of the St. Louis and Iron Mountain Railroad at Texarkana, Texas, to Corsicana, Texas, and thence to Waco. The road is completed from Texarkana to Tyler, a distance of 125 miles, the division Tyler-Corsicana-Waco being now under construction. The company is entitled to 102,400 acres of land for each completed ten miles section, except on thirty-six miles on which it will receive only 51,200 acres (less 21 miles), of which certificates have been sold. The capital stock and the bonded debt of the company stand as follows: Capital stock authorized on

road from Texarkana to Waco ($8,000 a mile), $2,000,000; land grant bonds authorized on road from Texarkana to Waco ($8,000 a mile) $2,000,000; first mortgage 6 per cent gold bonds authorized on road from Texarkana to Waco ($8,000 a mile), $2,000,000; no securities can be issued, except upon completed road.

The closing quotations on Thursday were: American Union Telegraph, 60@61½; Am. Dist. Tel., 72@74; Atlantic and Pacific Telegraph, 39½@40¼; Canada Southern, 58⅞@59⅞; Central of New Jersey 72¾@73; Central Pacific, 72½@73; Chicago and Northwestern, 108⅜@—; do. pref., 124¾@125; Chicago, Burlington and Quincy, 137¾@138; Chicago and Alton, 113@114; do. pref, 120@130; Chicago, Milwaukee and St. Paul, 93⅛@93¼; do. pref., 109@110; Chicago, Rock Island and Pacific, 117@117½; Chicago, St. Louis, and New Orleans, 35@36; Cleveland, Columbus, Cincinnati and Indianapolis, 70@71; Columbus, Chicago and Indiana Central, 17½@18; Delaware and Hudson Canal, 84⅛@84½; Delaware, Lackawanna and Western, 90¼@90⅜; Hannibal and St. Joseph, 38@38⅛; do., pref., 81@81½; Illinois Central, 111½@112½; Lake Erie and Western, 32¼@32½; Lake Shore and Michigan Southern, 109@109⅛; Louisville and Nashville, 159@160; Morris and Essex, 111¼@111½; Manhattan Elevated, 35@35½; Metropolitan Elevated, 98½@99; Michigan Central, 97⅛@97⅜; New York Elevated, 112@113; New York Central and Hudson River, 130@130½; New York, Lake Erie and Western, 39¼@39⅜; do. pref., 70⅜@70¾; New York, Ontario and Western, 21¼@22; Northern Pacific, 27¾@28; do. pref., 52¼@52½; Ohio and Miss., 33¼@33⅜; do. pref., 73@73½; Pacific Mail, 41⅛@41⅜; Philadelphia and Reading, 29¾@30; St. Louis and San Francisco, 32¼@34; do. pref., 43@44; do. 1st pref., 74@75½; St. Louis, Iron Mountain and Southern, 49⅞@50; St. Louis, Alton and Terre Haute, 19¼@21; do. pref., —@80; Union Pacific, 88@88¼; Western Union Telegraph, 97⅝@97⅞; Wabash, St. Louis and Pacific, 36¾@37; do. pref., 68⅛@68⅝.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 111; Boston, Hartford and Erie 1st, 39⅛; Boston and New York Air Line pref., 45; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass. sup., 94½; do. inc., 45; Chesapeake and Ohio 1st pref., 25½; do. 2d pref., 20¼; do. cur. int., 40; do. 1st, Series B, 71; Chicago, St. Paul, Minn. and Omaha, 43; do. pref., 83⅜; do. consol., 98¼; do. 1st, 107½; Cincinnati, Indianapolis, St. Louis and Chicago, 89⅛; Chicago, St. Louis and New Orleans, 36½; do. 1st, 110; Chicago and Eastern Illinois Inc., 93½; do. 1st, 101; Cincinnati and Springfield 1st, guar by C, C., C. and Ind., 107; do. by Lake Shore, 115; Cairo and Fulton 1st, 108½; Central Iowa 1st, 105; Chicago, Milwaukee and St. Paul 8s, 1st Southern Minn. div., 102¼; do. 6s, S. W. div., 104; do. I. and D. div., 115½; Denver and Rio Grande, 70¾; do. 1st, 109; do. 1st consol., 98; Danbury and Norwalk, 53; Frankfort and Kokomo 1st, 93; Galveston, Harrisburg and San Antonio 1st, 100; Galena and Chicago 1st, 103¾; Hannibal and Central Missouri 1st 110; Houston and Texas Central 1st Inc. and Ind., 98½; Ind., Bloom. and Western, 27½; do. 1st, 75; do. 2d 65; do. inc., 45; International and Gt. Northern 1st, 101¼; do. 2d, 77½; Indianapolis, Decatur and Springfield 1st, 102; Kansas Pacific, 1st consol., 96¾; Lake Erie and Western, 33; do. inc., 65; do. 1st, 102¾; Laf., Bloom. and Muncie 1st, 104½; do. income, 70; Lehigh and Wilkesbarre consol. ass., 96¾; Louisville and Nashville, N. O. and M. div., 103; Mobile and Ohio, 22¾; do. 1st deben., 83½; do. 2d deben., 53¼; do. 3d deben., 39; do. 4th deben., 39¼; do. 1st mort., 103⅛; Missouri, Kansas and Texas, 35⅝; do. consol. ass., 107; do. 2d, 63; Marietta and Cincinnati 1st pref., 47⅞; do. 2d pref., 3; Memphis and Charleston, 40½; Michigan Central 8s, 106; Minneapolis and St. Louis 1st, 104¼; Nashville, Chattanooga and St. Louis, 61½; do. 1st, 110⅜; New York, Ontario and Western, 22; Nereda Central 1st, 100; Nashville and Decatur 1st, 112; New York, Lake Erie and Western Inc., 71; Ohio Central, 23; do. inc., 52½; do. 1st, 93; Oregon Railway and Nav., 130⅞; do. 1st, 105⅜; Pittsburg, Titusville and Buffalo, 33; Peoria, Decatur and Evansville 25; do. 1st, 101½; Quincy and Toledo 1st, 107½; Rome, Watertown and Ogdensburg, 20¾; do. 1st consol., 64½; Rensselaer and Saratoga, 125; Southern Pacific of California 1st, 97¾; St. Louis, Kansas City and Northern R. E. 7s, 1895, 109; do. St. Charles Bridge 1st, 107½; St. Louis and San Francisco Equip., 102¼; do. 2d class A, 95; do. B, 79¼; St. Paul and Sioux City 1st, 103½; St. Paul, Minn. and Man., 1st, 109⅝; St. Louis and Iron Mt. 2d pref. inc., 75; do. Cairo, Ark. and Texas 1st, 104½; do. Arkansas Branch 1st, 105¾; South Pacific 1st, 103½; Texas Pacific, 30¾; do. inc. L. G., 69: do. Rio Grande div., 1st, 84; Toledo, Peoria and Warsaw E. D, pur. com. rec., 135; Alabama, Class A, 69; do. C, 77; Arkansas 7s, R. R., 8¼; Georgia 7s, new, 110; Louisiana 7s, consol., 48½; Quebec 5s, 104; South Carolina 6s, non-fund., 3½; Tennessee 6s, new, 31; do. old, 37; Virginia 6s, contol., ex-mat. coupon, 60¼; do. def., 70½; American Union Tel., 62; Am. Dist. Tel., 73¼; Colorado Coal and Iron, 21; Consolidation Coal, 36½; Climax, 1; Central, 8; Caribou, 2¼; Excelsior, 8; Homestake, 33¾; Little Pittsburg, 2⅛; Ontario, 30; Standard, 28⅝; Sutro Tunnel, 1⅛; Silver Cliff, 2⅝.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 98; Atchison and Nebraska 7s, 113; Boston and Albany 7s, 1892, 122¾; do. 6s, 1895, 115; Burlington and Missouri River in Nebraska 6s, non-exempt, 103½; Boston Water Power, 8⅝; Boston Land, 5⅞; Boston, Clinton and Fitchburg, 5½; Boston, Revere Beach and Lynn, 100½; do. 6s, 1897, 106; Chicago, Dubuque and Minnesota, 82¾; Cedar Rapids and Missouri River 7s, 118; Cincinnati, Indianapolis, St. Louis and Chicago Equip., 99¼; Chicago and West Michigan, 65; Connecticut and Passumpsic Rivers, 70; Cincinnati, Sandusky and Cleveland 7s, 100; Cheshire pref., 57⅞; Central Iowa 7s, 1899, 103; Detroit, Lansing and Northern 7s, 1880, 114; Fort Scott Branch bonds, 105; Flint and Pere Marquette, 19; Florence, El Dorado and Walnut Valley 7s, 1907, 106⅛; Iowa Falls and Sioux City, 47; do. 7s, 109; Kansas City, Emporia and Southern 7s, 1909, guar., 112; Kansas City, St. Joseph and Council Bluffs 7s, 115; Kansas City, Lawrence and Southern 4s, 96; Kansas City, Fort Scott and Gulf 7s, 107; Kansas City, Topeka and Western 1st, 116½; Little Rock and Ft. Smith, 53¾; do. 7s, 102; Marquette, Houghton and Ontonagon 6s, 93; Middlesex Horse, 6s, 1897, 107½; New Mexico and Southern Pacific 7s, 110; Oregon Railway and Navigation, 6s, 104¾; Rutland, 5¼; do. pref., 27¼; do. 6s, 1902, 95½; do. 5s, 1898, 63; Republican Valley deferred, 72½; do. 6s, W. D., 103; Summit Branch, 11; Wisconsin Central, 10; do. pref., 10; do. 2d, 40; Allouez Mining Co., 3; Atlantic, 17; Beaver Run, 7; Brunswick Antimony, 20½; Blue Hill, 3½; Catalpa, 1⅝; Copper Falls, 11½; Douglass, 2; Duncan, 3; Empire, 70c.; Franklin, 12⅝; Harshaw, 31; Huron, 5½; National, 2; Pewabic, 18; Ridge, 5⅜; Silver Islet, 42¾; Star, 1¾; Sullivan, 7; Syracuse, 7⅞; Waukeag, 2½.

Baltimore.—Baltimore and Ohio scrip, 155; do. 1st pref., 119; Baltimore City 5s, 1894, 117; do. 5s, 1916, 118; do. 6s, 1890, 116¼; Central Ohio pref., 51; Maryland Defense 6s, 108¼; North Carolina 4s, 78½; People's Pass. bonds, 103½; South Side (Va.) 3d, 97½; Union R. R. endorsed by Canton Co., 116; Virginia 10-40 coupons, 95⅝; Wilmington, Columbia and Augusta 6s, 103¼. The latest quotations are: Central Ohio,—@45¼; do. pref., 51@54; Baltimore and Ohio, 160@170; do. 1st pref., 117@120; do. 2d pref., 113¼@—; do. 6s, 1885, 109¾@—; Northern Central, 87½@87⅝; do. 6s, 1900, 112@114; do. 6s, 1900, gold, 113@—; do. 6s, 1904, gold, 108¾@109½; do. 5s, 1926, 89@90½; Marietta and Cincinnati 1st mort., 1892, 113@115¼; do. 2d mort. 7s, 79@80½; do. 3d mort. 8s, 41½@41⅞; Pittsburg and Connellsville 7s, 117@119; Orange, Alex. and Manassas 7s, 92½@95; Virginia consol. 6s, 60⅛@60¼; Virginia Consols coupons, 90¾@91; Virginia 10-40 bonds, 41⅜@41⅝; Virginia 10-40 coupons, 95½@95¾; City 6s, 1884, 107@107½; do. 6s, 1890, 115½@116½; do. 6s, 1902, 120@122½; do. 5s, 1894, 115@116⅞; do. 5s, 1916, —@118½; do. 5s, 1900, 115½@117; Wilmington, Columbia and Augusta 6s, 103@103½; Virginia and Tennessee 8s, 118@120; do. 6s, 102½@—; Chesapeake and Ohio Canal 6s, 72½@77; South Side (Va.) 2d, 98@101; City Pass. R. R., 36@37½; Citizens Pass. R. R., —@21.

Philadelphia.—Am. S. S. Co. 6s, 105; Central Transp., 48¾; Huntingdon and Broad Top Mt. consul. 7s, 64½; Nesquehoning Valley, 54½; Pennsylvania and New York Canal 7s, 123; Pennsylvania Canal 6s, 89; Pennsylvania dividend scrip, 114; Philadelphia, Germantown and Norristown, 103; People's Pass. R. R., 15½; do. 7s, 102; Pennsylvania Co. 6s, 107¼; Susq. Coal 6s, 107½; Schuylkill Nav. 2d, 7s, 71½; Steubenville and Indiana 6s, M. & S., 104; Texas and Pacific, 39; do. 1st mort., 106; do. consol. mort 6s, 94; do. income 7s, 68; Union and Titusville 7s, 85; West Philadelphia R. R., 72. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126; do 4s, new, 105@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¾@115, do. 4s, new, 107@111; Philadelphia and Read-

ing, 14⅞@15 ; do. consol. mort. 7s, coup., 116⅛ @116¼ ; do. reg., 116@— ; do. mort. 6s, 110@ — ; do. 7s, 1893, 114@— ; do. 7s, new conv., 35 @40 ; United New Jersey R. R. and Canal, 175 @— ; Pittsburg, Titusville and Buffalo R. R., 16 @16⅛ ; do. 7s, 76¾@77¼ ; Camden and Amboy mort. 6s, 1889, 115@116 ; Pennsylvania R. R., 58¼@58⅜ ; do. 1st mort., 101¾@102 ; do. gen'l mort., coupon, 121¾@122¼ ; do. reg., 122⅛@ 123¼ ; do. consol. mort. 6s, reg., 117¾@— ; Little Schuylkill R. R., 47@47½ ; Morris Canal, 60 @61 ; do. pref., 150@151 ; Schuylkill Nav., pref., 6⅛@6⅞ ; do. 6s, 1882, 70¾@71¼ ; do. 1872, 98 @98⅛ ; Elmira and Williamsport pref., 52@54 ; do. 6s, 109¼@109¾ ; do. 5s, 85@90 ; Lehigh Coal and Navigation, 34⅜@34⅝ ; do. 6s, 1884, 107@108 ; do. R. R. loan, 113¾@114¼ ; do. Gold Loan, 107⅜@107⅝ ; do. consol. 7s, 106⅛@ 106⅜ ; Northern Pacific, 28@28¼ ; do. pref., 52 @53 ; North Pennsylvania, 48⅜@48⅝ ; do. 6s, 107⅛@108¼ ; do. 7s, 116¾@117¼ ; do. Gen'l mort. 7s, reg., 114⅛@115 ; Philadelphia and Erie, 15⅛@15¾ ; do. 6s, 101@102 ; do. 7s, 112@114 ; Minehill, 56⅜@56½ ; Catawissa, 10@10¼ ; do. pref., 45@47 ; do. new pref., 44¼@45 ; do. 7s, 1900, 115@— ; Lehigh Valley 52¼@52½ ; do. 6s, coupon, 117⅛@120 ; do. reg., 119@120 ; do. 2d mort. 7s, 130¼@130¾ ; do. consol. mort., 114⅛@115¼ ; Fifth and Sixth streets (horse), 118@120 ; Second and Third, 107@109 ; Thirteenth and Fifteenth, 73¼@74 ; Spruce and Pine, 56@57 ; Green and Coates, 100@103 ; Chestnut and Walnut, 80@81 ; Hestonville, 19@19½ ; Germantown, 67⅛@69¼ ; Union, 109@115 ; Lombard and South, 12@18 ; West Philadelphia, 71¾ @73 ; People's, 15@17 ; Ridge Av., —@— ; Continental, 99@100.

Boston, Hoosac Tunnel and Western Railway.

The contract for the construction of the extension of this railway from Mechanicsville, its present Western terminus at the Hudson River, to Schenectady, was recently let to Messrs. Bridgens and Snyder of Pennsylvania, who are to have the extension completed by the first of next July. The whole distance by the new route to Schenectady from Mechanicsville will be seventeen miles, but only thirteen miles of new road will have to be built, as a portion of the Delaware and Hudson Road will be utilized. At the present time the freight traffic via this line reaches Mechanicsville from Schenectady, via Ballston, a distance of twenty-six miles, so that the new route will save nearly ten miles when completed.

The Western business for New England which the Erie Railway is sending through the tunnel, over the Boston, Hoosac Tunnel and Western Railway is increasing rapidly, and would show a still larger increase were it not for the blockade at North Adams, which has now existed for some time, owing both to a want of sufficient yard room for the handling of cars, such as it now is. As the State management is rapidly increasing the accommodations at this point, it is to be hoped that this difficulty will soon be remedied.

Besides its business with the Erie Railway, this new connection with the tunnel is giving Boston an opportunity to utilize the Erie Canal, as several large shipments of grain have come through from the West via the canal, the new railroad, the Hoosac Tunnel, and thence over the Fitchburg Railroad to Boston, and we now learn of a single shipment of 70,000 bushels of corn in one consignment on the way here by this route.

We have every reason to expect that upon the completion of the line to Schenectady, next summer, which will bring that point within about 200 miles of Boston, the canal will be utilized as an important factor in developing the business of the tunnel, and at the same time increasing the commerce of the port of Boston. The managers of the Boston, Hoosac Tunnel and Western are negotiating with the State authorities for a contract for the operation of the Troy and Greenfield Railroad, upon nearly the same basis as the one recently secured by the Fitchburg Railroad.—[Boston Journal, Sept. 30.

Louisville and Nashville Railroad.

At the annual meeting of the stockholders of the Louisville and Nashville Railroad Company, held in Louisville, Ky., on the 6th inst., the annual report was presented, showing that the company was operating nearly 2,400 miles of road. The report recommended the extension of the Louisville and Nashville Railroad system into Arkansas and Texas, and stated that negotiations are now on foot looking toward securing an independent route into these States. The net earnings for the entire fiscal year of 1878-'79 were $2,231,771 06, or 41.43 per cent of the gross earnings For 1879-'80 they were $3,227,643 63 or 43.41 per cent of the gross earnings. The officers were re-elected. President Newcomb resigned because of ill health, and hoped his resignation would be accepted at as early a date as possible—not later, be trusted, than December 1. A committee was appointed to take action upon his resignation. It is Mr. Newcomb's desire that Mr. E. H. Green shall succeed him. A recommendation that the present stock of the Louisville and Nashville Railroad be increased by a dividend of 100 per cent was adopted. The following directors were unanimously elected for the ensuing year: H. Victor Newcomb, E. H. Green, E. P. Alexander, Geo. C. Clark, C. C. Baldwin, Clarence H. Clark, B. F. Guthrie, Geo. A. Washington, Henry C. Murrel, Logan C. Murray, and Joseph T. Woodward.

Construction Notes.

—Sidney Dillon has just closed a contract for building a double track extension of the Delaware, Lackawanna and Western Railroad from Binghamton to Buffalo.

—Messrs. O'Brien & Rogers have the contract for the extension of the Walkill Valley road from Kingston to Albany.

—The grading on the New Haven and Northampton road to the Hoosac Tunnel line will be completed about Jan. 1st.

—The Massachusetts Central folks are said to have effected a loan of one million and a half. They propose pushing the road to an early completion.

—Work is being rapidly pushed on the West Shore road. A large force are now tunneling West Point.

By the recent narrowing of the Franklin branch of the New York, Pennsylvania and Ohio Railroad, 36 miles between Meadville and Oil City, that line is now entirely standard gauge. The work, which was under the charge of Engineer Charles Latimer, was completed in six hours. In his report to headquarters Mr. Latimer speaks in the highest terms of the work done by all those under him, from the engineers to the spike drivers. The ties were found to be as sound as when first laid, and this made the job of spike driving as difficult as on a new road.

At a meeting of the stockholders of the St. Louis, Kansas and Arizona Railway, Sept. 30, the consolidation of that company with the Missouri Pacific was ratified. Over two-thirds of the stock of the corporation was represented.

Mexican Central Railroad.

Mr. Rudolph Fink, brother of Trunk Line Commissioner Albert Fink, and until recently General Manager of the Selma, Rome and Dalton Railroad, sailed on Thursday of last week in the Steamer City of Washington for Mexico, where he goes in the interest of a company recently organized in Boston for the purpose of building a railroad from the City of Mexico to El Paso, Texas. The length of the proposed road is to be about 1,100 miles, of which more than 200 miles have been surveyed, and about 15 miles from the City of Mexico graded. It is said that all the money required for the enterprise has been subscribed, principally in Boston, and a subsidy of $9,500 per mile secured from the Mexican government. The road is known as the Central Mexico railroad. The intention of the projectors is to make a connection with the Atchison, Topeka and Santa Fe Railroad, which is now completed to Albuquerque, New Mexico, and jointly with the St. Louis and San Francisco company is rapidly constructing a road to the Pacific coast. It is expected that the Central Mexican Railroad will prove a valuable addition to the vast Southwestern system now being completed by the two roads mentioned. Mr. Fink is to be the general manager and chief engineer of the Mexican road, with headquarters in the City of Mexico.

Missouri Pacific Railway.

At a meeting of the directors of the Missouri Pacific Railway Company held in this city on the 2d inst., the following statement of the business for the current quarter was presented and adopted, and a quarterly dividend of 1½ per cent was declared payable October 15:

	Gross earnings.	Expenses.	Net earnings.
July...	$539,657 97	$255,235 44	$284,422 53
Aug...	547,298 21	306 123 98	241,174 23
Sept...	503,874 83	275,000 00	228,874 83
Totals.	$1,590,830 51	$836,359 42	$754,471 09
Net earnings			$754,471 09
Interest charges, taxes three months.			386,872 00
Total			$367,599 09
One and one-half per cent dividend on $12,416,000 stock			186,240 00
Surplus for the quarter			$181,859 09

The consolidated company is made up of the following roads, viz: Missouri Pacific, Kansas City and Eastern, Lexington and Southern, St. Louis, Kansas City and Arizona, and Kansas City, Leavenworth and Atchison Railroads and the St. Louis and Lexington Railroad. The total mileage of the new company is 691; total bonded debt, $19,261,000; capital stock, $12,416,000. The officers of the new company are: Jay Gould, President; S. H. H. Clark, Vice-President; A. H. Calif, Secretary and Treasurer.

The Ontario Silver Mining Company has declared its regular monthly dividend of Fifty cents per share for September, payable Oct. 15 at the office of Wells, Fargo & Co., No. 65 Broadway.

The Silverton Narrow Gauge Railroad has 400 men at work near Aumsville, Oregon, and also 40 teams. Nine hundred men are grading near Brownsville.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,500,000	J. & J.	July '80 3½
Ashuelot	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.	10,409,300	quarterly	Aug. '80 2
Atlanta and West Point.	1,282,200	J. & J.	July '79 4
Atlantic and St. Law*	5,000,000	M. & S.	Sept. '80 2
Augusta and Savannah.	1,922,900	J. & D.	June '79 5½
Avon, Genesee & Mt. M.*	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.	14,216,800	M. & N	May '80 4
" " pref.	4,589,578	J. & J.	July '80 3
Washington Br.	1,650,000	A. & O.	Apl. '80 5
Berkshire*	600,000	quarterly	Apl. 80 1½
Boston and Albany	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.	1,297,600	— & —	
" " pref.	1,750,100	...	Oct. '80 2½
Agricultural Br. guar	60,000	J. & D	June '76 3
Bost., Conc. & Mont.* pref	800,000	M. & N	May '80 3
Boston and Lowell	3,250,000	J. & J.	July '80 2
Boston and Maine	6,921,274	M. & N.	May '80 3½
Boston and Providence.	4,000,000	M. & N.	May '80 4
Attleborough Branch.	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*	960,000	J. & D	June '80 5
Burl. & Mo. Riv. in Neb.	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic	377,400	quarterly	Apl. '80 3. s
" " pref.	838,311	quarterly	Apl. '80 3½ s
Camden & Burl. Co	381,925	J. & J.	July '80 3
Cape May and Millville*	447,000	J. & D.	June '80 3
Catawissa*	1,159,500	October.	Oct. '79 1½
" pref.	2,200,000	M. & N.	May '80 3½
" 2d pref.	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*	6,850,400	F. M. A. N	Aug. '80 1
" " pref	769,600	F. & A	Aug. 80 3½
Central of Georgia	7,500,000	J. & D.	June '80 3
Central of New Jersey	18,563,200	quarterly	Apl. 79 2½
Central Ohio*	2,425,000	J. & J.	July '80 3
" pref.	400,000	J. & J	July '80 3
Central Pacific	54,275,500	F. & A.	Aug. 80 3
Chemung*	880,000	quarterly	July '80 1½
Cheshire, preferred	2,155,300	J. & J.	July '80 1½
Chicago and Alton	10,065,400	M. & S.	Sept. 80 3½
" pref.	2,425,400	M. & S.	Sept. 80 3½
Chicago, Burl. & Quincy.	31,004,456	M. & S.	Sept. '80 2
Chi., Clin., Dub. & Minn.	6,156,000	A. & O.	Apl. '79 1½
Chicago, Iowa & Nebras*	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul.	15,404,261	A. & O.	Oct. '80 3½
" " pref.	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.	14,988,267	J. & D	June '80 3
" " pref.	21,925,353	quarterly	Sept. '80 1½
Chicago, R. I. & Pacific.	30,000,000	quarterly	Nov. '80 1½
Cin., Ham. & Dayton.	3,500,000	A. & O.	Apl. '80 2
Cin., Sand. & Clev. pref.	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind.	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*	2,057,589	M. & N.	Nov. '79 4
Cleveland & Pittsburg*	11,236,150	quarterly	Sept. '80 1½
Columbus and Xenia*	1,786,200	M. J. S. D	Sept. '80 2
Colum. & Hocking Val.	2,500,000	F. & A	Aug. '80 4
Concord	1,500,000	M. & N.	May 80 5
Concord and Ports.*	350,000	J. & D.	June '80 3½
Conn. & Passump Riv.	2,175,700	F. & A.	Aug. '80 2
Connecticut River	2,100,000	J. & J.	July '80 4
Cumberland Valley.	1,292,950	J. A. J. O.	Oct. 80 2½
" 1st pref.	241,900	A. & O.	Oct. '80 4
" 2d pref.	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*	2,401,528	A. & O.	Apl. '80 1½
" " pref.	1,211,250	quarterly	Apl. 80 2
Delaware*	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*	1,584,400	quarterly	Aug. '80 1½
Del., Lackaw. & Westn.	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor.	1,874,000	F. & A.	Aug. '80 2½
" " pref	2,503,300	F. & A.	Aug. '80 3½
Dubuque & Sioux City*	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*	1,209,200	J. & J.	July 80 3
East Mahanoy*	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga.	1,968,274	...	Oct. '80 3
Eastern (Mass.)	4,997,600	J. & J.	July '78 3
Eastern (N. H.)	492,800	J. & D.	June '80 2½
Eel River	3,000,000	— & —	Sept. '80
Elmira, Jef. & Canand*	600,000	Sept.	Sept. '79 5
Elmira & Williamsport*	500,000	M. & N.	May '80 2½
" pref.	500,000	J. & J.	July '80 3½
Erie and Pittsburg*	1,090,250	quarterly	Sept. '80 1½
Fitchburg	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.	600,000	...	Oct. '79 1½
Georgia	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref.	5,183,024	...	Aug. '80 3
Harrisburg & Lancaster*	1,182,600	J & J.	July '80 3½
Housatonic, pref.	1,180,000	quarterly	Oct. '80 2
Illinois Central	20,000,000	M. & S.	Sept. '80 3
Iowa Falls & Sioux City*	4,625,000	quarterly	Sept. '80 1
Iowa Railroad Land Co	7,000,000	quarterly	Aug. 80 1½
Ja. Sp. & Mo. Northern.	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind.	600,000	quarterly	May '80 1½
Joliet and Chicago*	1,500,000	quarterly	June '80 1½
Kan. City, Top. & West.	2,200,000	quarterly	May '80 1½
Kentucky Central	4,500,000	J. & D.	June '78 3
" pref.	500,000	J. & D.	June '78 3
Lake Shore & Mich. So.	49,466,600	F. & A	Aug. '80 4
" " (guar.)	833,550	F. & A.	Aug. '80 5
Lawrence*	450,000	quarterly	Oct. '80 2
Lehigh Valley	27,332,555	quarterly	Oct. '80 1
" pref.	106,300	quarterly	Oct. '80 2½
Little Miami*	5,871,450	quarterly	Sept. 80 2
Little Schuylkill*	2,646,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex.	$1,623,483	J. & J.	July '80 3
Louisville & Nashville.	9,052,950	F. & A.	Aug. '80 5
Louisv., N. Alb. & Chi.	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover	500,000	J. & J.	July '80 3½
Lowell and Lawrence	200,000	A. & O.	Apl. '78 2
Lykens Valley	600,000	F. M. A N	Feb. '79 2½
Manchester and Law	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati	1,408,912	— & —	
" " 1st pref.	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	400,000	F. & A	Aug. '80 2
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated	6,500,000	quarterly	Oct. '80 2½
Michigan Central	18,738,204	F. & A.	Aug. '80 4
Middlesex Central	2,136 shs	F. & A.	Aug. '80 3
Mill Creek & Minehill*	50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.*	50	3,856,450	J. & J.	July '80 3½
Missouri Pacific	1 0	2,416,000	quarterly	Oct. '80 1½
Mobile & Montgomery	100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*	50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.	50	282,350	J. & J.	July '80 6
Nashua and Lowell	100	800.000	M. & N.	May '80 3½
Nashua and Rochester	100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur.	100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis.	25	6,575,256	A. & O	Apl. '80 1½
Naugatuck	100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*	50	1,000,000	M. & S.	Sept. '80 3½
N. Castle & Beaver Val.*	50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp.	100	605,000	quarterly	Oct. '74 3
New London Northern*	100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R.	100	89,428,330	quarterly	Oct. '80 2
New York and Harlem.	100	8,500,000	J. & J.	July '80 4
" " pref.	100	1,500,000	J. & J.	July '80 4
" City Line		....	annually	Apl. '80 3
New York & Long Br.*	100	2,000,000	.....	Oct. '79 3½
New York Elevated	100	6,500,000	quarterly	Oct. '80 2½
N. Y., Lake Erie & West.	100	77,107,700	.....	.....
" " pref.	100	8,146,700	.....	.....
N. Y., N. H. & Hartf.	100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.	100	3,000,000	quarterly	Aug. '80 2
Niag. Bridge & Canand*	100	1,000,000	J. & J.	July '80 3
North Carolina*	100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S. C.) pref.	100	96,000	M. & N.	Nov. '77 4
North Pennsylvania	50	4,527,150	quarterly	Aug. '80 1½
Northern Central	50	5,542,000	A. & O.	Apl. '76 3
Northern N. Hampsh.	100	3,068,400	J. & D.	June '80 3
Northern New Jersey*	100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*	100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*	100	5,077,000	J. & J.	July '76 2
" " pref.	100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi	100	20,000,000	quarterly	.....
" " pref.	100	4,030,000	J. & D.	Mar. '75 3½
Old Colony	100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.	100	4,455,000	quarterly	Aug '80 2
Oswego and Syracuse*	100	482,400	F. & A.	Aug. '80 1½
Panama	100	7 000,000	quarterly	Aug. '80 4
Paterson and Hudson*	100	632,000	J & J.	July '80 4½
Paterson and Newark*	100	250,000	J. & J.	.....
Paterson and Ramapo*	100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*	50	342,150	J. & J.	July '80 3
Pennsylvania	50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Aug. '80 4
Philadelphia and Erie*	50	6,004,300	J. & J.	.....
" " " pref.	50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn*	50	1,626,250	M. J. S. D.	Sept. '80 3
Philadelphia & Reading	50	32,726,375	quarterly	Jan. '76 2½
" " pref.	50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*	100	1,250,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt.	50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*	100	19,714,286	quarterly	Oct. '80 1½
" Special Imp.	100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams.	100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm.	100	1,500,000	J. & J.	July '80 3
Profile and Franconia.	100	.....	.....	Oct. '79 4
Providence & Worces.	100	2,000,000	J. & J.	July '80 3
Republican Valley	100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga*	100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass.	100	176,575	— & —	Nov. '79 3
Richmond & Petersb.	100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*	110	556,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd.	100	2,998,900	J. & J.	July '75 3
Rutland preferred	100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute.	100	2,300,000	— & —	.....
" " " pref.	100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.	100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.	100	4,000,000	....	.....
" " pref.	100	4,000,000	....	Feb. '80 1½
Salem and Lowell	100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*	50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke.	100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.*	50	869,450	F. & A.	Aug. '80 3
Shore Line*	100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.	100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*	100	438,300	J. & J.	July '79 3
South Western, (Ga.) *	100	3,892,300	J. & D.	June '79 3½
Stockbridge and Pitts.*	100	448,700	J. & J.	July '79 3½
Summit Branch*	50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N. Y.*	100	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana	100	1,988,150	F. & A.	Aug. '80 4
Troy and Boston	100	1,609,000	F. & A.	Feb. '80 2
Union Pacific	100	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*	100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.	100	4,000,000	M. & N.	May '80 3
Utica and Black River	100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass	100	3,050,000	A. & O.	Oct. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*	$750,000	J. & J.	July '80 3½
Warren (N. J.)	1,800,000	A. & O	Apl. '80 2
Warwick Valley	225,000	J. & J.	July '80 3
Westchest. & Phil. pref.	821,300	J. & J.	July '80 2
West Jersey	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.	1,466,200	J. & D.	Nov. '79 3
Winchester & Potomac*	180,000	J. & J.	July '80 3
Winchester & Strasburg*	500,000	J. & J.	July '80 3
Worcester and Nashua.	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City	110,300	— & —	.....
Baltimore City	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills.	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)	200,000	J. A. J. O.	Apl. '78 4
Broadw. & 7th Av. (N Y)	2,100,000	J. A. J. O.	Apl. '79 2½
Brooklyn & Hunter's Pt.	400,000	A. & O.	Apl. '79 3
Brooklyn City	2,000,000	F. M. A. N	Aug. '79 4
Bushwick (Brooklyn)	309,000	J. & J.	July '71 3½
Cambridge	875,000	J. A. J. O.	Oct. '80 4½
Cen. Park, N. & E. Riv.	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)	200,000	M. & N.	Nov. '77 10
Coney Island & Brooklyn	500,000	— & —	Apl. 78 3
Continental (Phila.)	180,000	J. & J.	July '80 5
D. Dock, E. B'dw. & Bat.	1,200,000	F. M. A. N	May '79 2
Eighth Avenue (N. Y.)	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark	200,000	— & —	 3
42nd St. & G. St. Ferry	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.)	600 000	A. & O.	Apl '80 4
Germantown (Ph.)	1,000,000	J. & J.	July '80 5
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Contes St. (Ph.)	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm.	2,050 000	J. & J.	Jan. 75 1½
Highland	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts. (Ph.)	105,000	A. & O	Oct. '79 4
Lynn and Boston	200 000	— & —	.....
Malden and Melrose	200,000	— & —	.....
Metropolitan (Boston)	1,500,000	J. & J.	July '80 4
Middlesex (Boston)	400,000	M. & N.	May '80 3½
N. Y., Bay Ridge & Jam.	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)	797,320	— & —	.....
Orange and Newark	282,555	— & —	.....
People's (Phila.)	206,054	.....	July '79 2
Philadelphia City	500	475,000	J. & J.	July '80 5
Philadelphia and Darby	200,000	J & J.	July '77 2
Phila. and Grey's Ferry	284,775	J. & J.	Jan. '78 2
Pbg. Alleg. & Manchester	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)	750,000	A. & O.	Apl. '80 1½
Second Avenue (N. Y.)	1,199,500	J. A. J. O.	Apl. '78 2
Second & Third St. (Ph.)	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.)	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '77 5
Somerville (Boston)	115,000	M. & N.	May '80 3
South Boston	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)	2,000,000	F. M. A. N	May '79 4
13th & 15th street (Ph.)	1,000,000	J. & J.	July '80 4
23d street (N. Y.)	600,000	J. & J.	Jan. '79 4
Union (Boston)	374,300	J. & J.	Jan. '80 5
Union (Phila.)	400,000	J. & J.	July '80 7
West Philadelphia	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June '75 2
Delaware Division	1,633,350	.....	Aug. '80 $1
Delaware and Hudson	20,000,000	F. & A	Aug. '78 4
Delaware and Raritan*	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat.	10,848,550	J. S. D. M.	Sept. '76 1½
Monongahela Navigat.	1,003,500	J. & J.	July '79
Morris (consolidated)	1,025,000	F. & A.	Feb. '78 2
" (preferred)	1 175,000	F. & A.	Feb '78 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)*	1,908,207	annually	A. '79 70c. s
" " (pref.)	2,888,977	annually	A. '9 140c. s
MISCELLANEOUS.			
Adams Express	12,000,000	quarterly	Sept. '80 2
American Express	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co	3.000 000	J. & D.	Dec. '79 5
Calumet and Hecla Mining.	100,000 S.	F. M. A. N	Aug. '80 $5
Central Mining Co	...	Annual.	Feb '80 $5
Consolidation (Md.) Coal.	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I.	.....	J. & J.	Aug. '80 3½
Gold and Stock Tel.	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.	2,836,600	.....	.....
" pref.	8,693,400	.....	.....
Missouri Val. Land Co.	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.	305,200	quarterly	Mar. '80 2½
National Tube Works.	1,000,000	quarterly	Oct. 80 2
Pacific Mail Steamship.	20,000,000	M. J. S. D.	Sept. '80 3
Pennsylvania Coal	4,000,000	F. M. A. N	Aug. '80 3
Pullman Palace Car	6,938,200	F. M. A. N	Aug. '80 2
Quicksilver, common	5,708,705	.....	.....
preferred	4,291,300	.....	.....
Quincy Mining Co.	40,000 shs	Annual.	Feb. '80 $5
Quincy R. R. Bridge	1,780,000	J. & J.	July '80 5
Sioux C. & I. F. L. & L. Co.	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co.	255,000	A. & O.	Oct. '80 5
United States Express	7,000,000	F. M. A. N	Aug. '80 2
Wells-Fargo & Co. Exp	5,000,000	J. & J.	July '80 4
West. Union Telegraph.	41,050,000	quarterly	Oct. '80 1½

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 25, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	202,459	5,528,876	6,448,504
Schuylkill Canal....	20,701	847,648	715,949
Lehigh Valley.....	110,740	3,565,533	3,416,290
Del., Lack. & Western.	92,982	2,460,909	2,712 518
Shamokin Valley....	25,948	615,604	665,522
Central New Jersey..	113,493	2,590,276	2,922,976
United R. R. of New Jersey	24,063	806 237	629 244
Pennsylvania Coal ..	36,714	782 910	1,021,008
Delaware and Hudson	69,398	2,126,955	2,448,232
Huntingdon & Broad Top Mt.....	6,916	323,303	230,039
Penn. and New York.	25,619	880,111	961,002
Clearfield, Pa.....	40,445	1,192,002	1,182,640

The total tonnage of anthracite coal from all the regions for the week ending Sept. 25, as reported by the several carrying companies, amounted to 664,499 tons, against 576,293 tons in the corresponding week last year, an increase of 58,206 tons. The total amount of anthracite mined for the year is 16,277,706 tons, against 18,852 489 tons for the same period last year, a decrease of 2,574,-783 tons. The quantity of bituminous coal sent to market for the week amounted to 101,309 tons against 48,671 tons in corresponding week last year, an increase of 52,638 tons. The total amount of bituminous mined for the year is 3,168,145 tons against 2,559,629 tons for the corresponding period last year, an increase of 608,876 tons. The total tonnage all kinds of coal for the week is 735,808 tons, against 624,964 tons in corresponding week last year, an increase of 110,844 tons, and the total tonnage for the coal year is 19,445,851 tons against 21,411,758 tons to same date last year, a decrease of 1,965,907 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of September was 163,272 tons, of which 122,945 tons were coal and 40,327 tons coke. The total tonnage for the year thus far has been 5,071,905 tons of which 3,818,385 tons were coal and 1,253,520 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 25 were 51,-217 tons, and for the year to that date 1,564,224 tons—430,127 tons over the corresponding period of last year. The coal was carried as follows : Baltimore and Ohio Railroad—week 23,410 tons, year 942,136 tons, an increase over 1879, 285,966 tons. Chesapeake and Ohio Canal—week, 23,278 tons ; year 444,486 tons ; increase over 1879, 91,190 tons. Pennsylvania Railroad—week 4,529 tons ; year, 167,602 tons ; increase over 1879, 52,927 tons.—Phil. Ledger, Oct. 4.

Texas and Pacific Railway.

The amount of roadway completed on the Texas and Pacific Railway on the 1st of October was 550 miles. The amount still to be built in order to connect with the Southern Pacific at El Paso is 450 miles. The extension of the Texas and Pacific began to be constructed at Fort Worth about the 1st of April. Since then 105 miles of track have been laid, 250 miles of road graded and the ties for 200 miles more got out and made ready for delivery. The track material for 100 miles more is on its way out. To equip the new road twenty locomotives have been bought and forty contracted for 1,400 cars delivered and 700 box cars and 1,000 flat cars contracted for, all deliverable within the year 1880. Track is being laid at the rate of thirty-three miles per month, and as the road progresses westwardly the earnings increase, as it commands a large scope of country heretofore without transportation facilities. Since June 1 to date the earnings of the completed road have increased $140,000.

Railroad Earnings.

The following are earnings as published by the *Commercial and Financial Chronicle :*

	Latest earnings reported. Week or Mo.	1880	1879.
Ala. Gt. Southern..	August.....	$58,701	$34,807
Atl. & Gt. West....	June.....	368,456	301 272
Albany & Susq.....	August.....	128,346	92,552
Atch., Top. & S. Fe.	August. ...	673,000	516,765
Atl., Miss. & Ohio..	July.....	145,585	138,224
Atl. & Char. Air L.	August.....	65 044	51,955
Burl., C. Rap. & No.	3d wk Sept..	42.990	35,614
Cairo & St Louis..	1st wk Sept.	10,251	8 072
Central Pacific.....	August.....	1,835,000	1,556,457
Ches & Ohio.....	August.....	259,110	215,695
Chicago & Alton...	3d wk Sept..	177,111	159,620
Chic., Burl. & Q....	July.....	1,566.661	993,823
Chic. & East. Ill...	3d wk Sept .	33,264	21,717
Chic., Mil. & St. P..	3d wk Sept.	292,000	232,514
Chic. & Northw.....	August.....	1,771,314	1,326,957
Chic., St. P. Min. & O.	3d wk Sept..	33,943	26,914
Chic. & W. Mich...	2d wk Sept.	19,958	15,229
Cin., Ham. & D....	July.....	245,060	197,464
Cin., Sand. & Clev..	12 dys July.	27,543	21,050
Cin. & Springfield..	3d wk Sept..	17,312	19.911
Clev., Col., Cin. & I.	3d wk Sept..	82,526	92,813
Clev., Mt. V. & Del.	1st wk Sept.	10,517	10,001
Del. & H. Can., Pa. Div....	Aug.	89,388	95,958
Denver & Rio Gr..	3d wk Sept..	91,352	25,922
Denv., S. P'k & Pac.	August.....	128,811	91,204
Des M. & F. Dodge	3d wk Sept..	9.160	5,179
Det., Lans. & No...	3d wk Sept..	25,316	28,685
Dubuque & S. City.	2d wk Sept..	28,148	21.004
Eastern.....	August.....	302,389	264 601
Flint & Pere Mar..	3d wk Sept.	31,075	28.806
Gal., Har. & San. A.	June	92.452	91,482
Grand Trunk...	Wk. end. Sept. 25	217,780	200,039
Great Western.	Wk. end. Sept. 17	114,269	94 829
Hannibal & St. Jo..	3d wk Sept..	52.330	41.161
Hous. & Texas C..	August.....	289,380	232,122
Illinois Cen. (Ill.)..	August.....	566,489	494,704
Do (Iowa)	August.....	131,898	107.273
Indiana, Bl. & W..	2d wk Sept..	24,881	28 244
Int. & Gt. North...	3d wk Sept..	43,384	45,218
Iowa Central.....	July.....	85.596	58,182
K. C., Ft. S. & Gulf.	2d wk Sept .	20,583	17,871
Kans. C., Law. & So.	2d wk Sept..	18,374	9,842
Lake Erie & West..	3d wk Sept..	24,825	15.652
Louisv. & Nashv...	3d wk Sept..	206 400	121,867
Marq., H. & Ont'n..	August.....	133,600	90,439
Memphis & Charl..	3d wk Sept..	35,066	9,668
Minn. & St. Louis..	3d wk Aug.	15.356	6,828
Mo., Kan. & Texas.	3d wk Sept..	86.747	89,173
Mobile & Ohio.....	3 wks Sept..	116 697	94,496
Nashv. Ch. & St. L.	August.....	169,326	142,182
N. Y. & Canada....	August.....	55,617	45,185
N. Y. Cent. & Hud.	August.....	3,022 855	2,546 029
N. Y., L. Erie & W.	July.....	1,580,976	1,273,533
N. Y. & N. England.	3d wk Sept.	61,898	57.194
Northern Central..	August.....	453,923	316,716
Northern Pacific...	August.....	208,300	210,927
Ogd & L. Champ..	August.....	54,863	54,187
Pad. & Elizabeth...	August.....	34,303	27,331
Pad. & Memphis...	1st wk Sept.	3,819	2,414
Pennsylvania.....	August.....	3,723,355	2,982,718
Peoria, Dec. & Ev..	3d wk Sept..	9,532	3 339
Philadel. & Erie...	August.....	347,532	275,907
Phila. & Reading..	August.....	1,531.813	1,762 280
Pitts., Titusv. & B.	August.....	55,500	37,526
Ports., Gt F. & C..	August.....	22,891	19,275
Rensselaer & Sar..	August.....	205.321	178,852
St. L., Alt. & T. H.	3d wk Sept..	27,318	25,054
Do (brchs).	3d wk Sept..	16,150	15,150
St. L., Iron Mt. & S.	3d wk Sept..	184.300	166,504
St. L. & San Fran..	3d wk Sept..	63,963	44,016
St. P., Minn. & Man.	3d wk Sept..	70,100	51,403
St. Paul & Duluth..	August.....	64 537	....
St. Paul & S. City..	3d wk Sept..	35,335	22,656
Scioto Valley.....	3d wk Sept..	6,205	3,341
South. Pac. of Cal..	August.....	508,000	237,263
Texas & Pacific....	3d wk Sept..	62,773	61,641
Tol., Peoria & War.	3d wk Sept..	33,560	30,792
Union Pacific.....	July.....	1,988,000	1,431,000
Wab., St. L. & Pac.	3d wk Sept..	315,996	230,975

A work by Dr. Ernest Engel, entitled "The Age of Steam," has but now been issued from the German Statistical Bureau, and contains some interesting statements, according to one of which there were in the whole world in 1879 about 210,-000 miles of railroad, with 105,000 locomotives, representing a force equal to 30,000,000 horse power. The force of other steam engines in use for various purposes Dr. Engel sets down as at least 13,000,000 horse power.

Denver, Salt Lake and Western Railroad.

A new railroad project dots the chart of Colorado's transportation system ; an enterprise which, as it contains the names of gentlemen associated with the Burlington lines, may be considered as the offspring of that syndicate, which has for months shown its intention to enter this territory and compete sharply for Colorado's rapidly increasing traffic. It has been called "The Denver, Salt Lake and Western Railroad," and, according to articles filed recently with the Secretary of State, proposes to pursue the following route : from Denver proceeding northwest by the most practicable route to the Cache-la-Poudre river at or near Fort Collins ; thence up the valley and through the narrows and canyons of the Cache-la-Poudre, following the main stream to the forks ; thence via the south fork of said river to its headwaters ; thence by the most feasible route westward to the Bear of Yampa river ; thence down the valley and through the several canyons of Bear river, with the privilege to extend the road to and into the Territory of Utah, together with branch lines from the main line of said railroads, starting from the most feasible place thereon, and extending into the counties of Boulder, Jefferson, Gilpin and Clear Creek in said State of Colorado.

The capital stock of the railroad company is set forth as $500,000, divided into 5000 shares of $100 each, and the company is created for fifty years, and for the first year its affairs are to be intrusted to a board of directors, consisting of John S. Cameron, Charles F. Hendre, Edward O. Wolcott, J. W. Blythe and T. S. Howland. The principal office will be in Denver.—[Denver Tribune.

Oregon Pacific Railroad.

The New York Times says that the recently formed Oregon Pacific Railroad Company, which is composed of Eastern capitalists, appears to contemplate no less a scheme than the construction of a new transcontinental route, and then adds :

Not long ago the Oregon Pacific Company absorbed the Willamette Valley and Coast Railroad Company, obtaining all the valuable land grants and tax immunities of the latter, together with the unequaled harbor of Yaquina bay. The Willamette company was organized for the purpose of breaking up the monopoly of the Oregon Railway and Navigation Company, which long has controlled transportation in that State. The Willamette company proposed to construct a road across the entire centre of the State. When absorbed by the new company only ten miles of the Willamette road had been built. At this time the new company has taken all the preliminary steps for the immediate construction of the first 130 miles of the road. It is proposed to go to work at once and finish the line from Corvallis to Yaquina bay, a distance of 60 miles, and to construct 70 miles from Corvallis eastward, the entire 130 miles to be equipped and in running order by September 1, 1881. A line of steamers will then be put on to run from Yaquina bay to San Francisco. Congress, at its last session, made an appropriation to deepen the entrance to this harbor, which is said to be of ample extent to afford shelter to the navies of the world. The intention is to carry the line eastward along the military road through the Sweet Home Valley and Mount Jefferson Pass, claimed to be the only accessible pass in the Cascade range. The eastern terminus is to be Boise City, in Idaho. A branch will run from a point near the intersection of the Crooked, Squaw, and Des Chutes riv-

ers, in a northeasterly direction to Umatilla, on the Columbia river, where connection will be made with the Oregon Railway and Navigation Company's main line. Another branch will run from a point near Silver City southerly to Winnemucca, on the Central Pacific railroad. The length of the main line and branches will be about 600 miles. The early completion of the extensions of the Chicago, Burlington and Quincy, and Chicago and Northwestern lines to Boise City is also looked forward to, thus practically adding two more transcontinental routes to the transportation facilities of the continent.

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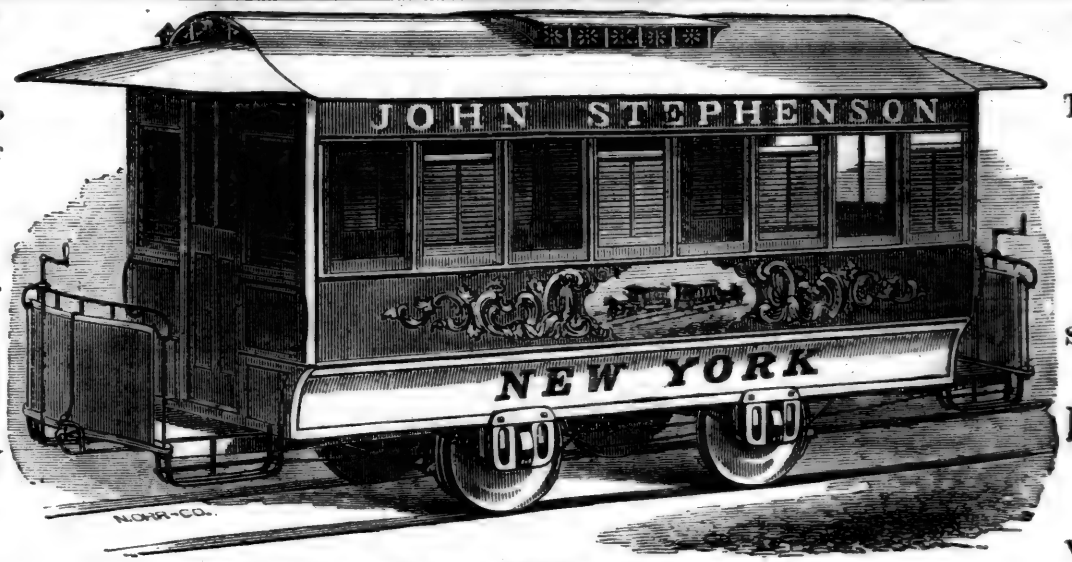
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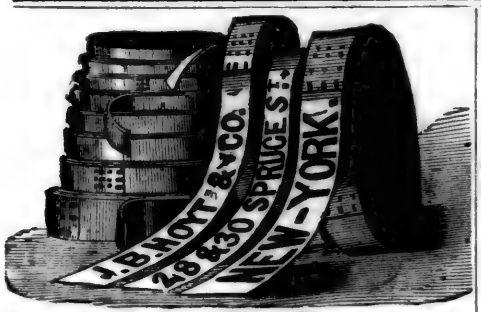
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SECOND QUARTO SERIES, VOL. XXXVI., No. 42.] NEW YORK, OCTOBER 16, 1880. [WHOLE No. 2,321, VOL. LIII.

Early History of the New York and Erie Railroad.

The first T rail laid on a railroad in the United States was imported from England by the New York and Erie Railroad Company in 1845; and the first rail of that kind ever made in this country was manufactured for that company in 1846 by the Lackawanna Iron Works, of Harrison, Pa., now the city of Scranton. The recent resignation of W. W. Scranton from the general managership of the Lackawanna Coal and Iron Company, which is the Lackawanna Iron Works of 1846, recalls a series of incidents in the early history of the New York and Erie Railroad and of the iron works, by which the pioneer of trunk railroads in America was saved from bankruptcy and the forfeiture of its franchises to the State of New York, and the struggling iron manufactory was enabled to raise itself from insignificant proportions and impending ruin to be the most wealthy and powerful corporation of its kind in the country.

Work was commenced on the New York and Erie Railroad in 1835, but the great financial revulsion of 1836-7 compelled the suspension of operations. In 1838 the State of New York aided the company by its credit to the amount of $3,000,000. This large sum was expended and only sixty-one miles of railroad were completed up to 1845. The road then extended from Piermont, on the Hudson River, to Otisville, Orange County, on the summit of the Shawangunk Mountains. The original idea of the engineers was that the rails must be laid on piles to have a solid and even foundation. For ninety miles westward from Oswego two lines of posts were actually sunk. This ridiculous proceeding not only absorbed a large portion of the company's funds, but wasted months of valuable time. For years these lines of posts remained standing.

In 1845 the State of New York, anxious to have the great work of connecting the lakes with the ocean by a line of rails completed, once more came to the aid of the company. An act was passed by which the New York and Erie Railroad Company was relieved of the claim of the State against it for the loan of $3,000,000, and such substantial aid was extended that the company was enabled to resume the work of construction with a well filled treasury. The act contained a proviso, however, that the road should be forfeited to the State if on January 1, 1849, it was not in readiness for business between Piermont and Binghamton. The company had four years in which to complete 137 miles of road.

In 1843 George W. Scranton and Selden T. Scranton, of Oxford Furnace, N. J., established a nail factory and rolling mill at Harrison, Pa., then a village of a dozen houses. That portion of the Lackawanna Valley was then almost entirely undeveloped. The Delaware and Hudson Canal Company had opened coal mines in the upper part of the valley, and had founded several villages. Its now famous gravity railroad extended from Archbald, nine miles north of Harrison, to Honesdale, the head of the company's canal. That was the first railroad for actual transportation constructed in the United States. The mining property of the Lackawanna Iron Works was valuable, but the company had a very meager capital and the region was prejudiced against it. The works struggled along for three years, and financial disaster seemed inevitable. In 1846, however, the Scranton Brothers determined to either assure the future by a bold stroke or to go down with the effort. They knew that the Erie Company was obliged to pay $80 a ton for the rails it was importing from England, and that in its straightened circumstances, and in view of the time to which it was limited in finishing the road to Binghamton, it must necessarily obtain iron at cheaper rates and more speedily than the foreign material could be furnished. The brothers resolved to venture on manufacturing the rails at their works. They suggested the idea to a number of capitalists who were deeply interested in the Erie road, and these gentlemen agreed to advance to them $100,000 in order to enable them to buy the necessary machinery, with no security but their word of honor. A contract was made by which the Lackawanna Iron Works agreed to furnish the Erie Company with 12,000 tons of rails at a rate much less than the English iron cost to be delivered at Lackawaxen, Pike County, Pa., during the years 1847-8. It required several months to fit the works with the furnaces and machinery, which were hauled by teams more than sixty miles over the most primative of mountain roads. The first rails were turned out in the latter part of 1846. As fast as the iron was ready it was sent in wagons to Archbald, where it was loaded on the cars of the Delaware and Hudson gravity road. By these it was carried to Honesdale over the Moosic Mountains and transferred to canal boats, which delivered it to the company at Lackawaxen. The first 1,500 tons were taken to Port Jervis, N. Y., by canal, and the track between that place and Otisville, the western terminus, was laid. Everything worked smoothly until it was attempted to carry the road across the Delaware from Port Jervis into Pike County, Pa., where serious trouble arose. It was originally intended that the line should cross into Pennsylvania at the village of Matamoras, nearly opposite Port Jervis, but that route was found to be utterly impracticable. To cut a road-bed along the perpendicular rock boundary of the Delaware on that side for three miles would have required the outlay of millions of dollars and more time than the company had. In anticipation of a crossing at Matamoras, however, the Milford and Matamoras Railroad Company had been chartered by the Pennsylvania Legislature, its purpose being the construction of a line up the Delaware Valley to connect with the New York and Erie at Matamoras. When the Erie Company, therefore, sought to cross at Sawmill Rift, three miles further up the river from Matamoras, it was met with an injunction and the work was stopped. This delay threatened to prove fatal to the completion of the road to Binghamton in the stipulated time. Finally the matter was compromised.

The unfortunate delay in the work made it necessary for the iron company to distribute the iron at the different points along the route, the nearest of which was fifty miles from the works. The rails were hauled by teams over the heavy mountain roads of Northern Pennsylvania to Narrowsburg, Cochecton, Equinunk, Stockport, Deposit and Lanesboro. To some of these points roads had to be cut through the dense forest. Over four hundred mules and horses were required, as many as ten span frequently being attached to one wagon. The rails were simultaneously laid east and west from the points named, and five days before the time for the road's completion to Binghamton had expired the last spike was driven. The event was celebrated in Binghamton on the 28th of December, 1848. Benjamin Loder, then President of the company, delivered an address in the course of which he declared that the energy, enterprise and promptness of George and Selden Scranton had saved the New York and Erie Railroad to the company.

The contract was a profitable one to the iron works, notwithstanding the great expense and la

bor connected with its fulfilment. That contract laid the foundation for the city of Scranton. It led to the building of the Delaware, Lackawanna and Western Railroad and to the Pennsylvania Coal Company's railroad in the Lackawanna Valley and to the great coal development that followed. It brought more than $250,000,000 capital into the valley and made of the tottering Lackawanna Iron Works the rich and powerful Lackawanna Coal and Iron Company, the iron steel and mining industries of which to-day give employment to 3,000 men.

Massachusetts Central Railroad.

The people living in the central portion of the State, through which the Massachusetts Central Railroad was surveyed and partly constructed before the panic of 1873, will be pleased to learn that the enterprise in which they have taken a great interest and invested largely of their means is once more actually upon the way to a successful completion, and that before many months will have passed away they will have an opportunity to enjoy an excursion to Boston over that line.

Mr. N. C. Munson, the contractor for the construction of the entire line, yesterday drove the first spike in the first rail of the new line at Snelling, where the Lowell and Framingham Branch of the Old Colony Railroad crosses the new road. From this point the roadbed being nearly completed eastward to the crossing of the Fitchburg Railroad at Stony Brook, and westward to Coldbrook on the Weir River, the work of laying the rails in both directions will be vigorously pushed forward, as 4000 tons of rails have been purchased and are now being received. With an active prosecution of the uncompleted work between the points mentioned, there is but little doubt that the entire distance from Stony Brook to Coldbrook can been laid with rails before the close of the year. From Stony Brook to the proposed connection with the Lowell Railroad in Cambridge considerable work has been done, but as there is still a large portion of the new line in Waltham, Belmont and Watertown, not yet graded, this portion of the road will not be in running order until next summer. From Coldbrook to Amherst a new line for a large portion of the distance has been adopted, necessitating the abandonment of most of the work done before the suspension in 1873. The work of grading this section, some 30 miles, has recently been sub let by Mr. Munson to Davis and Munson, who will push the work forward vigorously and have this portion of the line ready for the rails next summer. The section extending from Amherst to Northampton has also been recently sub-let to Contractor McClellan of Chicopee, and as a large expenditure has already been made upon the foundations and piers for a bridge to cross the Connecticut, this section should also be ready for the rails next summer. Beyond a reasonable doubt, therefore, the whole line from Boston to Northampton will probably be completed before another year has passed. Upon the section from Amherst through Sunderland and Deerfield to a connection with the Troy and Greenfield, no work has as yet been commenced, though an early subletting of a contract for its execution is expected. Even if this section should not be completed at present, the new road when completed to Northampton would have two connections with the Hoosac Tunnel and Troy and Greenfield Railroad —one via the Connecticut River Railroad to Greenfield and the other via the New Haven and Northampton Railroad's new extension to Shelburne Falls. Both of these routes, however, increase the distance from Boston to the tunnel to such an extent that, compared with its own proposed line, they would not long answer for the through traffic which the managers of the Central Road propose to develop.

The building of the extension of the New Haven and Northampton to Shelburne Falls can scarcely be accounted for, if the managers did not expect that the Massachusetts Central would utilize this route to the Tunnel instead of constructing a shorter line from Amherst.

Capitalists who have been eager to invest in mines and in railroad enterprises in the West and in Mexico have feared for a long time to take hold of this enterprise. At length business men and capitalists have been found who have faith in the enterprise, and who are able to see that the line is completed. The old bonds of the company have been bought up and canceled by the new concern, and sufficient money is left to complete a considerable portion of the proposed line, and there is scarcely a doubt that sufficient capital can be raised to complete the entire line as soon as it is needed, and at rates most advantageous to the stockholders.

The new line will not only open a new competing route from Boston to the Tunnel, but it will promote the development of a section of the State which has failed to keep pace with the adjoining sections, because it has had no railroad facilities.

One feature which promises to add to the success of the Central Road is that an old corporation like the Lowell Railroad, with experienced officers and employes and extensive equipment, at this end of the line has contracted to equip and operate the new road upon its completion. Thus many of the disadvantages of organizing a staff of officers and purchasing new equipment will be avoided.—[Boston Journal, Oct. 7.

Accidents at Railroad Grade Crossings.

The following circular has been issued by the board of railroad commissioners:—

BOSTON, Oct. 6, 1880.

To the President of ——— Railroad,—Dear Sir:—The fearful and increasing number of accidents at grade crossings makes it desirable to call the attention of all railroad managers in this State to the subject. During this railroad year the number of such accidents has been 50, of which 20 were fatal. The numbers last year were 30 and 13; year before last they were 29 and 17. No doubt one cause of the increase has been the increased number of railroad trains run. But, on an investigation of these cases, the board has found reason to believe that due care has not been exercised by managers of railroads as to the duties of flagmen. Of the above named 50 accidents, 23 occurred at stations guarded by gates or flags, and of this number 8 were fatal. It appears that, in some cases, flagmen are obliged or allowed to perform other duties, more or less connected with railroad business, and conflicting with their duties as guardians of the lives of travellers. In other cases too much work and too long hours are required of flagmen, so that perfect and unfailing vigilance cannot always be secured. Again there is sometimes a failure to notify flagmen of of irregular or "wild" trains, and, finally, at some crossings it appears to be the practice to flag some trains and not to flag others. It is hoped that this general circular, in addition to the special recommendations heretofore made, will prevent a repetition of these fatal errors. It is also recommended that more care be exercised in deciding the questions of placing gates or flagmen at dangerous crossings. A recent decision has established as law that the want of an order to station a flagman at a crossing is no defence for a railroad injury to a traveller, if a jury thinks a flagman was needed. And, without such a decision, and without regard to the pecuniary consequences, a due regard to the safety of the public should command, at all places of danger, every precaution that is known to railroad managers.

The Ottawa Official Gazette publishes an order of the British Council announcing that, "from and after September 1, 1880, all British territories and possessions of North America, not already included within the Dominion of Canada, and all islands adjacent to any such territories and possessions shall, with the exception of Newfoundland and its dependencies become part of said Dominion."

Blessing a Railroad.

In the midst of the forest, with hardly any evidence of civilization in sight, save the road itself, its train of cars, and the people who had come to honor the occasion, was performed the ceremony of blessing the St. Lawrence, Lower Laurentides and Saguenay Railway, which is intended to connect Three Rivers with Lake St. John. About 1,200 people, principally from Three Rivers and the surrounding parishes, were present.

The scene of the ceremony was at the present terminus of the road in the parish of St. Tite, beyond the settlement. On a wooden platform hastily erected, and surrounded by his clergy, stood the venerable Bishop, addressing words of lofty eloquence to his hearers, previous to blessing the undertaking; in front of the platform was massed the large assemblage, composed principally of the hardy sons of toil, bareheaded, listening attentively to the words of their prelate; behind lay the iron road with its train of cars, the unconscious agents in all this display, and up and down as far as the eye could reach, stretched the forest, whose foliage, marked with the changing lines of Autumn, was indescribably beautiful—the whole scene bringing one back to the days of early Canadian history.

His Lordship, the Bishop of Three Rivers, began his address with a brief account of the fall of man and the consequences which resulted from it. Man was condemned to make war against nature' to subdue nature to his wants, to wrest from the earth its fruits, and to bring the animal creation under his subjection. Man's life was a continued contest; and when man refused to submit himself to this law of God he degenerated into the savage, and finally became extinct. Thus, in the case of savage tribes refusing to till the earth, they were reduced to warfare against the animals, and in the end disappeared. What had become, he asked, of the savage tribes that formerly occupied this continent? They had refused to bow to the law of God; they had refused to cultivate the soil, and consequently had become extinct. Man was also commanded to occupy the whole earth, and to enable him to fulfill this command he was given the genius of invention by which he could contrive means to bring the very elements into his service. He then referred more particularly to the undertaking under notice, predicted a great future to be developed out of this enterprise, as the large tree sprang from a mustard seed, and in conclusion gave the new line the Angel Raphael as its guardian, that as the angel watched over Tobias on his journey it might equally watch over this road and its passengers. His Lordship then gave the benediction.—[Montreal Gazette, Oct. 2.

The New York and New England Railroad Company's extension to the Hudson River will be opened to Brewster's December 1. Grading to Hopewell Junction, twenty-five miles farther, is well under way. To reach Fishkill on the Hudson from Hopewell Junction thirteen miles of the track of the Newburg, Duchess and Connecticut Railroad may be used, or a new road may be built. There have been some movements looking toward the lease of a portion of the Newburg road by the New York and New England Company. It is a local road, fifty-eight miles long, stocked at $887,850 and bonded for $1,164,000 (incomes). Its gross earnings were last year $164,488, and its net earnings $18,845. The leasing of the Connecticut Western and of some of its connections to the Hudson river has also been talked of.

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New York, Saturday, October 16, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

NEXT week we shall publish a Counterfeit Coin List.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. The Bond List and the Share List do not appear this week. In the Bond List alterations are desirable, owiug to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. The injustice of reporting one road many months in advance of another is manifest, but it would be unavoidable in any other way, than that which we adopt. On these accouuts we withold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

A RECENT decision of the New York Court of Appeals goes farther in the matter of the personal responsibility of bank officials than any American case that we are familiar with. The trustees of a savings bank were held to be liable for their imprudence in building an expensive banking house on which the decline in real estate resulted in considerable loss. The decision is based upon the duty of trustees to conserve their trust and in these days of reckless speculation is timely and full of common sense. Judge Earl says in his decision: "Their project was to buy this corner lot and erect thereon an imposing edifice, to inspire importance, attract attention and thus draw depoeits. It is not legitimate for the trustees of such a bank to seek deposits at the expense of present depositors. * * This was not a case of mere error or mistake of judgment on the part of the trustees, but it was a case of improvidence, of reckless and unreasonable extravagance, in which the trustees failed in that measure of reasonable prudence, care and skill which the law requires." In too many of our savings banks, the trustees consist of men who are not depositors and have no pecuniary interest in the institution. They constitute a close corporation, and have the power to perpetuate themselves without regard to the wishes of the depositors. Judge Earl's decision coming so close upon the Brattleboro' bank failure will again call attention to this matter and we shall be surprised if legislative discussions do not grow out of it. It is lucky for Congressman Tyler that he does not live within Judge Earl's jurisdiction.

Railroad Carelessness.

The railroad accidents in Pennsylvania and Connecticut last week suggest an inquiry into the cause and origin of railroad casualties, which seem to be increasing in number from month to month. By the accident on the Pennsylvania Railroad over a score of lives were lost and many wounded. The story of the accident is as follows:

The first section of Wall's accommodation train, going east from Pittsburg, left the union station at 11:31 P. M., Saturday night, having a large crowd of passengers on board who had been to the city to participate in the closing exercises of the exposition and to witness the democratic demonstration. The back platform was crowded. The first section stopped at the regular station at 28th street, where it was delayed on account of another train which was in the next block. The second section came along at good speed, but owing to the crowds on the back platform of the first section the signal lights were hidden from view, and consequently the engineer of the second section did not see the train ahead of him until it was so near that his train could not be checked in time to arrest the collision, and the engine went crashing into the rear coach of the first section, packed with human beings. Among these unfortunates the engine buried itself to the very car windows, among screaming, suffering men, women and children, mangling all who were in its course. The boiler head of the colliding engine was wrenched off by the shock, and the scalding water and steam poured over the occupants of the car as if bent on completing the horrible work that had gone before. It is impossible to describe the fearful scene that followed. The moans of the dying and wounded and the shrieks of those who had lost friends was frightful. Word was immediately telegraphed to the mayor's office for assistance, and twenty-five policemen, with a full corps of physicians and wagons, were despatched at once to the scene of the disaster, where they were soon busily employed in alleviating the sufferings of the victims and clearing the wreck. The wounded who were unable to care for themselves were carried to the soldiers' hospital, located but a short distance from the accident.

Superintendent Pitcairn said if the rules had not been disobeyed the accident would not have occurred. The train had not yet gone into the block operated by the signal system, and the flagman was under imperative ordors to go back half a mile and flag the following train; he must not wait to be ordered back by the conductor, but go on his own accord. This applied whether the train is in the block or still in the yard limits, as in this case. The flagman and all employes of the trains are old and experienced men, and the officials cannot condemn them until an investigation is had, but the matter will be sifted and the responsibility placed where it belongs. The passengers state that the flagman, whose name is Penrod, did not go back. The orders for the movement of trains is the same in vogue for thirty years, and officials insist that the trainmen and not their superior officers violate the rules. Opinion seems to place the responsibility on Flagman Penrod of the first section. Mr. Pitcairn says the loss by the wreck will not be a thousand dollars, that the run in was not extraordinary, and that the escaping steam was the cause of the fatality. A run in might occur again without the loss of a single life. Several prominent business men called to see Messrs. Pitcairn and Pugh of the Pennsylvania Railroad and stated that they considered that by gross carelessness of some person or persons murder had been committed, and asked that the investigation be thorough. The officials promised that everything possible would be done to fasten the guilt on the proper parties. Coronor hope was also called upon, and stated that all those found implicated would be placed under arrest. The name of the engineer of the second locomotive was Julius Huey, and that of the fireman Rambo. Both are residents of Pittsburg, and escaped uninjured, though they stuck to the engine

when it ploughed through the rear car of the other train.

The accident on the New York and New England Railroad Friday evening was occasioned by a passenger train running to Willimantic meeting an extra freight train. Both trains were running fast. The passenger train had the right of way. There were only six passengers on the train, as through travel to Willimantic naturally takes the express that leaves Hartford 10 minutes before the accommodation, and the accommodation had left all its way travel, having passed its last station previous to reaching Willimantic. The engines came together with a crash. Engineer Charles Kenyon of Hartford and Fireman Thomas Flood of Rockville, who were on the passenger engine, were both killed. Engineer James Forsaythe of Putnam, and Fireman Michael Hurley of Boston on the freight engine were also both killed. Conductor Henry Aldrich of Hartford, who was in charge of the freight train, was terribly scalded and died soon after. The wreck presented a frightful scene of suffering and ruin. None of the passengers were injured but five employes perished and no one knew why except that "some one had blundered." The train of Conductor Henry Aldrich seems to have been responsible for the accident, but as the only two men who knew why it started are dead it is probable that nothing definite will be learned as to the cause of the mistake.

The accident presents a striking similarity in one respect to the great disaster at Wallaston on 6th October, 1878, where one hundred and eighty-six persons were injured, nineteen of them fatally. Immediately after, Charles H. Hartwell, the conductor of the freight train which was run into by a passenger train, was arrested and indicted for manslaughter in causing the death of a passenger. The negligence alleged in the indictment was his failure of duty to send forward a signal of danger, when he ran upon the inward track, leaving the switch thrown out of line. Mr. Hartwell was convicted; but the case was carried to the Supreme Court, on exceptions, and no decision has yet been reached. Negligence or willful carelessness were the cause of both accidents and more than half of the whole number of accidents which occurred in the United States during the last year, resulting in the derailment of trains occurred through the carelessness of the employees or from unexplained causes. If we look at other railroad accidents we shall find that railroad employes are not the only ones who are guilty of carelessness.

Accidents at grade crossings have become so frequent in Massachusetts that the State Board of Railroad Commissioners have issued a circular calling the attention of railroad managers to the increasing number of such accidents, and recommending that more care be exercised in deciding the question of placing gates or flagmen at dangerous crossings. It is startling to learn that nearly fifty such accidents occurred in Massachusetts in one year, and that twenty of them resulted fatally. Should new railroads increase as rapidly in years to come as during the years just gone by, and railroad traffic increase in a like degree this matter will become one of alarming proportions. In one New England town four fatal accidents occurred within the last three months, at or near grade crossings. The writer held an inquest in all the cases and found that in two cases the accident might have been prevented by placing a flagman at the crossing, and that in the other two cases the persons were trespassers and walking upon the track to save themselves a few steps. That railroad managers have been remiss in their requirements of flagmen appears from the statement of the Commissioners, but the public have a plain duty in this matter. The carelessness, or rather recklessness, of travelers is after all the chief cause of grade crossing accidents. One recent case resulted from the determination of a man to creep under a closed gate and to run the risk of being struck in spite of the remonstrance of the gateman. Truly our people must have a keen appreciation of the value of time when in order to save a few steps or a brief space of time they habitually risk a horrible death.

The Shipping Convention.

The sessions of the National Shipping Convention at Boston were closed on Friday evening of last week. The recommendations made by the Convention for the consideration of Congress were briefly as follows: The repeal of the law which requires the advance of three months pay to seamen, and other provisions relating to the employment and discharge of seamen; that American ships be authorized to take out of bond, free of duty, foreign goods when the same are to be used as stores for ships engaged in the foreign trade and sailing to and from Pacific ports; that ships engaged in the foreign trade be exempt from all other taxes than those imposed by Congress; the payment by the government to American lines of steamships proper sums of money for the carrying of mails; a provison for a bounty upon both sail and steam tonnage for a given number of years on all American vessels less than fifteen years of age, engaged in foreign trade; the creation of a new department with a Cabinet officer to be known as the department of commerce; the alteration of laws for the admeasurement of vessels so that only the space available for cargo be measured; the abolishmeut of compulsory pilotage and of the office of United States Shipping Commissioner; the immediate revision of our consular system; the establishment of a special fund for the payment of bounties to American shipowners; the revision of laws so that individual owners in vessels shall be responsible for the debts of vessels only in proportion to such ownership; the changing of laws relative to the carrying of life saving apparatus by passenger carrying vessels so that the requirements shall be uniform for both foreign and American vessels.

The recommendations as given above include the principal work of the convention. The endorsement of these was generally quite unanimous, though upon two or three points, notably that pertaining to the office of Shipping Commissioner, there was extended discussion and a close vote. The convention was undoubtedly made up of the representative shipowners and ship builders and its voice can confidently be considered that of by far the largest portion of those engaged in these important interests, and as such it will have great weight. The convention made itself a permanent organization and the president was requested to appoint a committee to wait upon Congress and urge the enactment of the recommended legislation.

Dividends.

The Panama Railroad Company has declared a quarterly dividend of four per cent, payable Nov. 1.

The Coney Island and Brooklyn Railroad Company have declared a dividend of five per cent, payable Oct. 16.

The Grand Trunk Railway of Canada will pay a dividend of 3 per cent, on the second preferred stock Nov. 1.

The Profile and Franconia Notch Railroad has declared a dividend of 8 per cent for the past year, payable Nov. 1.

The Louisville and Nashville Railroad Company has declared a dividend of one hundred per cent, payable in stock to the stockholders of record on the 13th of November next. The transfer books will be closed on the 13th of November and reopened on the 1st day of December.

The Baltimore and Ohio Railroad Company has declared a semi-annual dividend of 5 per cent on the stock of the Main Stem, payable 1st November next. The transfer books will be closed from 20th October to November 1. This is the first dividend of five per cent that the company has declared since the depression which followed the panic of 1873. The company has also declared a half-yearly dividend of 5 per cent on the stock of the Washington Branch, payable 1st November.

Washington City, Virginia Midland and Great Southern Railroad.

A decree was passed on the 13th of February last by the Circuit Court of Alexandria, Va., at the suit of certain bondholders of this company, for the sale of the several roads owned by it. These embraced the old Orange and Alexandria Railroad, which by consolidation with the Manassas Gap Railroad became the Orange, Alexandria and Manassas Railroad Company, which latter corporation was subsequently consolidated with the Lynchburg and Danville Railroad to form the Washington City, Virginia Midland and Great Southern Railroad Company. These roads constitute a link in the chain of direct railroad communication between this city and the South, the importance of which can readily be appreciated. Default having been made in the payment of principal or interest, or both, of several classes of bonds secured by successive mortgages upon these different roads the decree referred to for the sale of the

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,589	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	673,000	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,653	149,504	153,376	143,432	160,160	179,804	.....	.....	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,458,833	1,556,457	1,649,429	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	1,760,000	1,885,000	1,957,000	.....	.....	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	488,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	.....	.....	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,326,957	1,716,409	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	1,771,314	1,957,951	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,969	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	.....	.....	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,819	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	.....	.....	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,659	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,307	797,232	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1878	217,029	181,119	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	.....	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	.....	.....	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,479	1,273,533	1,450,223	1,492,787	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,581	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	.....	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,319	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	713,200	656 195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	513,555	661,400	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,345	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	82,544	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	.....	.....	.....	.....
1880	780,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	.....	.....	.....	.....

roads, and marshaling the different claims and liens of different classes of creditors, was obtained by the concerted action of most of the various bondholders. Exceptions were filed to the decree, and pending the hearing of those exceptions upon appeal to the Virginia Court of Appeals an injunction was obtained staying the sale.

The opinion of the Court of Appeals was delivered by Judge Christian on the 7th inst., which sustains the decree of the lower court, and rejects all of the 17 exceptions taken from that decree except two, one of which relates to the mode adopted by Commissioner Shepherd in computing interest upon certificates issued by the company for interest upon certain bonds, and the other to priority permitted by the court below to certain judgment creditors; and these two exceptions, regarded as unimportant, are remitted to the lower court, which the Court of Appeals deems competent for their determination. It will thus be observed that the decision of the Court of Appeals sustains all the material points in the decree of the lower court ordering the sale of the railroad, franchises and property of the Company, as desired by the creditors, who, for their own protection, are expected to purchase the property at the sale according to the schedule or scheme of reorganization heretofore published and agreed upon.

The Wheeling and Lake Erie Railway, now in course of construction from Wheeling to Huron, Ohio, will pass through Nevarre.

The construction of the Montreal and Champlain Junction Railway, running from Dundee in the county of Huntingdon, and near the American border to Montreal, is being actively prosecuted. Already the track is laid as far as St. Constant, and freight trains have been run over the completed section; the whole line is expected to be in working order by the coming spring.

The Cambridge Branch of the Jefferson, Madison and Indianapolis Railroad has been resurveyed and found to be only 63 instead of 65 miles in length.

Common Law.

U. S. CIRCUIT COURT, D. NEB.

UNION PACIFIC RAILWAY CO. V. B. & M. R. R. CO.

RIGHT OF WAY—CONDEMNATION OF CROSSING FOR ANOTHER RAILROAD.

The right of way of the Union Pacific Railway is subject to the laws of the State of Nebraska respecting the crossing and connecting of railroads, and the condemnation of property for those purposes; it is not the property of the Federal government set apart for its own use.

In the exercise of the power of eminent domain in condemning a right of way, a majority of the persons authorized to make the award have power to decide the same, provided they all act on the matter.

Motion to dissolve injunction restraining respondents from extending their railroad track across that of complainant. The complainant was a corporation created by and organized under the act known as the Pacific Railroad Charter, approved July 1, 1862, and acts amendatory thereof. The defendants were corporations organized under the laws of Nebraska. The complainant owned and operated the Union Pacific Railway, extending from the Missouri River westwardly across the State, and the defendants owned and operated a line from Omaha to Lincoln. The respondants, desiring to extend their track across that of the complainant for the purpose of connecting with the Omaha and Northern Nebraska Railway Company, instituted proceedings under the law of Nebraska, in the proper State court, for the purpose of assessing the damages accruing to the complainant on account of the crossing of its track, and also for the further purpose of designating the point at which said crossing should be made and the manner of crossing. The statute under which these proceedings were instituted is as follows (§113 Gen. Stat. Neb. 195): "Every railroad company shall have power to cross, intersect, join, and unite its railroad with any other railroad before constructed, at any other point on its route, and upon the grounds of such other railroad company, with the necessary turnouts, sidings, and switches, and other conveniences in the furtherance of the object of its connections. And every company whose railroad is, or shall hereafter be, intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by commissioners, to be selected as provided in this subdivision." The section referred to as regulating the proceedings is §97, p. 191. It provides for the appointment of six commissioners, and for an appeal from their assessment. Commissioners were appointed in this case as required by the statutes, and, after being qualified, they proceeded in the performance of their duties Their report was signed by only four of their number.

McCRARY J., in delivering the opinion of the court, after stating the facts, said: If the statute is applicable to this case, and has been followed in the condemnation proceedings, the complainant is bound, and has no remedy except the right to contest the question of damages on appeal to the District Court. Counsel for complainant insists that the proceedings in condemnation are void upon several grounds, which will now be considered.

1. It is claimed, that inasmuch as the complainant's franchise is derived from the United States, no State legislation is valid which provides for condemning the right of way for another railroad across its right of way and track. It is now well settled that the right of eminent domain is a right inherent in every government, and that it belongs alike to the States and to the United States, Each, within its own sphere of governmental action, may exercise it. The United States vs. Chicago, 7 How. 158; Kohl. vs. The United States, 91 U. S. 367. Should a case of conflict between the State and federal government arise, the paramount authority of the United States under the Constitution would of course, prevail. Thus, if the United States has, by proper proceedings, condemned and taken land for a fort, arsenal, navy yard or lighthouse, or for a postoffice, custom house, or court house, it would not be in the power of the State, in the exercise of its right of eminent domain, to take the same property. But the present case does not come within this principle. The United States has never condemned the right of way of the Union Pacific Railway, and taken for its own use for public purposes within the meaning of the rule just stated. It has only chartered that company, given it the right to construct and operate a railway, and granted to it the right of way over public lands along its line, together with the right to take private property for the same purpose upon making just compensation. The distinction between this and the condemnation of land under the right of eminent domain for national purposes is too plain to require elaboration. I am clearly of the opinion that the right of way of the Union Pacific Railway is not property of the federal government set apart for its own public use, so as to exempt it from the operation of the law of the State of Nebraska, above quoted, respecting the crossing and connecting of railroads, and the condemnation of property of a corporation acquired under a law of the United States. If, however, it were conceded to be the land of the United States, unless held for governmental purposes, it would, even in that case, be subject to the State's power of eminent domain. Land owned by the United States, as a mere proprietor, and not used for any of the purposes of the national government may be taken by the State, for public use: United States vs. Railroad Bridge Co. 6 McLean, 517. It has been held by the Supreme Court of the United States that the Pacific Railroad is subject to State taxation R. R. Co. vs. Peniston, 18 Wall, 5. It was insisted in that case that the Pacific Railroad was created by Congress for public and national purposes, and that, like a national bank, it was an instrument of the general government, and not subject to State jurisdiction for purposes of taxation. But this position was not sustained. It is difficult to see upon what principle property can be held to be so exclusively within the federal jurisdiction as to be beyond the reach of the State's power of eminent domain, and yet subject to State taxation.—[Chicago Legal News.

It was also held that the statute applied to every corporation operating a railroad within the State and that an award signed by four out of six commissioners was valid.

Legal Notes.

DEED.

A purchaser of land is not effected with constructive notice of a prior unrecorded conveyance by the mere fact that he was one of the subscribing witnesses thereto. Vest vs. Michie, 31 Gratt. 149, p. 722.

GIFT.

S. deposited in a savings bank moneys belonging to her in trust for M. and K., who were her distant relatives. She retained the pass books until death, drawing out only one year's interest, and M. and K. were ignorant of the deposit. Held, that the transaction constituted an effectual trust for their benefit on the death of S. Martin vs. Funk, 75 N. 134, p. 446.

ASSIGNMENT FOR BENEFIT OF CREDITORS.

An assignment for the benefit of creditors authorizing the assignee to "sell and dispose of the property and generally convert the same into money, upon such terms and conditions as in his judgment may appear just and for the interest of all parties interested," is not void upon its face. Brahmstadt vs. McWhirter, 9 Neb. 6, p. 396.

EXEMPTION.

A partnership is not within the language or intendment of the exemption law, and hence none of the property of a partnership is exempt from seizure on execution. White vs. Heffner, 30 La. Ann. 1280, p. 238.

Partnership property is not exempt from execution, before division and settlement of the partnership affairs. Spiro vs. Paxton, 3 Lea, 75 p. 630.

ABATEMENT.

An action by a husband against a carrier of passengers for a loss of services of his wife and expenses in consequence of injuries to her person, resulting from the defendant's negligence, is grounded in tort, but survives as an action for a wrong to the "property, rights or interests of another," within the statute. Cregin vs. Brooklyn Crosstown Railroad Co., 75 N. Y. 192, p. 459.

DAMAGES.

An abutting owner, who does not own the soil of the street, cannot recover for any injury to his freehold resulting from the presence of a steam railway in the street, but only for damages resulting from such misconduct in its management as amounts to a nuisance, as leaving cars standing an unreasonable time, unnecessary noises and dangerous speed. Grand Rapids and Indiana R. R. Co. vs. Heisel, 38 Mich. 62, p. 306.

ATTORNEY AND CLIENT.

An agreement between attorney and client, for the attorney's compensation for services rendered, will be jealously scrutinized, and will not be supported without clear proof on the part of the attorney that it is fair and reasonable. Dickinson vs. Bradford, 59 Ala. 581, p. 23.

The contract of an attorney for services as such before a department of government or a legislative body is valid, but for lobby services is void, and where it is for both, the entire contract is vitiated. McBratney vs. Chandler, 22 Kans. 692, p. 213.

CONTRACT.

A note written and dated in Maine, but signed in Massachusetts by the wife of a citizen of that State, as surety for her husband, and returned by mail to the payee in Maine, is a Maine contract, and is enforceable in Maine although void by the laws of Massachusetts. Bell vs. Packard, 69 Me. 105, p. 251.

Where a bank discounted a note, its officers knowing that the proceeds were to be used for an unlawful purpose, but not intending to aid such purpose, the note is not invalid. Henderson vs. Waggoner, 2 Lea, 133, p. 591.

EVIDENCE.

In an action on a policy of insurance on the life of one for the benefit of another, the declarations of the insured, before or after the insurance, are not competent evidence, unless part of the res gestæ. Mobile Life Insurance Co. vs. Morris, 8 Lea, 101, p. 631.

An instrument in this form: "Received of A, $500 due on demand," is open to parol explanation of its consideration, to show that it was intended as a mere receipt, De Lavallette vs. Wendt, 75 N. Y. 579, p. 434.

In the case of a mother, aged sixty-nine years, her son-in-law, aged forty-five, and his two children, aged respectively 10 and 7 years, who all perish in the same shipwreck, there is no presumption of survivorship. Newell vs. Nichols, 75 N. Y. 78, p. 424.

INSURANCE.

Where, in a contract of insurance which covers a storehouse and the goods therein, it it stipulated that should the assured subsequently take out a policy in any other company the assurers should receive notice of it on pain of forfeiting their policy, a subsequent assurance of the house or the goods in another company, without notice to the assurers, will work the forfeiture of the contract with them, whether the subsequent contract was legally enforceable or not. Allen vs. Merchants' Mutual Ins. Co., 30 La. Ann. 1386, p. 243.

A policy of fire insurance conditioned to be void for over valuation is avoided by any substantial over-valuation, whether fraudulent or innocent. Boutelle vs. Westchester Fire Ins. Co., 51 Vt. 4, p. 666.

From Thirty First American Reports, Weed, Parson & Co., Albany.

CARRIER.

The last of several common carriers, forming a connecting line, cannot be held for the negligent loss of goods by a prior carrier of the same line. Lowenbury vs. Jones, 56 Miss. 688, p. 379.

A stipulation in a bill of lading given by a common carrier, that in case any claim for damage should arise for the loss of articles mentioned in the receipt while in transit or before delivery, the extent of such damage or loss shall be adjusted before removal from the station, and claim there for made in thirty days to a "trace agent" of the carrier is an unreasonable provision which the courts will not uphold. Capehart vs. Seaboard and Roanoke Railroad Co., 81 N. C. 438, p. 505.

Where goods, specially accepted by a common carrier for transportation, are lost or injured, the burden of proof is for the carrier to show that the loss or injury was within the terms of the exception, and that he was not negligent. Shriver vs. Sioux City and St. Paul Railroad Co., 24 Minn. 506, p. 353.

If a carrier of passengers purchases his vehicles from reputable manufacturers, giving them such examination as is practicable and usual among prudent carriers using similar vehicles, he is not responsible for defects not discoverable on such examination, although they might have been discovered in the manufacturing. Grand Rapids and Indiana Railroad Co. vs. Huntley, 38 Mich. 537, p. 321.

Personal.

—Mr. Cornelius Vanderbilt and family arrived from Liverpool this week.

—John D. McDonald has the contract for the construction of the Detroit, Marquette and Mackinaw Railroad.

—Mr. Nathaniel White, who died at Concord, N. H. last Saturday, was one of the two founders of the United States and Canada Express.

—Mr. H. C. Townsend principal examiner in the Patent Office, has resigned, intending to begin the practice of patent law in New York.

—Sir Alexander Galt, the Canadian Minister at London is in New York for a few days, previous to returning to Ottawa and from there sailing for England.

—James S. Merrill, Assistant Superintendent at Cincinnati of the Pullman Palace Car Company, has been appointed Superintendent of the Baltimore and Ohio sleeping car service.

—Capt. Jas. B. Eads, the projector of a ship-railroad across the Isthmus came to New York from the west last week, for the purpose of conferring with capitalists and persons interested in the enterprise.

—Mr. John S. Harberger who died at Plainfield, N. J., last week, forty years ago was a fellow clerk in the New York branch of the old United States Bank with James M. Morrison, Henry F. Vail and George W. Duer, who all became presidents of New York banks. Mr. Harberger died as president of the Manhattan Bank—the old Aaron Burr water works bank—which he entered in 1842 and in which he had previously been assistant cashier and cashier.

—Mr. Cyrus W. Field is the recipient of a compliment of the most pleasant and cordial nature from a number of his neighbors and personal friends, who give a dinner in his honor at Delmonicos' on the evening of the 26th, desiring to express to him their best wishes on the eve of his departure for a tour around the world. Among the promoters of the entertainment are Mr. Jackson S. Schultz, Secretary Evarts, Consul-General Archibald, Chief-Justice Daly, ex-Judge Henry Hilton, Mr. Wm. M. Fleiss, Mr. John Paton, Mr. Wm. Libbey, Mr. James McCreery, Mayor Cooper, Mr. Samuel D. Babcock, Mr. Abram S. Hewitt and Colonel Henry G. Stebbins.

At the recent meeting of the directors of the Northern Pacific Railroad Company, held in New York, it was decided to build the eastern extension from Duluth or the junction to Sault Ste Marie at as early a period as possible. The work of locating the route will probably begin as soon as the details and connections between the several companies comprising the chain of roads that are to form the through line can be settled. For this purpose a committee was appointed to which was delegated the power to arrange and complete plans for the work, and also to consider and decide upon all questions of a local nature. The committee met and organized in Boston on the 18th inst. It is composed of the following gentlemen: B. P. Cheeney of the N. P. R. R., chairman; Charles L. Colby, W. C. R. R.; J. L. Stackpole, M. H. and O. R. R.; W. M. Banning, M. and O. R. R.; James McMillen, M. and Mac. R. R.

Latest Railroad Earnings.

The following are the latest railroad earnings reported:

	1879.	1880.
Hannibal and St. Joseph—		
First week of October	$53,698	$54,062
January 1 to October 7	1,364,910	1,862,066
Denver and Rio Grande—		
First week of October	$30,414	$106,576
January 1 to Oct. 7	856,635	2,328,116
St. Louis, Iron Mt. and Southern—		
First week of October	$180,146	$175,800
January 1 to Oct. 8	3,435,799	4,454,209
Chesapeake and Ohio—		
Month of September	$222,601	$240,628
January 1 to September 30	1,424,489	1,988,797
Missouri, Kansas and Texas—		
First week in October	$74,595	$89,260
January 1 to Oct. 7	2,263,162	3,115,030
Wabash, St. Louis and Pacific—		
First week in October	$244,610	$316,000
January 1 to Oct. 7	6,312,639	9,057,398
Louisville and Nashville—		
First week in October	$126,800	$229,000
July 1 to Oct. 7	1,517,009	2,642,900
St. Louis and San Francisco—		
First week in October	$48,100	$70,400
January 1 to Oct. 7	1,075,100	1,946,400
Grand Trunk—		
Week ending Oct. 2	$210,817	$226,509
January 1 to Oct 2	6,410,872	7,700,685
New York, Lake Erie and Western—		
Month of September	$1,492,797	$1,799,800
Year ending Sept. 30	15,942,022	18,700,000
Texas and Pacific—		
Month of September	$240,361	$264,084
Lake Erie and Western—		
Month of September	$68,182	$109,852
Great Western of Canada—		
Week ending Oct. 1	$114,229	$126,084
Little Rock and Ft. Smith—		
Month of September	$32,578	$48,193
Northern Pacific—		
First week of October	$71,000	$97,000
January 1 to Oct. 7	1,454,386	1,783,389
Kansas City, Ft. Scott and Gulf—		
Third week of September	$18,964	$21,803
January 1 to Sept. 21	578,174	777,845
Kansas City, Law. and So.—		
Third week of Sept	$10,838	$18,474
January 1 to Sept. 21	326,723	506,562
Oregon Railway and Nav. Co.—		
Month of September	$196,117	$270,000
Chicago, Milwaukee and St. Paul—		
First week in October	$273,358	$338,000
January 4 to Oct. 7	6,834,231	9,059,000
International and Gt. Northern—		
First week in October	$39,647	$55,155
January 1 to October 7	1,123,927	1,228,604

Mr. Devereux and the directors of the C. C. C. & I. Railroad, with the directors of the Cincinnati, Sandusky and Cleveland road, went over the latter road yesterday, and are negotiating for its lease. The annual report of the Sandusky road, which will appear in a few days, it is said shows net earnings for the year of about $300,000 on equivalent of about 2½ per cent of the stock.

The United States Circuit Court, Judge Low, has enjoined the Chicago, Burlington and Quincy Railroad from trespassing upon the surveyed line of the Iowa, Missouri and Nebraska Railroad, and from hereafter interfering with their extension. Contracts to build the extension of the Iowa, Missouri and Nebraska Railroad have been let.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of September, were :

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$1,828,100	$1,714,521
" cotton .	1,303,800	1,385,117
" silk	3,105,522	2,851,823
" flax	1,039,447	756,309
Miscellaneous dry goods.	641,179	718,184
Total	$7,918,048	$7,420,954

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$795,560	$1,181,035
" cotton..	232,429	398,226
" silk	497,663	796,869
" flax	321,561	508,105
Miscellaneous dry goods.	143,278	227,118
Total	$1,990,491	$3,111,353
Add entered for consump.	7,918,048	7,420,954
Thrown upon market...	$9,908,539	$10,532,307

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool ..	$609,088	$1,033,241
" cotton .	169,482	327,375
" silk	483,882	728,164
" flax	463,513	421,016
Miscellaneous dry goods	137,826	181,586
Total	$1,863,741	$2,691,382
Add entered for consump	7,918,048	7,420,954
Total entered at the port.	$9,781,789	$10,112,286

The imports of dry goods at New York for nine months from January 1, were :

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$12,070 309	$16,481,409
" cotton...	12,722,723	18,038,103
" silk	19,521,754	24,423,895
" flax.....	8,635,003	10,756,705
Miscellaneous dry goods	4,807,683	6,779,934
Total	$57,757,472	$76,430,046

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$1,803,388	$6,107,931
" cotton ..	2,278,204	3,242,304
" silk	3,189 954	4,683,234
" flax	2,519,551	3,472,701
Miscellaneous dry goods.	1,290,077	1,489,846
Total withdrawn from warehouse	$14,081,174	$18,996,016
Add entered for consump.	57,757,472	76,430,046
Total thrown on the market	$71,838,646	$95,426,062

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$4 828,275	$8 588,929
" cotton..	2,297,697	3,718,931
" silk	3,411 940	5,222,536
" flax	2,606,560	4,990,693
Miscellaneous dry goods	1,244,788	1,854,634
Total entered warehouse.	$14,389,260	$24,370,723
Add entered for consump.	57,757,472	76,430,046
Total entered at port....	$72,146,732	$100,800,769

The Chicago, Burlington and Quincy Railroad has awarded the contracts for the extension of its Mt Ayr branch from Bethany to Albany, 17½ miles. This connection will connect the Burlington with its newly acquired St. Joseph and Des Moines narrow-gauge road, and gives it a new and short freight line to St. Joseph and the other Missouri river points. The St. Joseph and Des Moines, which is fifty miles long, runs from St. Joseph to Albany. It is the intention of the Burlington to make the narrow-gauge road a standard one as soon as possible, so as to secure another through route of uniform gauge from Chicago to St Joseph, and via the Kansas City, St. Joseph and Council Bluffs, from that point to Kansas City.

Commerce of New York.

The foreign imports at New York for the month of September, 1880, are officially stated as follows :

	1879.	1880.
Entered for consump'n.	$16,809 325	$17,495 330
Do. for warehousing....	4,815,222	7,148,519
Free goods	9,139,245	10,162,197
Specie and bullion....	27,482,179	18,850,020
Total entered at port..	$57,745,971	$53 651,066
Withdrawn fr.wareh'use	7,699,112	10,648,846

The foreign imports at New York for nine months from January 1, were :

	1879.	1880.
Entered for consump'n	$117,239,777	$182,299,102
Do. for warehousing..	53,699,602	93,292,898
Free goods.....	66,862,351	62,917,838
Specie and bullion	40,199,989	83,510,882
Total entered at port..	$278,001,719	$402 020,220
Withdrawn fr. wareh'se	50,287,507	68,428,532

The duties received at New York for the nine months ending with September, were :

	1879.	1880.
January	$7,655,552 67	$11,960,677 78
February	8,229,362 06	12,254,602 24
March.....	9,320,695 68	14,469,557 65
April.....	8,184,797 88	11,901,071 43
May	7,577,233 93	9,752,773 54
June	7,198,779 44	10,699,840 52
July	9,329,895 17	13,360,394 37
August	10,562,138 82	14,492,861 87
September	11,790,902 26	12,856,636 10
Total..	$79,859,857 91	$111,747,915 50

The exports from New York to foreign ports in the month of September, were :

	1879.	1880.
Domestic produce.....	$35,774,116	$36,785,577
Foreign free goods.....	73,729	172,919
Do. dutiable.....	349,125	518,595
Specie and bullion.....	515,261	244,765
Total exports	$36,712,231	$37,721,856
Do. exclusive of specie .	36,196,970	37,477,091

The exports from New York to foreign ports for nine months from January 1, were :

	1879.	1880.
Domestic produce....	$249,824,861	$302,587 820
Foreign free goods...	1,634,381	1,947,027
Do. dutiable.....	3,421,789	3,555,295
Specie and bullion....	12,991,579	5,824,766
Total exports....	$267,872,610	$313,914,918
Do. exclusive of specie	254 881,031	308,090,142

Colonel George N. Nettleton, general manager of the Fort Scott and Gulf Railroad, to which corporation the Springfield and Western Missouri road was sold, is making arrangements for immediate work on the Springfield end of the Springfield and Western Missouri road. He says that the cars will be running between Springfield and Fort Scott by the first of January next.

Steel rails for a number of miles are being laid on the Boston, Concord and Montreal Railroad north of Warren Summit. A considerable quantity had been previously laid south, some at intervals of about twenty miles.

Philadelphia Stock Exchange.

Closing Prices for the week ending Oct. 12.

	W.6.	Th.7.	F.8.	Sa .9.	M.11.	Tu.12.
Allegheny Val.7s-10s.....	....	....	....	122¼	....	....
7s, Income.....	33	....	33	....	32	....
Jamden & Am.6s,1883....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
7s, new.....	....	....	....	116	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	....	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	6¼	....	....	....	....	....
Preferred	....	....	....	10	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	34¼	34	34	33¾	34¼	34¼
6s, 1884.....	....	107¼	....	....	....	....
Gold Loan.....	....	....	....	....	107¼	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	....	....	....	108	108	108
Lehigh Valley	52¼	52¾	....	52¼	52¾	52¾
1st mort.6s,coupon.....	....	....	....	....	120	....
1st mort.3s, reg.....	....	....	....	....	....	....
2d mort. 7s...	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg.....	....	....	....	115¼	....	....
Little Schuylkill...	....	47	....	47	....	....
Minehill & Sch. Haven....	....	....	50¾	....	....	....
North Pennsylvania .. 48¼	48¾	....	....	....	....	....
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	114¼	....	....
Gen'l Mort. 7s, reg...	....	....	....	....	....	....
Northern Central.	....	87¼	87¾	87¼	87¼	....
6s.....	89	88¾	....	..	....	....
Northern Pacific 28¾	28	27¼	27	27	28	....
Preferred 52¼	52	51¾	51¼	51	52¼	....
Pennsylvania R. R. .. 58¼	58	57¾	57¼	58	58¾	....
1st mortgage.....	....	102	....	....	....	....
Gen'l mortgage.....	122	....	....	122	122	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	113¼	....
Consol. mort. 6s, reg. ...	....	113	....	113	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new.....	....	....	....	115	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading.... 15	14¾	14¾	15¼	15¼	15¾	....
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	....
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s..116¼	....	....	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s.... 71¾	72	71¾	72¾	73¾	73¾	....
Philadelphia and Erie	....	....	....	....	15	....
1st mortgage, 6s.....	....	....	....	....	....	....
2d mortgage, 7s....	....	....	....	....	....	....
Pittsb., Cin. & St L. 7s	....	118¾	....	....	....	....
Pittsb., Titusv. & Buff.. 16	15¾	16¼	16¾	16	16¼	....
7s..... 77	....	76	....	76	....	....
Schuylkill Navigation.. ...	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
6s, 1872.....	71¾	....	....	....	....	....
6s, 1882.....	....	....	....	....	....	....
United Co. of N. Jersey 175	175	176	176	....	....	....
Hestonville, (Horse). 19	....	....	19	....	....	....
Chestnut & Wal. (do).....	81	....	....	....	....	....
Green and Coates (do.).....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Oct. 12.

	W 6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Baltimore and Ohio .. 166	....	....	170	....	....	....
6s, 1880.....	....	....	....	....	....	....
6s, 1885..... 110	....	....	....	....	....	....
Central Ohio ($50).....	....	45	....	....	....	....
1st mortgage..... 110¾	....	....	....	....	....	....
Marietta & Cincinnati.....	....	....	....	....	....	....
1st mortgage, 7s.....	....	....	....	....	....	....
2d mortgage, 7s.....	....	....	....	....	....	....
3d mortgage, 8s.....	....	41¾	....	....	....	....
Northern Central ($50) 37¾	37¾	37¾	37¼	....	37¾	....
2d mortgage, 6s 1885.....	....	....	....	....	....	....
3d mortgage, 6s, 1909	....	....	....	....	....	....
6s, 1900, Gold..... 113	....	113	....	....	....	....
6s, 1904, gold.....	....	....	....	....	....	....
Orange and Alex. 1st.....	....	....	....	....	....	....
2d mortgage, 6s..... 114	....	....	....	....	....	....
3d mortgage, 8s.....	....	....	....	....	....	....
4th mortgage, 8s.....	....	55	....	....	....	52
O., Alex. & Manassas 7s....	93	94¼	94¼	....	....	....
Pittsb. & Connellsv. 7s	116	....	....	....	....	....
Virginia 6s, Consol .. 60¾	60	60¾	60¼	....	60¾	....
Consol. Coupons 91	....	....	....	....	....	....
10-40 bonds..... 41	....	....	....	....	41	....
Deferred Certificates.....	7¾	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.....	116	....	....	....	....	....
2d M. do.	116	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed...108¾	....	....	....	....	....	....
2d M., end. Wash. Co.....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R R.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9	M.11.	Tu.12	W.13.
Adams Express	116¼	....	116¼	...	....	117
Albany and Susq	....	....	....	....	....	....
1st mortgage	....	....	....	113	....	....
2d mortgage	....	....	....	107	....	....
American Express	59	....	59	....	....	59½
Atlantic & Pacific Tel.	40	....	....	....	....	41
Burl., C.R. & Nor	....	....	....	....	....	65
1st mortgage 5s	94¼	94¼	94¼	94¼	....	94½
Canada Southern	....	....	59¼	....	....	62
1st mortgage guar	95½	95½	....	96¼	....	96½
Central of N. Jersey	72¼	72¼	72½	73	74¼	75½
1st mortgage 1890	....	....	117½	....	....	....
7s, consolidated, ass.	106¼	106¼	106	....	....	107
7s, convertible, ass.	107½	....	....	....	....	108½
7s, Income	83½	73	....	....	....	85½
Adjustment	110	....	....	....	....	....
Central Pacific	73¼	....	72	72	73	73½
6s, gold	1 2½	....	112½	112	112½	112½
1st M. (San Joaquin)	101½	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	103½	....	....	....	....	....
Chesapeake and Ohio	20	19½	19	....	....	20½
Chicago and Alton	113½	113¾	....	....	112½	114
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	122½	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	137½	136	126½	137½	138½	139½
7s Consol, 1903	124½	124½	124½	....	125	126
Chic., Mil. and St. Paul	93½	92½	92	93½	93½	97½
Preferred	109½	109½	....	110½	111	112½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	120	120	....	....	....	....
1st M. (La Crosse div.	....	....	....	116½	....	116
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext	115	....	113½	113½	113½	114
1st M. (H. & D. div.)	....	....	....	111½	....	....
1st M. (C. & M. div.)	....	....	....	....	119	....
Consolidated S. F.	....	115½	115½	115½	116½	115½
Chic. & Northwestern	108½	108	108	108½	119	118½
Preferred	124½	124½	124½	125½	130	132½
1st mortgage	....	....	....	....	109½	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	126	....	....	....	....	....
Consol. Gold bonds	....	120	....	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	117½	117	....	116	116½	118
6s, 1917, c	....	....	123	....	....	....
Chev., Col., C. and Ind.	70	71	....	....	....	71½
1st mortgage	....	....	....	....	....	....
Chev. & Pittsburg guar	....	....	120½	121½	122	123
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	18	17½	17½	18	18½	18½
1st mortgage	....	....	....	98	....	98
2d mortgage	....	....	....	....	....	....
Col. & Hudson Canal	84½	84	83½	83½	84½	85½
Reg. 7s, 1891	111	110½	....	109½	110½	....
Reg 7s, 1884	....	....	....	....	105½	....
7s, 1894	....	....	....	....	....	....
Col., Lack. & Western	90½	90½	90½	90½	91½	94½
2d mortgage 7s	....	101	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	120½	....	....	121	121½	121½
Great Western 1st mort	109½	....	....	....	....	....
2d mortgage	....	....	....	104½	....	....
Hannibal & St. Joseph	38	37½	37½	38½	38½	39½
Preferred	81½	80½	80½	80½	82½	83½
8s, Convertible	103	108½	....	....	108½	106½
Houston & Tex. Cent	65	....	....	....	....	....
1st Mortgage	103½	....	....	....	....	....
Illinois Central	....	....	111½	115	....	113
Lake Shore & Mich So.	109	109½	108½	109	109½	111½
Consol. 7s	....	....	125	....	....	....
Consol, 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	119	....	120½	....	....
Louisville & Nashville	159	158	158	159½	159	159½
7s, Consolidated	....	....	115	....	....	....
Manhattan	35½	35½	34½	34½	35	35½
Metropolitan Elevated	98½	98	97½	99	98½	99½
1st Mortgage	102½	102½	102½	102½	102½	103½
Michigan Central	97½	97½	96½	97½	98½	100½
7s, 1902	....	....	....	125	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	111½	111½	....	111½	111½	112
1st mortgage	132½	....	....	....	132½	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	116	....	116	....
N. Y. Cent. & Hud. Riv	130	130	130	129½	130½	131½
6s, Sinking fund, 1883	....	....	....	....	106½	....
6s, Sinking fund, 1887	111½	112	....	....	....	....
1st mortgage	....	131	131½	....	....	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	112½	....	113½	113½	113½	114
1st mortgage	112½	112½	....	112	....	112½
N. York and Harlem	....	....	....	....	....	190
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	132	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
N.Y., Lake Erie & W.	39½	39	39	39½	40½	42½
Preferred	70½	....	70	70½	71½	73½
2d Consolidated	89½	89	89½	89½	90½	93½
New 2d 5s fund	84½	84	....	85	85½	89
N.Y., N. Haven & Hart	....	175½	178	....	....	....
North Missouri 1st M	....	....	....	118½	....	....
Northern Pacific	27½	27½	26½	27	28	28½
Preferred	52½	52	51½	51½	53	52½
Ohio and Mississippi	33½	32½	33½	33½	33½	34½
Preferred	....	....	72	....	....	73½
2d mortgage	....	....	....	....	116	....
Consolidated 7s	....	116	....	....	116	116
Consol. Sinking fund	....	....	....	....	116	....
Pacific Mail S. S. Co.	41½	41	41	40½	41½	42½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	107½	107½	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	192	....	....	193
Philadelphia & Reading	29½	29½	30½	31	31½	32½
Pitts., Ft. W. & Chi. gtd	130½	....	....	....	....	132
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	118	....	....	119½	....	119½
Quicksilver Mining Co	....	....	....	11	11½	12
Preferred	53	....	....	....	55	....
St. Louis & San Fran	33	32½	....	....	....	34
Preferred	45	....	....	43	....	45½
1st Preferred	....	....	74	....	....	74½
St. L., Alton and T. H.	18	....	....	....	....	....
Preferred	....	....	....	....	....	78
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	95	....	....	....
St. L., Iron Mt. & S. As	50½	48½	48½	49½	49½	51½
1st mortgage	117	....	....	....	116½	....
2d mortgage	105½	105½	105½	106	....	106
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	88½	87½	87½	88½	88½	91½
1st mortgage	112½	112½	....	112½	....	112½
Land Grant 7s	....	113½	....	....	....	....
Sinking Fund 8s	116½	116½	....	116½	....	116½
United States Express	49½	....	48½	....	49½	49½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	112	....	....
2d mortgage	....	....	....	....	105½	107
7s, Consolidated	102½	....	....	....	102½	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	36½	36½	36½	36½	36½	39
Preferred	69½	68½	68½	68½	68½	71½
New Mort. 7s	....	....	....	95½	....	95½
Wells-Fargo Express	....	....	113½	113	....	113
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	97½	97	97½	98½	98½	102
7s, S. F. conv., 1900	....	120	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Atch., Top. and San. Fe	119	118½	119	120	120½	122½
1st mortgage	119	119	....	119½	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	115½	....	....	....	....	....
Boston and Albany	....	150½	157	151	151	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	89	....	....	89
Boston and Maine	....	133½	....	134½	....	134½
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	38½	38½	38½	39	41	42½
Burl. & Mo. R. L. G. 7s	115	....	....	....	....	....
Burl. & Mo. R. in Neb.	108½	109	109	109	....	109
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	137	137	136½	137	138	139
7s	....	122	....	....	....	....
Cin., Sand. and Clev.	17½	17½	19½	19½	20½	20
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	149	....
Eastern	....	....	31	....	30½	32
New 4½ Bonds	....	99½	99	99½	99½	99½
Fitchburg	....	131	....	130	....	130
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	37	37½	36½	....	38½	40
7s	110½	110	110½	110½	110½	110½
Northern, N. H.	....	....	....	102	103	102½
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	22½	....	23	21½	21½	22
Preferred	....	....	....	....	....	....
Old Colony	116½	117	....	....	....	118
Ph., Wil. & Balt. ($50)	....	....	69	....	70	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ars. Val	....	....	....	....	....	....
7s	....	113	....	113	....	....
Pullman Palace Car	....	....	....	....	118½	....
Union Pacific	....	88	87½	88	89	90½
4s	111	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	116	....
Vermont and Canada	....	....	....	20	....	....
Vermont and Mass	120	120½	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	120	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co	....	....	....	228	237½	237
Quincy	27½	27	27	....	27½	28½

New York Stock Exchange.

Closing Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	....	107½	107½	107½	107½	109
U. S. 4s, 1907, coup	....	107½	....	....	....	108½
U. S. 4½s, 1891, reg	....	108½	....	....	....	109
U. S. 4½s, 1891, coup	....	....	....	....	....	109½
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	102½	....	....	....	....
U. S. 6s, 1881, reg	104½	104½	....	....	....	....
U. S. 6s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	102½	....
Dt. of Col. 3-65s, reg	97½	....	....	....	....	....
Dt. of Col. 3-65s, coup	97½	....	....	....	98	98

London Stock Exchange.

	—Closing Prices.— Sept. 24.	Oct. 1
Atlantic & Gt. W. 1st mort. Certs.	69 — 71	67 — 69
Do. 2d mort., Certs	28 — 30	27 — 29
Do. 3d mort., Certs	13½ — 14½	13 — 14
Baltimore and Ohio (sterling)	114 — 116	114 — 116
Central of New Jersey $100 shares	77 — 82	75 — 80
Do. Cons. Mort. Oct. '79 coupon	110 — 112	109 — 111
Do. Adjustment bonds	111 — 114	111 — 114
Do. Income bonds	88 — 91	87 — 90
Det., Gd. Haven & Mil. Equip. bds.	111 — 112	111 — 112
Do. Con. M. 5 p.c. till '84 after 6 p.c	104 — 106	104 — 106
Erie shares $100 Recon. Ass. $6 pd.	39½ — 40	40½ — 40¾
Do Pref. Shares, R. T. Ass. $3 pd	71 — 73	72 — 74
Do. 1st Con. M. ex-Certs. 6 Cou.	124 — 126	123 — 125
Illinois Central $100 shares	115 — 117	115 — 117
Lehigh Valley Consol. mortgage	116 — 119	116 — 119
N. Y. Cent. & Hud. Riv. Mt. bonds	132 — 134	132 — 134
Do. $100 shares	133 — 135	133 — 136
Do. Mort. bonds (sm.)	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	122 — 124	121 — 123
Do. do. 2d do.	87 — 89	86 — 88
Do. 2d Consol. Mort. bonds	91 — 93	91 — 93
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	60 — 61	60 — 61
Do. Con. Sink. Fund Mort.	114 — 116	113 — 115
Philadelphia & Reading $50 shares	14 — 15	14¼ — 15¼
General Consol. Mortgage	109 — 111	109 — 111
Do. Improvement Mortgage	97 — 99	94 — 96
Do. Gen. Mort. '74, ex-deferd. cou.	71 — 73	72 — 73
Do. Scrip for the 6 det. ¼ coupons.	68 — 72	68 — 72
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	113 — 115	113 — 115
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	113 — 116	113 — 115

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, October 14, 1880.

The money market continues very easy at 2@3 per cent for call loans, 3@4 per cent for time loans, and 4½@5½ per cent for prime mercantile paper.

The market for foreign exchange is dull but strong and the leading drawers of sterling have advanced their posted rates to 4.82½@4.85. The actual rates are 4.81⅛@4.81¾ and 4.84@¼. Cable transfers are 4.84½@4.84¾, and prime commercial bills are 4.80¼@4.80¾.

The proposals to sell bonds to the Government on Wednesday aggregated $4,990,100, of which the Secretary of the Treasury accepted $2,500,000 at 102.55 to 102.59 for 6s of 1880, 104.55 for 6s of 1881, and 102.55 to 102.67 for 5s of 1881.

A carefully prepared estimate of the amount of gold and silver coin in the country October 1, 1880, has been made by the Director of the Mint. The estimate is based upon the amounts in the country June 30, 1879, and shows an increase since that date of $83,390,305 in gold coin, and $37,748,350 in silver coin. This increase is said to be from coinage and import. The total amounts estimated as in the country October 1, 1880, are $369,881,003 gold and $149,799,335 silver. Of these amounts there are $67,204,293 of gold in the Treasury and $302,676,709 in circulation or held by banks, and $72,454,600 silver in the Treasury and $77,344,735 in circulation. In addition, the Treasury holds $68,040,540 in gold bullion, and $5,557,759 in silver bullion, which

the Mints are turning into coin as rapidly as their facilities will admit. This is a larger amount of specie than has ever before been in the country. The increase of gold bullion is from imports of foreign gold during the past year.

The closing quotations on Thursday were: American Union Telegraph, 62¼@62½; Am. Dist. Tel., 74@75¼; Atlantic and Pacific Telegraph, 41½@41⅝; Canada Southern, 63½@64; Central of New Jersey 75⅝@75¾; Central Pacific, 72¾@73¼; Chicago and Northwestern, 112⅝@112¾; do. pref., 133@134; Chicago, Burlington and Quincy, 139¼@139½; Chicago and Alton, 113½@114½; do. pref., 125@—; Chicago, Milwaukee and St. Paul, 97⅛@97¼; do. pref., 114¼@114½; Chicago, Rock Island and Pacific, 117½@118; Chicago, St. Louis, and New Orleans, 36½@38; Cleveland, Columbus, Cincinnati and Indianapolis, 72@73; Columbus, Chicago and Indiana Central, 18⅝@18¾; Delaware and Hudson Canal, 85½@85¾; Delaware, Lackawanna and Western, 93⅜@93½; Hannibal and St. Joseph, 39⅝@39⅞; do., pref., 83½@83⅝; Illinois Central, 118¼@118½; Lake Erie and Western, 32@32½; Lake Shore and Michigan Southern, 111¼@111⅜; Louisville and Nashville, 158½@160½; Morris and Essex, 113@113½; Manhattan Elevated, 34½@34⅞; Metropolitan Elevated, 98½@98¾; Michigan Central, 101½@101¾; New York Elevated, 113@113½; New York Central and Hudson River, 131¾@132½; New York, Lake Erie and Western, 42⅛@42¼; do. pref., 73@73½; New York, Ontario and Western, 23½@23⅝; Northern Pacific, 29@29¼; do. pref., 58@58¾; Ohio and Miss., 34⅝@34⅞; do. pref., 76@76¾; Pacific Mail, 41⅞@42; Philadelphia and Reading, 32¾@32⅞; St. Louis and San Francisco. 34@34½; do. pref., 45@45½; do. 1st pref., 74@74½; St. Louis, Iron Mountain and Southern, 51⅛@51¼; St. Louis, Alton and Terre Haute, 19¾@21; do. pref., —@79; Union Pacific, 91¼@91½; Western Union Telegraph, 101½@101⅝; Wabash, St. Louis and Pacific, 38¼@38⅜; do. pref., 70½@70¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 112½; Baltimore and Ohio 1st 6s, Parkersburg Branch, 110; Boston and New York Air Line, 42½; Boston, Hartford and Erie 1st, 42½; Chicago, Burlington and Quincy 8s, 109½; Chicago and Alton Inc., 103½; Cleveland and Toledo S. F., 111; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind., 107; Chicago, St. Louis and New Orleans, 37; Chesapeake and Ohio 1st pref., 26¾; do. 2d pref., 20¼; do. 1st, Series B, 72; do. cur. int., 41; Chicago, St. Paul, Minn. and Omaha, 43⅞; do. pref., 83⅞; do. L. G. inc., 112; do. consol., 99⅝; Cincinnati, Indianapolis, St. Louis and Chicago, 89; do. 6s, 100; Chicago, Milwaukee and St. Paul 8s, Southern Minn. div., 102½; Central Iowa 1st, 106; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass. sup., 95⅛; do. inc., 45½; Cairo and Fulton 1st, 108⅝; Cincinnati, Lafayette and Chicago 1st, 102; Denver and Rio Grande, 71; do. 1st, 108¼; do. consol., 98; Delaware and Hudson 1st Penn. div., 119; Galveston, Harrisburg and San Antonio 1st, 100; Ind., Bloom. and Western, 38; do. 1st, 78; do. 2d 65; do. inc., 53; Indianapolis, Decatur and Springfield 1st, 101⅞; do. 2d inc., 66; International and Gt. Northern 2d inc., 78⅝; do. 1st, 105¼; Kansas Pacific, 1st consol., 97; do. 6s, Denver Div., ass., with coupon certif., 111; Keokuk and Des Moines 1st, 97½; Long Island 1st, 110¼; Lake Erie and Western, 33⅛; do. inc., 65; Lehigh and Wilkesbarre consol. ass., 96⅞; do. income, 70; Laf., Bloom. and Muncie 1st, 104; do. inc., 70; Louisville and Nashville 1st 6s, N. O. and M. div., 101½; Marietta and Cincinnati 1st pref., 47⅛; do. 2d pref., 3; Missouri, Kansas and Texas, 36⅝; do. consol. ass., 106½; do. 2d, 63¾; Mobile and Ohio, 23; do. 1st deben., 83½; do. 2d deben., 53¾; do. 3d deben., 40⅛; do. 1st mort., 104; Memphis and Charleston, 39⅞; New Jersey R. R. and Transp., 175½; New York, Ontario and Western, 23¾; Nashville, Chattanooga and St. Louis, 62½; do. 1st, 111½; New York, Lake Erie and Western Inc., 77½; Nevada Central 1st, 100; Nashville and Decatur 1st, 112¼; Ohio Central, 24½; do. 1st, 96½; do. inc., 54½; Oregon Railway and Nav., 130; do. 1st, 104⅞; Ohio and Mississippi 1st, Springfield div., 113; Peoria, Decatur and Evansville, 25½; do. inc., 62; Pittsburg, Titusville and Buffalo, 32⅝; Rome, Watertown and Ogdensburg, 22¼; do. 1st consol., 72½; Rensselaer and Saratoga, 125; St. Louis, Kansas City and Northern St. Charles Bridge 1st, 107½; South Pacific of Mo. 1st, 103½; St. Paul and Sioux City 1st, 103¾; St. Paul and Duluth, 25; do. pref., 50; St. Louis and Iron Mt. 1st pref. inc., 87; do. 2d pref. inc., 75; do. Cairo, Ark. and Texas 1st, 105¾; do. Arkansas Branch 1st, 106; St. Louis and San Francisco 2d class A, 95; do. B, 78⅝; do. C, 77; do. Equip., 102½; Texas and Pacific, 30; do. inc. L. G., 87⅛; do. Rio Grande div., 84; Toledo, Peoria and Warsaw W. D., pur. com. rec., 136½; Alabama, Class A, 69¼; do. C, 78; Missouri 6s, 1887, 107½; North Carolina 4s, 80; Ohio 6s, 1881, 103¼; South Carolina 6s, nonfund., 8½; Tennessee 6s, new, 32½; do. old, 37½; Virginia, 6s, def., 7½; American Union Tel., 60½; Am. Dist. Tel., 74; Canton Co., 44; Consolidation Coal, 35; Colorado Coal and Iron, 20; Central Mining, 7¼; Homestake, 32; Little Pittsburg, 2¾; Maryland Coal, 19½; Pennsylvania Coal, 210; Standard, 26½; Sutro Tunnel, 1¼.

Philadelphia.—Am. S. S. Co., 29½; Cincinnati 7.30s, 126½; Central Transp., 47⅞; Connecting R. R. 6s, 114; Elmira and Williamsport 6s, 110; Germantown Pass. R. R., 69; Huntingdon and Broad Top Mt. consul. 7s, 64; Nesquehoning Valley R. R., 54½; Oil Creek 1st, 100; Philadelphia and Reading consol. mort. 6s gold, 107; Philadelphia, Germantown and Norristown R. R., 103¾; People's Pass. R. R., 15; do. 7s, 102; Pennsylvania and New York Canal 7s, 123; Schuylkill Nav. Boat Loan 6s, 60; Susq. Coal 6s, 107½; Texas Pacific consol. mort 6s, 94; Western Pennsylvania 6s, A. & O., 106⅛; Warren and Franklin 7s, 103; West Philadelphia R. R., 73. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126; do 4s, new, 105@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¾@115¼; do. 4s, new, 107@111; Philadelphia and Reading, 115⅝@115⅞; do. consol. mort. 7s, coup. 116⅛@116¼; do. reg., 116@118; do. mort. 6s, 110@—; do. 7s, 1893, 114@—; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 175@176; Pittsburg, Titusville and Buffalo R. R., 16⅛@—; do. 7s, 74@77¼; Camden and Amboy mort. 6s, 1889, 114½@116; Pennsylvania R. R., 58¾@58⅞; do. 1st mort., 101¾@102¼; do. gen'l mort., coupon, 121¾@122¼; do. reg., 122½@123¼; do. consol. mort. 6s, reg., 118@118¼; Little Schuylkill R. R., 47@47½; Morris Canal, 60@61; do. pref., 150@151; Schuylkill Nav., pref., 6@6; do. 6s, 1882, 71⅜@71⅝; do. 1872, 98@98½; Elmira and Williamsport pref., 52@54; do. 6s, 109¼@109¾; do. 5s, 82@90; Lehigh Coal and Navigation, 34½@34⅝; do. 6s, 1884, 107¼@108; do. R. R. loan, 113¾@114¼; do. Gold Loan, 107⅜@107⅝; do. consol. 7s, 107⅞@108⅛; Northern Pacific, 27¾@28; do. pref., 52¼@53; North Pennsylvania, 48@48½; do. 6s, 107@108¼; do. 7s, 116¾@117¼; do. Gen'l mort. 7s, reg., 114½@115; Philadelphia and Erie, 15¼@15½; do. 6s, 101@102; do. 7s, 112@114; Minehill, 56¾@56½; Catawissa, 10@10¼; do. pref., 45@47; do. new pref., 44¼@45; do. 7s, 1900, 115¾@116¼; Lehigh Valley 52¼@52½; do. 6s, coupon, 117½@120; do. reg., 119@120; do. 2d mort. 7s, 130¼@130¾; do. consol. mort., 115⅜@115⅝; Fifth and Sixth streets (horse), 118@120; Second and Third, 107@109; Thirteenth and Fifteenth, 73¼@74; Spruce and Pine, 56@57; Green and Coates, 100@103; Chestnut and Walnut, 80@81; Hestonville, 19@—; Germantown, 67½@69¼; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 73¼@74; People's, 15@15¼; Continental, 99@100.

Baltimore.—Baltimore City 6s, 1890, 116⅛; do. 6s, 1884, 107; do. 5s, 1894, 115½; do. 5s, 1916, 118; do. 5s, 1900, 116; Charlotte, Columbia and Augusta 2d, 95¾; Norfolk Water 8s, 122½; Northern Central 5s, 90; North Carolina 4s, 78¾; South Side (Va.) 2d, 98; Union R. R. bonds endorsed by Canton Co., 115½; Virginia consol. reg. coupons, 60¼; Wilmington, Columbia and Augusta 6s, 103⅜. The latest quotations are: Central Ohio, 45@45¼; do. pref., —@54; do. 1st, 110@110½; Baltimore and Ohio, 169@175; do. 2d pref., 113¼@—; do. 6s, 1885, 106@106½; Northern Central, 87½@—; do. 6s, 1900, —@114; do. 6s, 1900, gold, 112½@—; do. 6s, 1904, gold, —@109½; do. 5s, 1926, 89¼@91; Marietta and Cincinnati 1st mort., 1892, 113½@115; do. 2d mort. 7s, 78@80; do. 3d mort. 8s, 41@41½; Pittsburg and Connellsville 7s, 115@118; Orange and Alexandria 2d, 114@—; do. 3d, 95@100; do. 4th, 54@55; Orange, Alex. and Manassas 7s, 94@95; Virginia consol. 6s, 60⅜@61; Virginia Consols coupons, 90¾@91; Virginia 10-40 bonds, 40@—; Virginia 10-40 coupons, 95½@96; City 6s, 1884, 107@—; do. 6s, 1890, —@116½; do. 5s, 1894, —@117; do. 5s, 1916, 117@118; do. 5s, 1900, 116@—; Wilmington, Columbia and Augusta 6s, 103¼@104; Virginia and Tennessee 6s, 102½@103½; City Pass. R. R., —@38; Citizens Pass. R. R., —@20⅞; Western Maryland 1st unindorsed, 110@112; George's Creek Coal, 90@95; Atlantic Coal, 1.10@1.30.

Boston.—Atchison, Topeka and Santa Fe 5s, 98½; Boston, Revere Beach and Lynn R. R., 101; Boston Water Power, 8¾; Boston Land,

5⅞ ; Brookline Land, 6¾ ; Boston, Concord and Montreal, 95½ ; Boston and Albany 7s, 1892, 122¾ ; Boston and Lowell 7s, 116 ; Cheshire pref., 53½ ; Chicago and West Michigan, 67 ; Chicago, Clinton, Dubuque and Minnesota, 81 ; Cincinnati, Sandusky and Cleveland 7s, 101 ; Connecticut and Passumpsic Rivers R. R., 69 ; Fort Scott Branch bonds, 104½ ; Flint and Pere Marquette, 19½ ; Iowa Falls and Sioux City 7s, 108½ ; Kansas City, Lawrence and Southern 4s, 96 ; Kansas City, Fort Scott and Gulf, 50 ; do. 1st, 107 ; Kansas City, St. Joseph and Council Bluffs 7s, 114 ; Little Rock and Ft. Smith, 55 ; do. 7s, 103 ; Marquette, Houghton and Ontonagon, pref., 40 ; do. 6s, 94½ ; Maple River 7s, 104 ; Manhattan Beach 1st, 110 ; do. Imp. 7s, 94½ ; Middlesex Horse R. R. 6s, 1897, 107½ ; Metropolitan Horse R. R. 7s, 1884, 107⅜ ; New Mexico and Southern Pacific 7s, 110½ ; Ogdensburg and Lake Champlain 8s, 1890, E. F., 102 ; Portsmouth, Gt. Falls and Conway, 19¼ ; do. 7s, 85 ; Pleasant Hill and De Soto 1st, 1907, 108½ ; Quincy R. R. Bridge, 140 ; Rutland, 5⅞ ; do. pref., 28 ; do. 6s, 1902, 95½ ; do. 5s, 1898, 68 ; Republican Valley 6s, E. D., 103 ; Summit Branch, 11 ; South Boston Horse, 62½ ; Boston 5s, 1882, 101⅞ ; Hart'ord 6s, 1881, 101¼ ; Allouez, 3 ; Atlantic, 18 ; Blue Hill, 3½ ; Brunswick Antimony, 20 ; Copper Falls, 11 ; Catalpa, 1¾ ; Duncan, 2¾ ; Douglass, 3 ; Empire, 60c. ; Franklin, 13¼ ; Huron, 5 ; Harshaw, 30 ; Mesnard, 1¼ ; Massachusetts and New Mexico, 1½ ; Osceola, 87½ ; Phœnix, 3 ; Pewabic, 19½ ; Ridge, 5½ ; Silver Islet, 40½ ; Waukeag, 3 ; Washington, 25c.

Illinois Central Railroad.

During the month of September the traffic on the lines operated by this company was :

In Illinois	$625,709
In Iowa (Leased Lines)	171,523
Total	$797,232

The traffic for the same month in 1879, on the same mileage, was :

In Illinois	$582,350
In Iowa (Leased Lines)	153,715
Total	$736,065

During Sept., 1880, the Land Sales were 2,689.71 acres for $17,913 26, and the cash collected on Land Contracts was $12,947 14.

New York, October 11th, 1880.

L. A. Catlin, Secretary.

The receivers of the Philadelphia and Reading Railroad Company will pay on the 9th of November one-half of the July coupons of the general mortgage bonds of said company, returning the coupons to the holders stamped "half paid." They will also pay on the same date the entire July coupon of the general mortgage deferred sterling scrip. The receivers have also ordered the payment on Oct. 25 of $200,000 additional, making, with previously ordered payments, a total of $600,000 out of the $1,000,000 of receiver's certificates issued under the order of court of May 27, 1880.

The Indianapolis Journal learns from a source seemingly reliable that the Pennsylvania Company has secured stock enough of the Terre Haute and Indianapolis Railroad to give it control of the property. The portion of the line between Terre Haute and St. Louis has been under their control virtually since built. D. W. Caldwell has been appointed General Manager of the Line.

New York Central and Hudson River Railroad.

The following is a comparative statement of the earnings of the New York Central and Hudson River Railroad for the month of September 1879 and 1880:

	1879.	1888.
Passengers	$640,069 77	$771,219 00
Freight	1,810,783 72	1,771,089 92
Miscellaneous	471,522 70	458,317 96
Totals	$2,922,376 19	$3,000,626 88

—showing an increase for the month of $78,250 69.

The earnings monthly for the fiscal years ending September 30, 1879 and 1880, were as follows:

October	$2,771,203 61	$2 898,586 19
November	2,567 318 47	2,801,835 04
December	2,237,265 30	2,846,216 37
January	2,024 811 99	2,598,612 75
February	2 210,304 17	2,817,230 80
March	2,474,392 22	2,854,834 78
April	2,214,626 15	2,782,324 58
May	2,211,010 69	2,540,997 52
June	2,022,823 28	2,653,477 42
July	2,194,422 71	2,863,316 41
August	2,546,028 82	3,022,854 54
September	2,922,396 19	3,000,626 88
Totals	$28,396,583 60	$33,175,913 28

—showing an increase for the twelve months of $4,779,329 63.

Twelve hundred tons of iron rails arrived at Baltimore last week for the Baltimore and Cumberland Valley railroad extension from Waynesboro', via Chambersburg, to Shippensburg, Pa., twenty-seven miles. This importation, which is about half what is required, will be followed by a like quantity now shipped and being shipped by two other steamers, sufficient to complete the entire line, the grading of which is being energetically prosecuted. The contractors for the construction of the road are John and James Humbird, of Cumberland, Md.

One of the longest, if not the longest, narrow-gauge roads in the country is the Utah and Northern, which extends north from Ogden through Idaho across the Rocky mountains into Montana. It is now open for three hundred and thirty miles, and before the end of the season will reach a point three hundred and sixty miles from Ogden. The officers of the road report its business to be in every way satisfactory, and the people along the route speak in the highest terms of its equipment and management.

The extension of the Lexington and Big Sandy railroad, from Huntington, West Virginia, to Ashland, Kentucky, was completed on the 8th inst. There remains now but a short gap to be filled between the Rush coal mines and Mt. Sterling, until the Chesapeake and Ohio railway will have direct Western rail connections.

The Supreme Court of New York has just rendered a decision to the effect that he who sells diseased cattle forfeits the pay for them, and is liable in damages for the spread of the disease.

Work on the Napanee, Tamworth and Quebec Railway will be commenced immediately. A committee has been appointed to engage engineers to locate the line, draw plans, etc.

Cincinnati Southern Railroad.

Hon. Alex. Ferguson, a member of the Board of Trustees of the Cincinnati Southern Railroad, and Attorney for the Trustees, has submitted a form for the new lease of the road. It contemplates a term of 25 years. The rents are to be paid quarterly, and consist of a percentage of the gross earnings. The lessees are to keep the road in repair. Keep it well stocked, and are to stand good for all damages that may arise out of the management or operation of the road. In case of destruction of certain bridges by tornado or flood, the Trustees are to restore them. If, at the expiration of 25 years, the lessees should not become their own successors, it is provided that their rolling and operating stock shall be appraised in a specified manner and taken at such appraisement by whoever succeeds them. The matter is now before the Trustees for their action, and if approved bids will be invited.

The earnings of the Chesapeake and Ohio Railway for the month of September, 1880, were $240,628 32, against $222,601 26 for the month of September, 1879, an increase of $18,027 06. For the first nine months of 1880 the earnings were $1,988,797 26, against $1,424,489 04 for the first nine months of 1879, an increase of $564,808 22.

The earnings of the Central Pacific Railroad Company for the month of September, 1880, were $1,957,000, against $1,649,429 for the month of September, 1879, an increase of $307,571. For the first nine months of 1880, the earnings were $14,106,694, against $12,520,129 for the corresponding period of the previous year, an increase of $1,586,565.

The Denver and Rio Grande Railway Company has announced that it will give immediate work to 5000 laborers at the rate of $1 25 to $2 per day and board. The men are needed for extensions which this company is constructing in six different directions, and which will require the employment of a large force for at least two years.

Mr. A. E. Tonzatin, general manager of the Burlington and Missouri River Railroad in Nebraska, announces the extension of his road to Harbine Station, Nebraska. This station has been opened for business. The distance from Red Cloud is forty-one miles.

The Government of Nicaragua has approved the contract entered into by their representative in New York with the president of the South American Cable Company for the laying of their cable in the waters of Nicaragua, in the Pacific, and the connecting of the same with her shores.

According to a notice appearing in the Quebec Official Gazette, the Levis and Kennebec Railway will be sold by the sheriff, on the 17th prox., under a judgment in favor of the Wason Manufacturing Company of Springfield, Mass.

The new location of the Massachusetts Central Railroad in the town of Belmont has been approved by the Railroad Commissioners. The new location is near and parallel with the track of the Fitchburg Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,922,900	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,218,800	M. & N	Nov. '80 5
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 1
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence.100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost. Revere B & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 3
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,800	October.	Oct.'79 1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 76 2½
Central Ohio*.....50	2,425,000	J. & J.	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago,Burl. & Quincy.100	31,604,456	M. & S.	Sept.'80 2
Chi., Clin., Dub.& Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	June'80 3
" " pref.100	21,625,358	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Cleve., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug.'80 4
Concord. 50	1,500,000	M. & N.	May '80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv...1 0	2,175,700	F. & A.	Aug.'80 2
Connecticut River.....100	2,100,000	J. & J.	July '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Oct. '80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. '80 2
Delaware*.....50	1,230,950	J. & J.	July '80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Aug.'80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*.....50	1,309,200	J. & J.	July '80 3
East Mahanoy*.....50	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga....100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June'80 2½
Eel River.....100	3,000,000	— & —	Sept.'80 1
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	29,000,000	M. & S.	Sept.'80 3
Iowa Falls& Sioux City*100	4,625,000	quarterly	Sept.'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. 80 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv.,Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May '80 1½
Kentucky Central.....100	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug.'80 4
" " (guar.).100	533,500	F. & A.	Aug.'80 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,565	quarterly	Oct. '80 1
" " pref. 50	106,300	quarterly	Oct. '80 2½
Little Miami*.....50	5,871,450	quarterly	Sept. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '80 3½
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	April '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,466	J. & J.	July '80 3½
Missouri Pacific.....1 0	42,416,090	quarterly	Oct. '80 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800,000	M. & N.	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	5,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 2½
N.Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi...100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,0 0	quarterly	Aug '80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug.'80 1½
Panama.....100	7 000,000	quarterly	Nov. '80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesse Val.*.110	555,200	J. & J.	Jan. '79 3
Rome,Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" " pref.100	4,600,000	....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*.....50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	April '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	April 79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	April '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	April '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	April '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J, & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,998,207	annually	A.'79 70c.s
" " (pref.). 50	2 898,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Sept.'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $5
Central Mining Co.....	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Oct. 80 2
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sept.'80 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'80 3½
Topeka Equipment Co.. 100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

Railroad Earnings.

The following are earnings as published by the *Commercial and Financial Chronicle:*

	Week or Mo.	Latest earnings reported. 1880.	1879.
Ala. Gt. Southern	August	$59,701	$34,807
Albany & Susq.	August	128,346	92,552
Atch., Top. & S. Fe.	August	673,000	516,765
Atl. & Gt. West.	June	368,456	301.272
Atl., Miss. & Ohio	August	179,947	134,955
Atl. & Char. Air L.	August	65,044	51,955
Burl., C. Rap. & No.	4th wk Sept.	56,032	51.130
Cairo & St Louis	1st wk Sept.	10,251	8 072
Central Pacific	September	1,957,000	1,649,429
Ches & Ohio	August	259.110	215,695
Chicago & Alton	4th wk Sept.	175,084	162,098
Chic., Burl. & Q.	August	1,610.168	1,315,559
Chic. & East. Ill.	4th wk Sept.	31,426	21,341
Chic., Mil. & St. P.	4th wk Sept.	397,000	332,076
Chic. & Northw.	September	1,957,951	1,716,409
Chic., St. P. Min. & O.	4th wk Sept.	44,230	40,106
Chic. & W. Mich.	2d wk Sept.	19,958	15,229
Cin., Ham. & D.	July	245,060	197,464
Cin., Sand. & Clev.	12 dys July.	27,543	21,050
Cin. & Springfield.	4th wk Sept.	30,363	33,058
Clev., Col., Cin. & I.	4th wk Sept.	134,644	145,421
Clev., Mt. V. & Del.	1st wk Sept.	10,517	10,001
Del. & H. Can., Pa. Div.	Aug.	89,388	95,958
Denver & Rio Gr.	4th wk Sept.	142,373	36,819
Denv., S. P'k & Pac.	September	127,533	95,532
Des M. & F. Dodge	3d wk Sept.	9.160	5,179
Det., Lans. & No.	3d wk Sept.	25,316	28,685
Dubuque & S. City.	3d wk Sept.	29,721	23,314
Eastern	August	302,389	264,601
Flint & Pere Mar.	4th wk Sept.	47,654	35,026
Gal., Har. & San. A.	June	92,452	91,482
Grand Trunk	Wk. end. Oct. 2	226,508	210,817
Great Western.	Wk. end. Sept. 24	115,545	98,692
Hannibal & St. Jo.	4th wk Sept.	63,781	53,326
Hous. & Texas C.	August	289,380	232,122
Illinois Cen. (Ill.)	September	625,709	582,350
Do (Iowa)	September	171,523	153,715
Indiana, Bl. & W.	2d wk Sept.	24,881	28,244
Int. & Gt. North.	4th wk Sept.	62.604	58,158
Iowa Central	July	86,596	58,182
K. C., Ft. S. & Gulf.	2d wk Sept.	20,583	17,871
Kans. C., Law. & So.	2d wk Sept.	18,374	9,842
Lake Erie & West.	3d wk Sept.	24,825	15,652
Louisv. & Nashv.	4th wk Sept.	276,700	150,152
Marq., H. & Ont'n.	3 wks Sept.	82,918	50,699
Memphis & Charl.	4th wk Sept.	22,438	9,837
Minn. & St. Louis	3d wk Sept.	19,502	10,480
Mo., Kan. & Texas	4th wk Sept.	117,730	125,823
Mobile & Ohio	September	179,191	161,253
Nashv. Ch. & St. L.	August	169,326	142,162
N. Y. & Canada	August	55,617	45,185
N. Y. Cent. & Hud.	August	3,022,855	2,546,029
N. Y., L. Erie & W.	July	1,580,976	1,273,533
N. Y. & N. England.	3d wk Sept.	61,898	57,194
Northern Central.	August	453.923	316,716
Northern Pacific.	September	332,810	270,893
Ogd & L. Champ.	4th wk Sept.	14,923	13,518
Pad. & Elizabeth.	August	34,303	27,331
Pad. & Memphis.	1st wk Sept.	3,819	2,414
Pennsylvania	August	3,723,355	2,982,718
Peoria, Dec. & Ev.	3d wk Sept.	9,532	3.339
Philadel. & Erie.	August	347,532	275,907
Phila. & Reading.	August	1,531,813	1,462 280
Pitts., Titusv. & B.	August	55,500	37,526
Ports., Gt. F. & C.	August	22,891	19,275
Rensselaer & Sar.	August	205,321	178,852
St. L., Alt. & T. H.	4th wk Sept.	42,355	39,067
Do (brchs).	3d wk Sept.	16,150	15,150
St. L., Iron Mt. & S.	September	661.400	591,076
St. L. & San Fran.	4th wk Sept.	86,023	60,790
St. P., Minn. & Man.	4th wk Sept.	83,000	70,400
St. Paul & Duluth.	August	64,537	....
St. Paul & S. City.	4th wk Sept.	53,804	41,092
Scioto Valley	4th wk Sept.	8,7'9	8,968
South. Pac. of Cal.	August	508,000	237,263
Texas & Pacific	3d wk Sept.	62,773	61,641
Tol., Peoria & War.	4th wk Sept.	33,050	30,493
Union Pacific	July	1,988,000	1,431,000
Wab., St. L. & Pac.	4th wk Sept.	309,225	280,384
Wisconsin Central.	August	86,994	56,389

The Kentucky Railroad Commissioners, who have been in session in Frankfort since September 1, having under consideration the valuation of every species of railroad property in the State, have found over 1,500 miles of railroad in the State subject to taxation, and found them all well equipped and in good condition as to their earnings. The increased valuation of railroad property over last year will amount to $8,500,000, besides $1,500,000 worth of property that was not assessed last year. This will bring the State over $40,000 per annum additional revenue.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 2, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	165 589	5,694,466	6,638,928
Schuylkill Canal	22,078	869,726	741,923
Lehigh Valley	92,068	3.658,542	3,657,542
Del., Lack. & Western.	66,514	2,527,424	2,794 245
Shamokin Valley	25,185	640,790	683,484
Central New Jersey.	103,955	2,694,231	2,968,856
United R. R. of New Jersey	26,565	832,802	645,696
Pennsylvania Coal	26,212	809,123	1,057.409
Delaware and Hudson	53,466	2,180,421	2,518,299
Huntingdon & Broad Top Mt.	6,428	329,731	232 689
Penn. and New York.	17,747	897,858	987,124
Clearfield, Pa.	41,613	1,233,615	1,174,995

The total tonnage of anthracite coal from all the regions for the week ending October 2, as reported by the several carrying companies, amounted to 526,194 tons, against 590,179 tons in the corresponding week last year, a decrease of 63,985 tons. The total amount of anthracite mined for the year is 16,803,904 tons, against 19,442,666 tons for the same period last year, a decrease of 2,638,762 tons. The quantity of bituminous coal sent to market for the week amounted to 100,848 tons, against 62,328 tons in corresponding week last year, an increase of 38,015 tons. The total amount of bituminous mined for the year is 8,268,485 tons against 2,624,073 tons for the corresponding period last year, an increase of 644,112 tons. The total tonnage all kinds of coal for the week is 626,588 tons, against 652,507 tons in corresponding week last year, a decrease of 25,970 tons, and the total tonnage for the coal year is 20,072,389 tons against 22,066,739 tons to same date last year, a decrease of 1,994,350 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of September was 163,272 tons, of which 122,945 tons were coal and 40,327 tons coke. The total tonnage for the year thus far has been 5,071,905 tons of which 3,818,385 tons were coal and 1,253,520 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Oct. 2 were 51,010 tons, and for the year 1,605,285 tons—an increase of 476,878 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,099 tons, year 966,235 tons, an increase over 1879, 305,805 tons. Chesapeake and Ohio Canal—week, 22,310 tons; year 466,796 tons; increase over 1879, 113,500 tons. Pennsylvania Railroad—week 4,602 tons; year, 172,203 tons; increase over 1879, 57,573 tons. The total tonnage of the Reading Railroad for the week ending last Saturday, October 9, was 96,500 tons, of which 20,500 tons were sent to Port Richmond, and 43,000 tons shipped from there. —Phil. Ledger, Oct. 11.

It is said that the net receipts of the Reading Railroad and the Reading Coal and Iron Company for the month of September, after charging up all rentals, exceeds $1,200,000. Out of this the Receivers have concluded to pay, on Oct. 5, the sum of $100,000 on account of the money borrowed by them, for which certificates were issued. The loan was $1,000,000, to pay the interest on the consolidated mortgage bonds then falling due and the wages of the railroad employes. A further payment of $200,000, it is said, will be made on the same account.

The last rail of the gap between Holgate and Grand Rapids, on the Toledo, Delphos and Burlington Railroad, was put down on Sunday, giving a continuous line from Toledo to Warren, a distance of 175 miles. From Warren the track is laid to Marion, a distance of eighteen miles, thus increasing the length of the line to 193 miles. From Marion to St. Louis a large portion of the road is completed, and nearly the whole of the remaining gap not yet completed is under contract and work is being pushed as rapidly as possible. On those portions of the line already completed, freight and passenger business has already opened out very brisk. Twenty-four new engines have been ordered, part of which have arrived and are in service, and the others will be received in a few days. New freight cars are also being received every week. A fine equipment of passenger coaches has been ordered by the company, and will be received soon. This will give, within a few weeks a through line between Toledo and St. Louis, and it is thought that it will eventually be converted into a standard gauge, as it is noticeable that full sized ties are being put down. A branch of the road, being built to join the Dayton, Covington and Toledo narrow-gauge, will give a through line to Cincinnati and the narrow-gauge system of southern Ohio and Indiana.

It has been definitely determined to extend the Shenandoah Valley railroad north from Hagerstown, Md., to Harrisburg, Pa. It will run parallel to the Cumberland Valley Railroad, and become a competing line. At Harrisburg it will connect with roads leading directly to New York and Philadelphia.

Track-layers are working in both directions east and west, on the Detroit, Butler and Pacific Road. The laying of rails began this week at Romulus Station. The roadbed is all graded. Work will also soon be begun at Butler, and as soon as the iron arrives track-laying will begin at Grand Trunk Junction.

The extension of the Bell's Gap Railroad from Lloydsville, Cambria county, to Coalport, Clearfield county, Penn., will be completed as far as Glasgow, which is fully half the distance, within the next ten or twelve days, and the other half before thd winter fairly sets in.

The directors of the Gold and Stock Exchange Telegraph Co., recently elected, are: Norvin Green, Tracy R. Edson, James H. Barker, Augustus Schell, Anson Stager, William M. Bliss, George B. Prescott, James O. Green, Hamilton McK. Twombly and Samuel F. Barger.

The Toledo, Peoria and Warsaw, and the Missouri, Iowa and Nebraska Railroads have ceased to exist as independent corporations, and will hereafter be known as the Peoria and Iowa Division of the Wabash, St. Louis and Pacific Railway Company.

Fourteen bids were received and opened on Thursday of last week for the construction of the extension of the Mackinaw branch of the Michigan Central railroad from Gaylord, its present terminus, to Cheboygan, a distance of 50 miles,

A railroad corporation has been formed, to be called the Eastern Junction, Broad Sound Pier and Point Shirley Railroad Company. The road will commence at a point on the Eastern (Mass.) Railroad in Revere, near Beach street, and extend to Broad Sound Point, so called, through a portion of Revere, thence along a line of the ocean, through a portion of Winthrop to Point Shirley. The length of the road will be about four miles, and its gauge 4 feet 8½ inches. The capital stock of the company is to be $40,000.

DIVIDEND NOTICE.

THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY has declared a dividend upon its capital stock of ONE HUNDRED PER CENT, payable in stock to the stockholders of record on the 13th November, 1880, and intend to increase the number of its shares of capital stock to that extent and for that object; and further notice is hereby given that the transfer-books of this company will be closed on the 13th November, and reopened on the 1st day of December, 1880. W. RANNEY, Secretary.
New York, Oct. 13, 1880.

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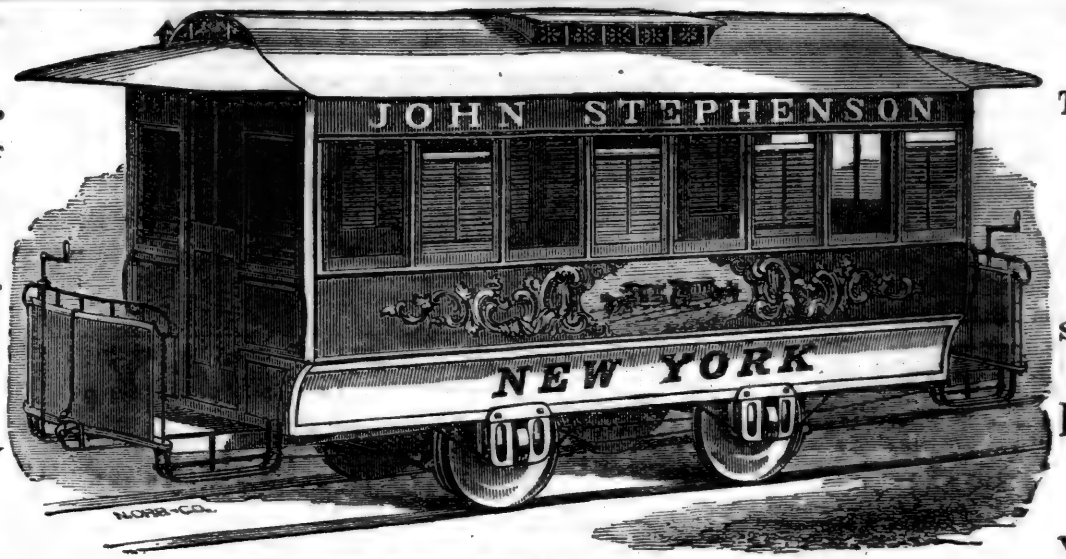
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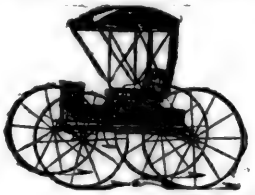
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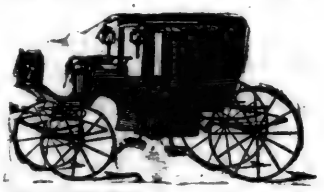


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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVI., No. 43.] NEW YORK, OCTOBER 23, 1880. [WHOLE No. 2,322, VOL. LIII.

Saratoga Lake Railroad.

The fact that General Burt has commenced to lay the rails upon his latest enterprise—that of building a railroad from the village of Saratoga Springs to Saratoga Lake—is exciting considerable interest in that section of the country, and in railroad circles as well. This interest arises from a desire to learn what is to be the ultimate purpose and termination of the enterprise in question, and regarding which several different theories have been advanced, all of them upon the supposition that the mere construction of a costly wide-gauged road from the Springs to the Lake, to be used only during the short pleasure season, is not the sole purpose and intention of the projectors of the new railroad. The Saratoga Lake Railroad is to have its western terminus at Saratoga, in the rear of the Town Hall, from which it will run to Moons, where it crosses the water and goes to the White Sulphur Spring, past Cedar Bluff and Snake Hill. At White Sulphur Spring, it is said that the builders of the road have purchased 200 acres of land, including the spring and hotel property. That this portion of the road will prove of great advantage to the visitors to the springs, who are now at the mercy of the hackmen when desirous of going to the lake, is beyond a peradventure.

Of the several theories advanced, that the lake is not the real objective point which its builders have in view, the one which claims that the road is to be extended from the Hudson River at Stillwater, near which point a connection with the Boston, Hoosac Tunnel and Western Railroad can easily be made, which would give that railroad a route to Saratoga several miles shorter than its present connection over the Delaware and Hudson Road via Ballston, is the most probable, extended to a connection with the Boston, Hoosac Tunnel and Western Railroad. Gen. Burt's new road would open to the Adirondack Railroad an excellent opportunity to connect with the Hoosac Tunnel, and as the Adirondack Railroad is to be extended to the St. Lawrence River as soon as the foreclosure proceedings, now in progress, are finished, the opportunity to give the Tunnel a direct connection with the West, via the Grand Trunk and the Canadian railroads, which are now reaching out for the Northwest, via Lake Nipissing, and the Sault St. Marie, will amply justify the extension of the road from the lake to the Hudson River.

Then, again, another theory which has been advanced is that the new road is being constructed in the interests of the Vanderbilt system of railroads, and is to be extended to the Troy and Boston Railroad, so as to give that road a shorter route to Saratoga, and one which will be independent of the Delaware and Hudson Road, which now controls all railroads approaching Saratoga. Advocates of this theory claim that the New York Central traffic for Saratoga will utilize the Saratoga Lake Railroad if it is built beyond the lake. Still another theory of those who are guessing at the intentions of the owners of the new road is that it will be used by the Delaware and Hudson Company in connection with the new road they design to construct up the Hudson River, through Schuylerville to Fort Edward, and thus secure a shorter line from Troy to Saratoga and the Lake Champlain region.

Our own theory is that the Saratoga Lake Railroad, as at present intended, has only the lake in view for its eastern terminus, but that eventually it will be extended so as to form an important part of a line which will become a large contributor to the Hoosac Tunnel and its eastern connections.—[Boston Journal, Oct. 16.

Mexican Railway Concession.

A dispatch dated Denver, Col., Oct. 16th, says that an official copy of the railway concession recently granted by the Mexican Government to a company authorized to be formed by Messrs. Palmer & Sullivan has been received, and that the Mexican National Construction Company has been organized there, under the laws of Colorado, to work the concession, and then adds:

The contract is for the construction in eight years of thirteen hundred miles of narrow gauge railroad, with a telegraph line, from the City of Mexico to the frontier of the United States and to the Pacific Ocean, in consideration of a money subsidy averaging $10,900 a mile—the total subsidy payable in railroad construction certificates to be issued on the completion of the first ninety-two miles, and thereafter as each twelve miles are built. It amounts to more than $14,000,000 of absolute bounty. The payment is assured by a provision applicable to all the custom houses, maritime and frontier, that no payments shall be made in coin or otherwise than in these Railroad Construction certificates at the rate of $4 in every hundred of the duties due, under penalty of a second payment. The obligation of the government is limited to 4 per centum of the import duties in any year. Certificates can be bought only of the company, which is compelled to keep agencies for their sale, and is prohibited from exacting more than par for them. The government binds itself for the whole contract period of ninety-nine years not to grant any subsidy to parallel roads within sixty-five miles on either side and permits the company to accept additional subsidies from the State. The government exempts from national, State or municipal duties or taxes for fifty years after the road is completed all material for construction, operation or maintenance, exempting only stamp duties; requires that mails and messengers be carried free, and that federal troops and immigrants arriving under government assignment be carried for sixty per centum less than the regular tariff; stipulates that rates shall not without the company's consent be changed for ninety-nine years.

The right of way, two hundred feet, will be granted through all public lands, and the use of timber, stone, water, etc., thereon be given free; the right of condemnation of private lands will be under the same regulations as govern taking private property for public service. Vessels laden with railway and telegraph supplies will be exempted from all dues for fifteen years after the lines are completed, except pilotage. Passengers, mails and merchandise will be exempted for twenty-five years after the completion of the road from all dues except transit duty, not exceeding one dollar a passenger or ton.

The international line must be completed from the City of Mexico to the Texas border, at Laredo, or some point between Laredo and Eagle Pass, within eight years. The Pacific line must be completed to Manzanillo, or any point between that and Navidad, within five years; two hundred and seventy-seven miles, divided in any desired proportion between the two lines, must be completed every two years, but there is a prohibition against beginning construction at the United States frontier until the completion of the last division is announced. The company expect to finish the International line to the Rio Grande, under eight hundred miles, to effect an unbroken communication with the railway system of the United States, within three years. The first section of the line is already accepted, and one thousand men and five thousand tons of steel rails have been ordered for the work.

The company has one of its offices at Colorado Springs and one at the City of Mexico. The principal office will be in New York. Its subscription of $4,000,000, made up last summer by General Palmer upon the condition of securing the concession, will now be called up

by the Union Construction Company in instalments required to do the work.

The First Railroad in America.

Some of our contemporaries are making themselves unhappy over the fact that Baltimore has the priority of them in great enterprises and inventions. New York and South Carolina are disputing the claim of our city to the first railroad, and now the Boston Post comes forward and asserts that Massachusetts is entitled to the priority in virtue of the Quincy quarry road, built in 1826, to carry granite to the seaboard. But this road, as well as the Mauch Chunk railroad, was a gravity road. Baltimore's priority consists in having first established a railroad for general transportation purposes, and in having used upon this road the first l comotive engine—Peter Cooper's—ever built in America. These claims are beyond dispute. They are fully stated, with the evidence for them, in Stuart's Lives of American Engineers. Railroads are old inventions, almost as old as collieries, and the plan of traction by steam was suggested as early as 1802 by the British engineer Trevethick. But the first railroad for general traffic in the world, the Stockton and Darlington, was what suggested the Baltimore and Ohio road to Philip E. Thomas and George Brown. That road, like the Baltimore and Ohio, was meant to be worked by horse power, and horse power was first used upon both of them. Robert Stephenson's engine, "Rocket," first used on the Liverpool and Manchester road in 1829, however, revolutionized the system, and Mr. Cooper's engine was tried on the Baltimore and Ohio as soon as the results of Stephenson's experiment became known.—[Baltimore Sun.

Ohio and Mississippi Railroad.

At the annual meeting of the Ohio and Mississippi Railroad Company, held at Cincinnati on the 14th inst., the president submitted the following report:

The usual annual reports of the President and Board of Directors of the operations of the company have been intermitted since the year 1876, because the entire property of the company since the 17th day of November of that year has been in the Custody of the Circuit Court of the United States for the District of Indiana, and has been operated and managed by a receiver appointed and acting under the orders of that Court, with proper supplementary powers from other courts having jurisdiction over the property of the company located beyond the limits of the State of Indiana. The receiver, in addition to his monthly reports of receipts and disbursements made, as required by the order of his appointment, has made and published four general reports, the first two covering the period from November 17, 1876, to December 31, 1877, and the others the years ending December 31, 1878, and December 31, 1879, respectively. His next report in course will be for the year ending December 31, 1880, which it is presumed will be made and published as soon after that date as the accounts and statements can be prepared for that purpose. In view of the time yet to elapse before this expected report can be made, the stockholders and bondholders of the company will be gratified to learn that the business and net earnings of the road have steadily increased since the receiver's appointment in 1876. His reports show that the net earnings for the year ending December 31, 1877, on both the main line and Springfield Division were, $690,299; for the year 1878, $864,547 62; for the year 1879, $1,051,418 97, while for the nine months of the current year, say to September 30 (the earnings for September being estimated approximately), the net earnings were $353,382 85, against $613,284 52 for the corresponding period of 1879 and for the entire year will probably be about $1,300 000. The earnings of the Springfield Division were less than expenses for the year ending December 31, 1877, by the sum of $43,169 62; for the year 1878, $26,920 36; for the year 1879, $3,778 26. These deficits were taken into the account in making up the amount of net earnings of the main line and Springfield Division, as above stated. The directors are advised by the receiver that the net earnings have been applied to the payment of all the matured interest coupons on the company's first mortgage bonds, a part of the past due interest on the second mortgage bonds and of other recognized obligations of the company, in strict accordance with the orders of the Court, whose officer he is, and that in the mean time the road has been gradually improved by large but needful and judicious expenditures (charged to expenses) for steel and iron rails, new cross ties, renewals of bridges and trestles, the building of new structures and the renewal or repair of old ones, so that the property of the company is in better condition than at any previous period, and the track of the main line by the end of the current year will be in nigh perfect order. Very considerable sums have also been expended upon the Springfield Division in the renewal or repair of bridges and trestles, or in substituting embankments for the latter, and in general repairs of track and road bed, so that the division is now reported in condition to be operated with entire safety. The board deem it unnecessary to go into further particulars, as the receiver's reports cover all the details of receipts and disbursements, both in the operation and management of the road and in the payment of debts and interest, to which reports reference is made for such information in detail.

By order of the Board of Directors.

WILLIAM T. McCLINTICK, President.

Cincinnati, O, October 14, 1880.

After the reading of the President's report an election for three directors was entered upon with the following result: Frank W. Tracey, of Springfield, Ill., re-elected for three years; Osman Latrobe, of Baltimore, Md., elected for three years; James Sloane, of Baltimore, Md., elected for three years. The choice of the last two gentlemen retired Messrs. M. H. Bloodgood and Lewis B. Parsons. The directory met afterwards and organized as follows: W. T. McClintick, of Chillicothe, President; W. M. Walton, of New York, Secretary, and E. K. Pinnett, of Cincinnati, Assistant Secretary.

Bessemer Steel.

The London correspondent of the Manchester Examiner says: "The city of London has done itself honor in conferring its freedom upon Sir Henry Bessemer, whose name certainly deserves to rank among those of most illustrious men who have signed the roll. Sir Henry is best known by his great invention for making steel, but how busy he has been in other directions may be understood from the fact that there are no less than 114 patents which have been taken out in his name. How valuable his steel process is we already know, but nothing could explain the extent of the revolution which his invention created better than the figures which he quoted. When the invention was introduced into Sheffield the entire make of steel was 51,000 tons per annum, whereas last year it was no less than 830,000 tons, or more than 16 times the former produce of the country. The difference in price is still more wonderful. This year he estimates 2,000,000 of tons of steel will be made in Europe and 1,000,000 tons in England, at a cost of £30,000,000, whereas, under the old process, it would have cost £150,000,000. The man whose genius has effected such enormous good to the community is entitled to take a high place on the roll of national benefactors, and the city may well be proud to have him among her freemen.

At a meeting of the principal bond and stock holders of the Connotton Valley and Connotton Northern railroads of Ohio, held in Boston on the 24th inst., it was unanimously determined to consolidate the two roads, changing the present northern terminus from Fairport harbor to the city of Cleveland and to postpone for the present the building of the Fairport line. The bonds of both companies now outstanding are to be called in and a new mortgage, covering the whole line from the southern coal fields to Cleveland, is to be issued in their stead, thus making the road continuous under one name and management. Track is now being laid at the rate of three-quarters of a mile per day north of Canton, on the way to Cleveland.

Several gentlemen connected with the Chicago, Milwaukee and St. Paul Railway Company—including Messrs. Mitchell, Merrill, Carey and Walker—have organized the Central Illinois and Wisconsin Railway Company, with a capital of $1,000,000. It will construct a road from Rockton, on the Racine and Southwestern Division of the St. Paul road, to Kankakee, crossing the Chicago, Burlington and Quincy, Chicago and Alton, Chicago, Rock Island and Pacific and other lines. Twenty miles of track will be laid this fall.

A certificate of the incorporation of the Buffalo and Cleveland Railway Company was filed with the Secretary of State of Ohio on the 18th inst. by John P. Kingsford, of New York, and Stevenson Burke, Charles Hickox, William B. Sanders, Charles Bulkey, and A. R. Spencer, of Cleveland. The road is to run parallel with the Lake Shore and Michigan Southern Railway, and constitute another trunk line between the East and the West. The capital stock is $6,400,000.

A new railroad to the heart of the Catskills is being surveyed. The route is from Phœnicia, Ulster County, to Hunter, Greene County, with a branch to Tannersville, Haines's Falls, the Laurel House, the Sunset Rock House, and to a point about one mile from the Catskill Mountain House. The road is to be in operation by June 1, 1881, and will be under the management of the Ulster and Delaware Railroad Company.

President Huntington, of the Chesapeake and Ohio Railway, has purchased several hundred acres of land at Newport News, the junction of the James River and Hampton roads. This finally settles the question of the eastern terminus of that road. It is said that work will be begun at once and the road finished between Richmond and Newport News in six months.

Bradley Barlow, Manager of the Southeastern Railway, has purchased the new road now in process of construction between Freligsburg and West Farnham, and will complete it as far as Sheldon, thereby making the road a connecting link between the Southeastern and Vermont Division of the Portland and Ogdensburg Railroad.

William C. Nicoll, Robert A. McKinney, and others are named as directors of the Ocean Beach and Sheepshead Bay Railway Company, with a capital of $100,000. The road is to be only one mile in length.

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New York, Saturday, October 23, 1880.

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ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. The Bond List and the Share List do not appear this week. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. The injustice of reporting one road many months in advance of another is manifest, but it would be unavoidable in any other way, than that which we adopt. On these accounts we withold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

The St. Gothard Tunnel.

Whether the opinion of one of the engineers, that the boring of the St. Gothard Tunnel is the greatest work hitherto attempted by man, be true or not, there can be no doubt that it is the greatest engineering triumph of the nineteenth century. The tunnel is situated on the most direct route between the North Sea and the Mediterranean, and is intended to form a part of the railway connecting these two great bodies of water. The operations at St. Gothard were begun under the advantage of the skill and experience that had been gained in constructing the tunnel of Mont Cenis and the Hoosac Tunnel.

In constructing the Hoosac Tunnel many costly experiments were made with tunneling machines and boring apparatus. One boring machine was made especially for the Hoosac Tunnel at South Boston in 1851, which weighed about seventy tons and was designed to cut out a groove around the circumference of the tunnel thirteen inches wide and two feet in di ameter by means of revolving cutters. A central core was left to be blasted out with gunpowder. A second machine, constructed at Hartford, known as the "Talbot Tunneling Machine," also worked on the principle of revolving cutters, and was intended to cut out a core seventeen feet in diameter. A third machine, made in New York, was intended to cut a core of eight feet and was adopted by the contractors in the early days of the Hoosac Tunnel. All these machines proved failures and the old method of hand drilling and blasting by means of gunpowder was the only successful method known to engineers until the invention of compressed air drills and the introduction of nitro-glycerine and its kindred explosives. Experiments with drills working by means of compressed air were begun at the Hoosac Tunnel and at Mont Cenis about the same time. At the Hoosac Tunnel under patronage of the contractors, the Messrs. Shanly, the manufacture of nitro-glycerine was carried on and improved by George M. Mowbray of North Adams, while at Mont Cenis dynamite, a mixture of nitro-glycerine with infusorial earth, was used.

The Hoosac Tunnel is nearly five miles long and cost upwards of eighteen millions of dollars; the Mont Cenis Tunnel is about seven and a quarter miles in length and cost about fifteen millions of dollars while the St. Gothard Tunnel will be nine miles and a quarter in length and will cost from twenty-five to thirty per cent less than that of Mont Cenis. If the engineers had the advantage of the experience gained in constructing other great tunnels the obstacles to be overcome were greater and more numerous. The engineers of the tunnel of Mont Cenis had a point at the highest part of the ground from which they could see at once objects indicating the positions of both openings. No such advantage existed at St. Gothard and some of the summits are so steep and high that it is impracticable to attempt any direct tracing of the line over the mountain. The work was interfered with at times by the infiltration of water; by rocks of exceptional hardness, and by a bed of loose material at one end, in which it was dangerous to work for fear the mass would fall and bury the workmen, and cut off their retreat.

The most efficacious means adopted to speed the work of excavation were the diking of torrents and the application of water collected in aqueducts as a moving power to turbine wheels requiring high falls, the adoption of air-compressors which worked with great rapidity, the cooling of air in the compressors, at the moment of compression, by the injection of water in a fine spray, the use of dynamite, and the determination which was adopted from the beginning to carry on the excavation, from the top of the tunnel. By aid of these methods the advance through the hard rocks was made with double the speed that the engineers in charge had been able to attain in boring the Mont Cenis Tunnel. Aside from the commercial advantages resulting from the completion of the St. Gothard Tunnel must be reckoned the perfection of the machinery and tools for boring and the training of a body of skilled workmen who have become experts able to determine, by merely inspecting a rock, how to deal most efficiently with it. The perforation of tunnels will be in the future a simpler, easier and less costly operation than it has been before, and mountains that have hitherto been deemed impenetrable will now be attacked with confidence.

New Hampshire Railroads.

According to the Report of the Railroad Commissioners of New Hampshire, recently issued, no new lines of railroad have been commenced in the State during the past year, but the Profile and Franconia Notch and the Whitefield and Jefferson routes have been completed and are meeting with all the success that their projectors anticipated. Since the report of 1879 the business prospects of the railroads of the State have materially improved. In the preface the following subjects are discussed at length and in an intelligent manner: railway management, necessity of investigation, terminal facilities, freight discriminations, car lines, color blindness, taxation and the question of securing uniformity in the time and manner of making returns. Under the head of terminal facilities, reference is made to the fact that New Hampshire has one of the best and safest harbors in New England, and that a large amount of local or domestic freight is delivered at Portsmouth by vessels that go back in ballast, because no available return freight is offered, while a great deal of rough and dressed granite is every year sent to about the same points as these ships go for freight. It is possible that granite might be delivered in New York, Philadelphia or Baltimore by these vessels at less cost than by any

other route, besides securing for the land lines in this State the full amount paid for railway transportation instead of dividing with other roads. Granite is a staple article in New Hampshire, and has the reputation of being of the best quality in color and power anywhere found to resist the action of the elements, but, unfortunately, regarding the prospect of its becoming a source of wealth, the finest quarries are situated so far inland that the freight becomes a serious factor in their practical development. There are 34 railroads in operation in the State, with a total length of 1005 miles. The longest line is the Boston, Concord and Montreal, 167 miles and the shortest the West Amesbury Branch Railroad, 2¼ miles. Since the volume went to press the Manchester and Keene Railroad has been completed and put into operation. The Commissioners are: Hon. G. P. Conn, M. D., of Concord, Hon. D. E. Williard of Oxford and Hon. J. E. French of Moultonboro'.

European and North American Railroad.

Whereas, Hannibal Hamlin and William B. Hayford, both of Bangor, Maine, trustees under mortgage of the European and North American Railway Company, of its lands, railway and property, dated March 1, 1869, did, on application of more than one-third of the bondholders, give notice of the foreclosure of said mortgage by reason of default in the condition of the same, by reason of non-payment of the interest coupons of said bonds, and did cause said notice to be published and recorded as provided by law, the first publication thereof being October 3, 1877; and whereas, three years from the date of said first publication have expired and said mortgage has not been redeemed, and no proceedings for redeeming said mortgage have been taken, and the right of redeeming said mortgage has been foreclosed, therefore, by force of the statute, the bondholders under said mortgage, their assignees and successors, are constituted a corporation, as of the date of the foreclosure, for all the purposes, with all the rights and powers, duties and obligations, of said original European and North American Railway Company.

Decision of an Important Railroad Land Case.

The Secretary of the Interior has rendered a decision involving large pecuniary interests in the Western Railroad of Minnesota, now operated and controlled by the Northern Pacific Railroad Company, in regard to the claim of that company for lands under the indemnity grant to the State of Minnesota of the acts of March 3, 1857, March 3, 1865, and the various amendatory statutes. This decision, which also bears directly upon the similar claims of the Chicago, Milwaukee and St. Paul Railway, and probably upon those of several other Western companies, is favorable to the claims. It is to the effect, first, that such indemnity can only be taken for lands lost in places along the respective lines of the road within the lateral limits prescribed by the granting acts, as contradistinguished from grants of quantity to the amount of any designated number of sections per mile for the entire length of road. Second, that indemnity is provided for all lands sold or pre empted prior to the date of definite location of the respective lines, whether so disposed of before or after the passage of the granting acts, but that lands reserved by competent authority before the date of the grants are altogether excepted out of their operation, and can neither be taken as indemnity nor made the basis of such indemnity when so found reserved within the granted limits. This decision accords with the opinion of Attorney General Devens furnished to the Interior Department last June, and is substantially in accord with the original practice of the department prior to the decisions rendered by the Supreme Court in the cases of Leavenworth, Lawrence and Galveston Railroad Company vs. the United States and the United States vs. Burlington and Missouri River Railroad Company, which cases are construed by the Attorney-General's opinion as not necessarily conflicting with the views therein expressed.

Latest Railroad Earnings.

The following are the latest railroad earnings reported:

	1879.	1880.
Louisville and Nashville—		
Second week of October.....	$128,862	$223,200
July 1 to Oct. 14.....	1,645,872	2,866,100
Missouri, Kansas and Texas—		
Second week of October.....	$84,226	$94,000
January 1 to Oct. 14.....	2,347,388	3,209,030
St. Louis and San Francisco—		
Second week of October.....	$46,700	$75,100
January 1 to Oct. 14.....	1,121,800	2,021,500
Pittsburg, Titusville and Buffalo—		
Month of September.....	$39,000	$54,000
January 1 to Sept. 30.....	347,198	426,672
Chicago, Milwaukee and St. Paul—		
Second week of October.....	$278,065	$362,000
January 1 to Oct. 14.....	7,112,296	9,421,000
Denver and Rio Grande—		
Second week of October.....	$27,940	$101,973
January 1 to Oct. 14.....	884,575	2,430,089
Texas and Pacific—		
First week of October.....	$63,562	$63,794
Grand Trunk—		
Week ending Oct. 9.....	$212.558	$223,452
January 1 to Oct 9.....	6,623,430	7,924,137
Great Western of Canada—		
Week ending Oct. 8.....	$102.504	$123,342
January 1 to Oct. 8.....	3,261,873	3,839,716
International and Gt. Northern—		
Second week of October.....	$46.314	$64,399
January 1 to October 14.....	1,169,241	1,293,003
St. Louis, Iron Mt. and Southern—		
Second week of October.....	$172 909	$175,900
January 1 to Oct. 16.....	3,608,708	4,630,109
Hannibal and St. Joseph—		
Second week of October.....	$53.698	$53,738
January 1 to October 14.....	1,418.608	1,915,804
Flint and Pere Marquette—		
Second week of October.....	$26,203	$36,245
January 1 to Oct. 14.....	845,636	1,204,808

American District Telegraph.

From the report of the American District Telegraph Co., which was presented at the annual meeting held on the 19th inst., we learn that the gross earnings for the year ending September 30, 1880, were: from gross earnings from telegraph and messenger business, $442,839 03; from other sources, $7,812 01—total income, $450,651 04; the aggregate expenditures and repairs were $318,534 42; and the net earnings, $132,116 62. Cash assets on hand Oct. 1, 1880, exclusive of lines, instruments, fixtures, patents, and franchises, $188,645 14. Increase of gross earnings over previous year, $36,167 90; increase of net earnings over previous year, $34,258 29. This company has no bonded or floating indebtedness of any kind. The following directors were elected: C. W. Andrews, G. Hilton Scribner, A. B. Cornell, L. F. Payne, T. C. Platt, H. L. Hotchkiss, I. M. Patterson, Jr., C. M. Depew, P. H. Lawrence.

Personal.

—Sir Edward Thornton and family will sail for Europe November 6th.

—Mr. Hugh Riddle, President of the Chicago, Rock Island and Pacific Railroad, was at the Windsor Hotel, New York, Thursday.

—Vice President Charles E. Perkins and Mr. J. M. Walker, of the Chicago, Burlington and Quincy Railroad were in New York this week.

—Mr. Daniel Chadwick, Government Director of the Union Pacific Railroad, is in New York this week, stopping at the St. Nicholas Hotel.

—Mr. Bradley Barlow, Manager of the Southeastern Railway, has purchased the railroad now being constructed between Freieglesburg and West Farnham, Vt., with the intention of completing the same to Sheldon.

—The freedom of the City of London has just been conferred upon Sir Henry Bessemer. He has taken out one hundred and fourteen patents and since his steel process was introduced into Sheffield the manufacture of steel has increased from 51,000 tons a year to 830,000 tons.

—Mr. J. L. McInnis, of Winnipeg, Manitoba, has written a letter to the New York Herald which contains in a condensed form some valuable facts concerning the Canadian Pacific Railway and its prospects. The letter was written in answer to editorial strictures on the railway and was published this week. It corroborated the statements of the AMERICAN RAILROAD JOURNAL as recently published in our full history and description of the project, and has drawn out further editorial comment from the Herald.

The consolidation of the Indiana, Bloomington and Western, the Cincinnati, Sandusky and Cleveland and the Columbus, Springfield and Cincinnati railroads into the Ohio, Indianapolis and Western Railroad Company has been agreed to by the executive committee of the several railroads. The new company is to build a line of 115 miles, connecting the two roads, and will thus control a line of 543 miles, from Sandusky, Ohio, to Peoria, Ill. The new line is to be built from the proceeds of bonds to be issued, and the company will issue stock to the limit of $10,500,000, share for share to the Sandusky and Columbus roads, and two shares for one to the Indiana, Bloomington and Western. The agreement has been signed and it will be submitted immediately to the stockholders for ratification.

Efforts are being made to form a connection between the Shenandoah Valley Railroad, and the Atlantic, Mississippi and Ohio Railroad. The latter road, which is now in the hands of a Receiver, runs from Norfolk, Va., west and south-west through Virginia, Tennessee, and Northern Alabama into Northern Mississippi, and is looked upon as a possible connection between the Shenandoah Railroad and the Texas Pacific Railway,

Contracts have been let for the extension of the Bethany Branch of the Chicago, Burlington and Quincy Railroad from Bethany, Mo., to Albany, 17½ miles. Arrangements are being made to change the St. Joseph and Des Moines road, from Albany to St. Joseph, from 3 feet to standard gauge.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	602,500	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	673,000	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,653	149,504	153,378	143,432	160,160	179,804	.....	.....	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,087	1,458,833	1,556,457	1,649,429	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	1,752,000	1,760,000	1,885,000	1,957,000	.....	.....	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	468,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	.....	.....	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,523,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,339,300	1,314,231	1,326,957	1,716,409	1,935,000	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	1,771,314	1,957,951	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8 451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,030	991,000	1,257,000	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	.....	.....	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,819	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	.....	.....	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,009
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,367	797,232	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,896	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	.....	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,932,396	2,998,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	.....	.....	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,787	1,713,697	1,515,835	1,398,244	16,509,721
1880	1,296,581	1,252,218	1,644,953	1,643,151	1,592,541	1,661,812	1,580,976	1,606,874	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	.....	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,293	453,923	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	713,200	656 195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	543,555	661,400	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	89,044	1,243,959
1879	94,907	77,624	91,856	112,375	108,879	89,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	.....	.....	.....	.....
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	.....	.....	.....	.....

The Pullman Car Patents.

The answer of the Baltimore and Ohio Railroad Company to the suit of the Pullman Palace Car Company, of Chicago, for an injunction to prevent the introduction of palace cars on the Baltimore and Ohio Railroad similar in construction to those of the Pullman Company claims that the Pullman patents are invalid, many of them having been anticipated by other inventors; that many of the claimed inventions are found in cars used long prior to the Pullman patents; and that the reissue which Pullman took out in 1875, was for a different invention from that of his original patent. The Baltimore and Ohio Company claim that Pullman has repeatedly, on the ground of defective specifications in previous patents, had new ones issued, and in this way has extended his original device into a much larger claim. In 1876, Pullman filed a bill against the Barney and Smith Manufacturing Company, of Cincinnati, to restrain their manufacture of cars, which he claimed infringed his patent. This is the company manufacturing cars for the Baltimore and Ohio, and which has also manufactured cars for the Central Pacific, Chicago, Milwaukee and St. Paul and other railroad companies, as well as for the Wagner Sleeping Car Company. Testimony has been taken in this case at Cincinnati, but no injunction has ever been obtained. Similar suits were brought against the Wagner Company in Chicago and New York with similar results. The defendants also claim that the Michigan Central, Chicago, Rock Island and Pacific, Chicago, Milwaukee and St. Paul, Central Pacific, and other roads, are using cars similar to those manufactured for the Baltimore and Ohio, and that the Pullman Company has never sought to restrain them; also, that all of Pullman's 80 patents have expired except one, and that has only two years to run.

The Pullman's Company's counsel asked the court for an order to restrain the Baltimore and Ohio from using the cars, pending the hearing of the case. This the court refused to grant, and the Baltimore and Ohio will put on its new cars Nov. 1. The hearing, in the case has been postponed until November.

COUNTERFEIT COIN LIST.

GOLD COINS.

$1.

Standard weight 25.8 grains, least current weight 25.67 grains.

There are some counterfeits dated 1851-1852, light in weight. The new gold dollar 11-20th of an inch in diameter as counterfeited is dated 1861, light in weight, but very deceptive.

$2 50.

Standard weight 64.5 grains, least current weight 64.18 grains.

Some coins dated 1846, weighing only 48 grains instead of 64½—are in circulation.

$3.

Standard weight 77 4 grains, least current weight 77.02 grains.

Excellent counterfeits of this denomination have been issued and circulated.

$5.

Standard weight 129 grains, least current weight 128.36 grains.

The issues of 1844-1845-1847 have been imitated. The 1845 piece is 10 grains too light ; the 1847 coin is 13 grains too light.

$10.

Standard weight 258 grains, least current weight 270 grains.

The issues of 1801 and 1810 have been extensively counterfeited.

$20.

Standard weight 516 grains, least current weight 513.42 grains.

This coin has been sawed in two pieces, the center taken out and platinum or some other metal substituted. The *ring* is not perfect. Experts have also bored holes in the side and taken out about seven dollars worth of gold and then soldered the holes with gold.

The English Sovereign

has been imitated by plating so that the counterfeit is worth about three dollars and nearly as heavy as the genuine.

SILVER COINS.

Ten Cents.

Standard weight 38.58 grains.

Spurious dimes dated 1853 and 1875 are in circulation, the date 1875 has the appearance of a genuine coin.

Twenty-five Cents.

Standard weight 26.45 grains.

There are many deceptive quarters. Those bearing dates 1828 and 1860 are the most dangerous ; others bearing dates 1853, 1857, 1861 are not so well executed.

The Canadian 25 Cent Coin

has been extensively counterfeited. Large quantities of them have been circulated in the South and West.

Fifty Cents.

Standard weight 192.9 grains.

Half dollars have been successfully counterfeited. The one most likely to deceive is dated 1842, thickly plated ; another good imitation is dated 1876, plated with silver, exact weight, and good ring The counterfeit bearing date 1874 is not likely to be taken.

One Dollar.

Standard weight 412.5 grains.

Counterfeits of the new one dollar silver coin first appeared about the first of April, 1878. The general appearance is good, the milling is well done, but the color is such as to readily distinguish it from the genuine. Look out for other new counterfeits better executed.

The Trade Dollar.

Standard weight 420 grains.

This coin has been variously and extensively counterfeited. One early imitation was dated 1876, made of a composition formed principally from type metal. The milling on the edge of the piece is very well done, but the piece is too thick and the inscription IN GOD WE TRUST, beneath the figure of Liberty, upon the obverse, is imperfect. This counterfeit was extensively circulated in the East Indies, China, Japan and other Oriental countries.

Many other imitations of the trade dollar have been produced and the latter specimens appear almost perfect. One of the last imitations is finely finished ; the various devices of the impress are accurate and distinct, and the ring is perfect. The piece is very deceptive, but it is about 1-32 of on inch undersize, and 115.5 grains underweight. It is of a dark color after having been handled, and has a smooth, greasy or quicksilvery feeling when rubbed between the thumb and fingers.

Note.

The Trade Dollar authorized to be coined by act of Congress February 12, 1873, has been formally recognized as a coin of the United States. The Trade Dollar was demonetized July 22, 1876, and its coinage was suspended by order of the Secretary of the Treasury, February 22 1878. The circular of the Treasury Department of July 25, 1878, declares : "The United States Trade dollar also is not a legal tender, and therefore has only a bullion value." The average bullion value, of full weight trade dollars, is ninety-three cents and two tenths of a cent each. The Trade Dollar was intended for exportation abroad. It excels the Mexican silver dollar by two-tenths of a cent, and is of equal finoness (900) with the United States legal tender silver dollar and contains seven and one half grains more standard silver. At present though demonetized and refused by many banks and all Government offices, trade dollars are generally taken in trade without discount and may be commercially rated at the price they command for exportation. There is no allowance for abrasion in silver coins.

Tests.

Counterfeit silver pieces made of block tin washed over with quicksilver are easily detected by the ring. A genuine silver piece will feel rough enough under rubbing, while the counterfeit feels smooth and oily. Experienced persons detect spurious coins by the weight. The jeweler uses nitric acid for the detection of debased gold and silver. Scratch the coin with the knife and then apply the acid to the scratch. If the acid boils up greenish, the coin is bad ; but if it turns white the coin is good. The following test for determining whether silver is good or bad is known as the "Mint Test," although the tests employed at the Mint are weight and size :

24 grains nitrate of silver.
30 drops nitric acid.
1 ounce water.

A drop of this mixture will have no effect upon genuine silver but will blacken a debased coin. Persons handling large amounts of coin must rely upon the eye and the sense of touch.

New York Underground Railroad.

The stockholders of the New York Underground Railroad Company met on the 20th inst. in the Morse Building for the purpose of taking action on the proposed consolidation of their company with the Broadway Undergrcund Connecting Railroad Company, which owns additional underground franchises. Mr. George Ticknor Curtis, counsel of the New York Company, made the following statement, after which an adjournment was taken until Wednesday of next week :

The Directors of the New York Underground Railway Company, and also the Directors of the Broadway Underground Connecting Railway Company, each met on the 19th inst. to close their proceedings previous to their consolidation. It was concluded not to report the agreement of consolidation to the stockholders' meetings called to be held this week, but to ask them to adjourn their meetings to next week, at which time the President of the two companies will report the agreement of consolidation. Each company has executed a mortgage to the Farmers' Loan and Trust Company to secure the payment of 6 per cent bonds, to be issued by the consolidated company to an amount not exceeding $2 000,000 per mile of railway to be put under construction and made south of Fifty-ninth street. It is expected that the consolidation will be effected next week, after which the offices of the consolidated company will be in the new building, Nos. 3, 5, and 7 Cortlandt street, a portion of which the engineer and his assistants already occupy.

A New Mine Lamp.

According to the London Telegraph, one of the greatest boons to miners, on the score of safety, is the new miner's lamp, in which the light of phospheresecence is substituted for that of positive ignition. In this apparatus the interior of the screen is covered with a brightly luminous paint, and there is, therefore, nothing in its construction or character that can by any means become a source of danger. Such a contrivance, if answering the capacity claimed for it, must be of peculiar value, pecuniarily considered, in preventing the destruction of property by explosion. But the great advantage of such a lamp over those now in use is its insuring against a peril from which the Davy Lamp cannot protect the workmen. If the lamp be carried against a current of air mixed with fire damp, the explosive gas penetrates through the gauze and comes in actual contact with the flame, a catastrophe being the natural result of such contact ; obviously, however, no risk of this sort could be involved in the use of a phospheresecent light by miners.

Dividends.

—The Boston and Maine Railroad Company will pay a dividend of $4 per share Nov. 15.

—The Calumet and Hecla Mining Company has declared a dividend of $5 per share, payable Nov. 15.

—The Homestake Mining Company has declared its regular monthly dividend of Thirty cents per share for September, payable Oct. 25, at the office of Wells, Fargo & Co., No. 65 Broadway; also, an extra dividend of a similar amount, payable at the same time and place.

—The Montreal City Passenger Railway, after passing a six per cent dividend, carries forward $18,000 to the rest account.

Arthur Dudley Vinton, T. Lindsley, and others, are named as directors of the New York, Brooklyn and Rockaway Railroad Company, with a capital of $500,000. The road will commence in the town of Flatbush, on the line of the Brooklyn, Flatbush and Coney Island Railway, at or near Prospect Park, and running thence in a south-easterly direction through the town of Flatbush to the Atlantic Ocean, at or near a point of Rockaway Inlet. The length of the road is estimated at eight miles.

Legal Notes.

MUNICIPAL CORPORATION.

A person who voluntarily attempts to pass over a sidewalk of a city, which he knows to be dangerous by reason of ice upon it, which he might easily avoid, cannot be regarded as exercising ordinary prudence, and cannot maintain an a tion against the city to recover for injuries sustained by falling upon the ice. Schæfler vs. City of Sandusky, 33 Ohio St. 246, p. 533.

Alleys are not primarily designed as streets, but simply as a means of local convenience to a limited neighborhood, and a roof twelve or fifteen feet over and above an alley is not necessarily an obstruction. Beecher vs. People, 38 Mich, 289, p. 316.

A municipal corporation granted permission, by ordinance, to a street railway company to lay a double track in its streets. The company proceeded to do so, and expended large sums of money in the work. Held, that the municipal corporation could not thereafter restrict the permission to a single track, it not appearing that the double track would cause any injury or inconvenience. City of Burlington vs. Burlington Street Railway Co., 49 Iowa, 144, p. 145.

NATIONAL BANK.

A National bank organized as successor to a State bank may maintain an action to foreclose a mortgage of real estate executed to the State bank as security for a note, and assigned to it by the State bank on the formation of the National bank. Schofield vs. State National Bank of Lincoln, 9 Neb. 316, p. 412.

A National bank has no power to deal or speculate in promissory notes or to acquire title thereto, except by discount. First National Bank of Rochester vs. Pierson, 24 Minn. 140, p. 341.

Under the National Bank Act, in an action upon a note usuriously discounted by a National bank, the amount of the usury may be set off by an accommodation indorser, although the note does not carry interest on its face. National Bank of Auburn vs. Lewis, 75 N. Y. 516, p. 484.

NEGLIGENCE.

One who signs and delivers a contract, in form like a negotiable promissory note, but with a condition limiting his liability, so appended as to be capable of separation, leaving an apparently perfect note, is liable to an innocent indorser of such note who acquires the same for value and before maturity, after such separation has been made by the payee, without the maker's knowledge. Noll vs. Smith, 64 Ind. 511, p. 131.

A boy, twelve years of age, was injured while playing on a railway turn-table, left unlocked and unguarded, in an open prairie, where persons frequently passed. Held, that the question of negligence and contributory negligence were for the jury. Kansas Central Railway Co. vs. Fitzsimmons, 22 Kans. 686, p. 203.

NEGOTIABLE INSTRUMENT.

A mere promise to pay a forged note, when such promise is given by the supposed maker of the note without any new consideration, and after the promise has acquired the note, is not binding. Workmen vs. Wright, 33 Ohio St. 405, p. 546.

One who transfers a negotiable promissory note by indorsement without recourse impliedly warrants the genuineness of the prior signatures, and that so far as he is concerned the paper expresses the exact legal obligations of all such prior parties. Challiss vs. McCrum, 22 Kan. 157, p. 181.

OFFICE AND OFFICER.

A county treasurer and his sureties are not liable for public moneys of which the principal was violently robbed without his fault. Cumberland vs. Pennell, 69 Me. 351, p. 284.

PARENT AND CHILD.

A father gave his son, ten years of age, to a man of good character and ample means, to keep him during minority. The father dying three years afterward, the mother brought habeas corpus for the child. Held, that she was entitled to his custody, although she was poor and dependent, and he preferred remaining with defendant. Moore vs. Christain, 56 Miss. 408, p. 375.

PARTITION.

The court has no jurisdiction to order partition of lands, between heirs of a father, where the petition alleges that one heir is alive and that the mother is pregnant by the father. Gillespie vs. Nabors, 59 Ala. 441, p. 20.

PARTY WALL.

One owner of a party wall, who adds to it for his own use, may maintain an action of contribution against the other owner who has used such additions, for one-half the value of the additions made. Sanders vs. Martin, 2 Lea, 213, p. 598.

SALE.

On a sale of goods by a manufacturer for a particular purpose, there is an implied warrant of fitness for that purpose; but the manufacturer is not bound to furnish the best that are or can be made, but only such as are usually made and used, and as are reasonably fit for the purpose. Harris vs. Waite, 51 Vt. 481, p. 694.

Where goods are sold to one for the use and benefit of another, by whom they are received and used, the latter cannot be held therefor merely upon his acknowledgement of the correctness of the account and his oral promise to pay it. Hendricks vs. Robinson, 56 Miss. 694, p. 382.

The Philadelphia Record says that during the last eight months the business of the Pennsylvania Railroad Company has been phenomenal. It is expected that the company will have a surplus of fully $10,000,000 over last year to meet the extraordinary expenses contemplated here and elsewhere along the main line. This year the company shows a gain of $2,848,926 on the eastern lines. The United Companies of New Jersey have already earned $250,000 more than for the first eight months of last year, and the deficit is likely to be reduced to $600,000. The Philadelphia and Erie, which was short on its fixed charges last year $332,887, has already made up that loss and more too by a gain of $372,899 net for the first eight months. The Pennsylvania Company is also $2,116,103 ahead of last year already.

The Circuit Court of Alexandria, Va., entered a decree at a special term, on the 16th inst., ordering the sale of the Washington City, Virginia Midland and Great Southern Railroad. In accordance with the decree John S. Barbour, commissioner of sale, announces that the entire line of road and all branches, with all equipments, rights, franchises, properties, etc., will be sold on 20th December next, at public auction, at Alexandria. The property will be purchased by a committee of its creditors, and reorganized under terms agreed upon some time since and not published.

Manufacturing Notes.

—Mr. John Hall, of the Great Western Railway, has invented a novel air brake, which is highly commended by the Scientific American.

—The splendid new steamer Excelsior reached Washington on the 10th inst. She is intended to connect the Baltimore and Ohio Railroad at Shepherd, on the Potomac, with the Richmond and Fredericksburg Railroad at Quantico, 32 miles below.

—The new "indicator" has been placed on several of the cabooses of the Pennsylvania Railroad on the Pittsburg division. It registers the number of miles travelled per hour by the car, the rate of speed, the number and duration of the stops, etc; in fact gives a complete and accurate account of the doings of the train to which the car is attached.

—There was recently cast at the Black Diamond Steel Works, Pittsburg, Penn., an anvil weighing 160 tons. The anvil will be used for a seventeen ton steel hammer, which is now being made by Krupp, of Essen, Prussia. The molten metal was run from five furnaces built for the purpose, and occupied six hours exactly. It will take six months to cool the casting.

Advices from the city of Mexico dated October 4th state that the telegraph system continues to extend, and now includes the distant points of Pepic, Rosario, Mazatlan, Hermosilla and others, bringing those places into direct communication with the capital. There are now over 10,000 miles of line in operation. The Mexican Gulf cable will be in operation next spring. It is now being made in England, and will be landed at a Texas port in January, and laid thence to Vera Cruz. The election of Gonzalez as President has been accepted in every part of the republic. Business and the financial situation continue to improve. All current expenses are promptly paid, and obligations are being liquidated.

The Winchester (Va.) Times publishes a letter from Edward D. McConkey, of Baltimore, to Mr. Dandridge, of the house of Delegates of Virginia, in which he states that he expects to have the Baltimore, Cincinnati and Western railway completed to Winchester within a year. The company was chartered last winter by the Virginia Legislature.

The Brantford and Port Burwell branch of the Great Western Railway of Canada is being put in first-class order. New iron bridges are being built between Brantford and Harrisburg, and the whole line laid with steel rails. Brantford is becoming a railway centre, and the trade of the city is continually on the increase.

Among the railroads soon to be completed may be mentioned the Wallkill Valley Railroad, from Kingston to Saugerties, N. Y.; the Catskill Mountain Railroad, from Catskill to Palenville, N. Y., and a railroad to connect Calvert City, in Marshall County, Ky., with Columbus, Hickman County, Ky.

The extension of the Pittsburg, Virginia and Charleston Railroad has been completed from Monongahela City to Lock No. 4, and trains ran for the first time between these two points on the 18th inst.

Agreements of consolidation have been completed between the Elgin and State Line and Union Railroad companies; also between the Chicago and Tomah and the Milwaukee and Madison. All the roads are owned by the Chicago and Northwestern Railway company. The company announce that by November 1 it will have the track laid on its Deadwood Extension to Pierre, Dak., on the east bank of the Mississippi river, opposite Fort Pierre, and from that date this company will have in operation a through route to Deadwood—rail to Pierre, and stage thence to Deadwood. The distance by rail from Chicago to Pierre is 780 miles, and by stage from Pierre to Deadwood 170 miles.

The Seattle and Walla Walla (Oregon) Railroad has been purchased by Henry Villard, a transfer having been effected on the 14th inst., at which time formal possession was taken of the property by Gen. T. A. Tannatt.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of September, 1880 and 1879:

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic	$1,877,073 06	$13,372,871 12
Canal traffic	151,583 63	596,495 62
Steam colliers	50,259 80	483,920 16
Richmond coalbarges	10,340 07	82,672 82
Total Railroad Co.	$2,089,256 56	$14,535,959 72
Reading Coal & Iron Company	1,336,389 65	9,116,526 75
Total of all	$3,425,646 21	$23,652 486 47
Tonnage and passengers:		
Tons of coal on railroad	904,828 09	5 690,588 13
Tons of merchandise	478,093 01	4,881,454 00
Passengers carried	1,001,251	8,126,807
Coal transported by steam colliers	45,836 00	454,528 00
Tons of coal mined:		
By Coal and Iron Co.	439,615 13	2 705,403 14
By tenants	163,565 16	963,229 13
Total mined from lands owned and controlled by Co. & from leasehold estates	603,181 09	3,668,633 07

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic	$1,197,161 79	$10,388,665 55
Canal traffic	105 522 13	665,908 96
Steam colliers	54,710 82	537,466 98
Richmond coal barges	16,618 66	124 098 97
Total Railroad Co.	$1,374,013 40	$11,716,140 46
Reading Coal and Iron Co.	978,745 28	8,102,192 18
Total of all	$2,352,758 68	$19,818,332 64
Tonnage and passengers:		
Tons of coal on railroad	810,314 08	6,517,685 08
Tons of merchandise	523,049 05	3,797,037 12
Passengers carried	893,314	6,449,180
Coal transported by steam colliers	56,715 00	497,713 00
Tons of coal mined:		
By Coal and Iron Co.	410,241 05	3,440 496 01
By tenants	128,718 16	1,027,676 02
Total mined from lands owned and controlled by Co. and from leasehold estates	547,960 00	4,468,172 03

Comparative statement of business of the Philadelphia and Reading Railroad Company for September, 1880:

	1880. Month.	1880. Year to date.
Gross receipts	$2,089,256 56	$14,535,959 72
Gross expenses	1,156,086 38	10,684,332 26
Net profit	$933,170 16	$3,851,627 46

	1879. Month.	1879. Year to date.
Gross receipts	$1,374,013 40	$11 716,140 46
Gross expenses	1,000,695 01	8,704,451 27
Net profit	$373,318 39	$3,011,689 19

Comparative statement of business of the Philadelphia and Reading Coal and Iron Company for September, 1880:

	1880. Month.	1880. Year to date.
Receipts	$1,336,389 65	$9 116 526 75
Expenses	1,117,426 38	8,883,329 82
Profit	$218,963 27	$283,196 93
Net profit of all	1,152,133 45	4,084,824 39

	1879. Month.	1879. Year to date.
Receipts	$978,745 28	$8,102,192 18
Expenses	1,098,001 97	8,975,487 75
Loss	$119,256 69	$873,295 57
Net profit of all	254,061 70	2,138,393 62

The stockholders of the St. Johnsbury and Lake Champlain Railroad (formerly Portland and Ogdensburg) have voted to authorized the president to issue mortgage bonds to the extent of $300,000, at 6 per cent interest, with 30 years to run. The proceeds to be devoted to taking up outstanding indebtedness of $200,000, for the purchase of new rolling stock, improvement of the road-bed, and for additional traffic facilities. During the past year the gross earnings have been increased 38 per cent over 1879, and the demand for freight transportation is much larger than can be provided for. Under the new management the business prospects are much increased.

The Atchison, Topeka and Sante Fe Railroad Company has issued a circular to shippers of California freight, announcing that that road and the Southern Pacific will be completed and connected about January 1, 1881, thus opening up a new through route between the East and San Francisco, Sacramento, San Jose, Los Angeles, Marysville and all other points in California and Arizona.

The Wilmington, Del., Every Evening says that the French Creek branch of the Wilmington and Northern railroad running east from Springfield five miles is carrying large quantities of iron ore and is doing a heavy business generally. A considerable portion of the ore goes to the furnaces of Messrs. E. & G. Brooks, at Birdsboro, Penn., while the Phœnix Iron Company also receives large quantities.

A trestle bridge, 12,600 feet long and 94 feet high, on the Shenandoah Valley Railroad, at East Liberty, Page county, Va., fell with a crash last Saturday afternoon. It is thought this will delay the completion of the road for several months.

The Tamworth and Quebec Railway is being surveyed. It has bonuses and stock to the extent of five thousand dollars per mile.

Philadelphia Stock Exchange.

Closing Prices for the week ending Oct. 19.

	W.13	Th.14	F.15	Sa'.16	M.18	Tu.19
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	32	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	116	....	....	....	....
Mort. 6s, 1889	116	116	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	115½	....	115½	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	7
Preferred	....	....	....	....	11	11½
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	35	34¾	34¾	34¾	34¾	34¾
6s, 1884	....	....	....	....	....	....
Gold Loan	108	108	....	108¼	....	108¼
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	108
Consol. Mort. 7s	108	108	108	108	108	108¼
Lehigh Valley	52¾	53¼	53¾	54	53¾	....
1st mort. 6s, coupon	120	....	....	120	....	....
1st mort. 6s, reg.	120	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	130¼
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Little Schuylkill	....	....	47	....	....	47
Minehill & Sch. Haven	56¼	....	....	....	56¼	56¾
North Pennsylvania	49	49	49¾	50	....	47¾
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	37¾	....	37¾	38	38	38
6s	....	89	90	90¼	....	91
Northern Pacific	29	29	29	29	29	28¾
Preferred	53	53¼	53¾	54	54	53
Pennsylvania R. R.	59¾	59¾	60¾	61¾	59¾	59¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	....	123	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	118
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	106¼
do. 5s, new	....	....	115	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	16¾	16¾	16¾	17¼	17¼	17¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	117	117¾	117¼	118	....
Consol. mortgage reg	....	....	....	117½	....	....
Gen'l mortgage 6s	74¾	75	78	80¾	81	79¾
Philadelphia and Erie	15¾	16	17¾	17¼	17¼	16¾
1st mortgage, 6s	101¼	....	....	114	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	118	....	118	....	....	....
Pittsb., Titusv. & Buff.	16¾	16¾	16¾	16¾	16¾	16¾
7s	75	79	79	80	80	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	6¾	....	6¾	....	7	....
6s, 1872	....	....	....	....	....	....
6s, 1882	71¾	....	....	....	....	....
United Co. of N. Jersey	176	176	....	....	179¾	....
Hestonville, (Horse)	....	....	....	19¾	20	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Oct. 19.

	W.13	Th.14	F.15	Sat.16	M.18	Tu.19
Baltimore and Ohio	....	175	176	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	106¾x	....	....	....	....	....
Central Ohio ($50)	45½	45	....	45¼	45	....
1st mortgage	....	....	....	110	109¾	....
Marietta & Cincinnati	....	....	....	114¼	....	....
1st mortgage, 7s	115¼	115	....	....	....	....
2d mortgage, 7s	80¾	81¼	81¾	....	....	....
3d mortgage, 8s	42¾	43¼	43¾	....	....	....
Northern Central ($50)	37¾	....	....	38	38	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	113	....	....	114	113	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	114¼	....	....
3d mortgage, 8s	....	97	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	94	94	....	....	....	....
Pittsb. & Connelley 7s	....	116¼	....	....	....	117
Virginia 6s, Consol	62	62	62	61¾	61¾	....
Consol. Coupons	91	91	....	91	....	....
10-40 bonds	41¼	41	40¾	40¾	41	....
Deferred Certificates	....	....	7¾	7¾	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	37¾	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
Adams Express	....	117	117	...	116½	117
Albany and Susq	113½	114	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	107½	....	....	....
American Express	59½	60½	60½	60½	60½	61
Atlantic & Pacific Tel.	41½	41½	42¼	42	....	42
Burl., C.R. & Nor.	64½	66	67	66½	68	68
1st mortgage 5s	95½	96	96½	....	95½	....
Canada Southern	64½	66½	68½	67½	68	67½
1st mortgage guar.	96½	97	97	97	....	....
Central of N. Jersey	76½	76½	76½	76½	76½	74½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	107	107½	107½	....	107½	108
7s, convertible, ass.	108½	108½	109	....	108	108
7s, Income	85½	....	86½	....	85½	84
Adjustment	....	111	....	....	111	....
Central Pacific	73½	74	75	77	....	74½
6s, gold	112	....	....	....	112½	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	106½	....	....	....
Chesapeake and Ohio	20½	20	20	20	120½	20½
Chicago and Alton	114½	114	114½	114	114	115½
Preferred	....	....	....	....	....	....
1st mortgage	....	123	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	139½	139	139	138	140	141
7s Consol, 1903	....	....	125½	125½	126	126
Chic., Mil. and St. Paul	97½	98½	98½	98	99½	102½
Preferred	114½	115½	114½	114	113½	116½
1st mortgage, 8s	....	132½	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	116½	....	....	....	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	114½	116	....	116½	....	116½
1st M. (H. & D. div.	111½	....	....	....	....	112
1st M. (C. & M. div.	....	....	....	....	118½	....
Consolidated S. F.	116½	117	....	117	116½	117½
Chic. & Northwestern	112½	113½	113½	112½	113½	116½
Preferred	134	136½	139½	127½	138	138½
1st mortgage	....	....	....	....	109½	....
Sinking Fund	....	105	....	106½	....	....
Consolidated 7s	127	127	....	....	128	....
Consol. Gold bonds	....	....	....	121	....	....
Do. reg	....	121	121½	....	122	....
Chic., Rock Isl. & Pac	118	118½	118½	118½	119	120½
6s, 1917, c	....	....	124	....	....	123½
Clev., Col., C. and Ind.	....	78½	78	78½	77½	78
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	123½	123½	....	123
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	18½	18½	19½	19½	19½	19½
1st mortgage	....	....	99	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	85½	85½	85½	85	85	84½
Reg. 7s, 1891	110½	....	....	....	....	111½
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	93½	93½	93½	92½	93½	93
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	106½	....	....	....	107	107
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	122½	122½	122½	122½
Great Western 1st mort	109	109½	....	....	....	....
1d mortgage	106	....	....	....	107	....
Hannibal & St. Joseph	39½	41½	40½	41	41½	41½
Preferred	83	83½	85½	85	85½	86½
8s, Convertible	....	108½	....	108½	....	109½
Houston & Tex. Cent.	66	66	69½	....	68	....
1st Mortgage	108½	109	109	....	....	....
Illinois Central	113½	114	114½	114	113½	114
Lake Shore & Mich So.	111½	113½	114½	113	113½	114½
Consol. 7s	....	....	....	....	125	....
Consol, 7s, reg	....	....	....	....	123½	....
2d Consolidated	119	....	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	160	159½	158½	158	158½	159
7s, Consolidated	....	....	....	....	116	....
Manhattan	35	36½	36	38½	38½	38½
Metropolitan Elevated	98½	....	98½	107½	105½	103½
1st Mortgage	103	102½	102½	103½	103½	103½
Michigan Central	101½	105	105½	104½	104	106½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	113½	113½	113½	113½	112½	113½
1st mortgage	132½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	116½	....	117½	....
N. Y. Cent. & Hud. Riv	132½	134½	134½	135	136½	136
6s, Sinking fund, 1883	106½	....	....	....	....	106½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	131½	132½	....	131½
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	115	115½	....	117½	116	118
1st mortgage	112½	112½	....	112½	....	113½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	131½
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
N.Y., Lake Erie & W.	42½	44½	44½	42½	43½	43½
Preferred	78½	75½	75½	74½	75	74½
2d Consolidated	93½	94½	94½	93½	94½	94½
New 2d 5s fund	85½	90	90	85½	89½	89½
N.Y., N. Haven & Hart	....	175	....	....	175	....
North Missouri 1st M.	118½	....	....	....	110	....
Northern Pacific	29	29½	29½	29	28½	28½
Preferred	52½	54	53½	53½	53½	53½
Ohio and Mississippi	35	34½	35½	34½	34½	35½
Preferred	76½	76	77½	77	....	77
2d mortgage	....	118½	118½	....	....	....
Consolidated 7s	....	118	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	42	43½	44½	45	44½	44½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	107½	....	....	107½	108	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	196	195	....
Philadelphia & Reading	32½	33	34½	35½	36	36½
Pitts., Ft. W. & Chi. gtd	....	....	....	123	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	120½	121	120	....	....	....
Quicksilver Mining Co	....	....	....	....	....	13
Preferred	....	54½	54	....	52	....
St. Louis & San Fran.	34½	34	35	45½	....	35
Preferred	45½	45½	45½	....	46½	47½
1st Preferred	74½	74	74	74½	74	74
St. L., Alton and T. H.	21	21	22	22	....	22
Preferred	....	79	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	51½	52	52½	51½	52	51½
1st mortgage	....	....	116½	....	....	....
2d mortgage	106	105½	....	107½	....	107½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	91½	91½	93½	91½	93½	93
1st mortgage	112½	113	113½	....	113	113
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	117	....	....	....	117½	117½
United States Express	50	50	50	50	50½	50½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	107	....	....	107	107½
7s, Consolidated	103	103½	....	....	....	....
St. Louis Division	....	....	....	105½	....	....
Wabash, St. L. & Pac.	38½	39½	39½	39	40½	40½
Preferred	70½	71½	72½	71½	73	73½
New Mort. 7s	....	97	....	....	99	99
Wells-Fargo Express	113	112½	....	105½	....	112½
Western Pacific bonds	....	....	109	....	....	....
Western Union Tel	101½	102	104	103½	103½	103½
7s, S. F. conv., 1900	....	....	....	....	117½	....

Boston Stock Exchange.

Closing Prices for the week ending Oct. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
Atch., Top. and San. Fe	124	123½	123½	123½	124	124½
1st mortgage	119½	120	121	....	....	119½
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	116	....	116½	116½	117
Boston and Albany	....	152½	....	152½	....	154
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	88½	88½	....	....	....
Boston and Maine	....	....	....	....	136½	144
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	42½	42	41½	41½	41½	41½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	109	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	....	....	....	....	....	85½
Chi., Burl. and Quincy	139½	138½	138½	138½	140	141½
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	19½	19½	20	19½	18½	19½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	34½	....	....	32½	32½	32
New 4½ Bonds	99½	99½	99½	99½	99½	99½
Fitchburg	....	....	130	131½	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	101	....	104	....	....	....
N. Y. & New England	39½	39	39	....	....	....
7s	....	110½	110½	110½	....	110½
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	23½	23½	24	24½	....	24
Preferred	....	....	....	....	....	....
Old Colony	117½	117½	118	119	....	119
Ph., Wil. & Balt. ($50)	....	....	71	72	72	....
Portl'd, Saco & Ports.	....	....	....	....	107½	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	....	....	....
Pullman Palace Car	121	121½	122½	121	121	....
Union Pacific	91½	91½	....	93½	92½	....
4s	....	111½	....	111½	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	116	....	116½	116	116½	....
Vermont and Canada	20	22½	25	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	55	56	....	57	57	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	68	....	68	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	233	240	....	....	235x	235
Quincy	28	....	....	28½	29½	29½

New York Stock Exchange.

Closing Prices for the week ending Oct. 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	109½	109½	....	109½	....	....
U. S. 4s, 1907, coup	109½	109½	109½	109½	....	....
U. S. 4½s, 1891, reg	110½	....	....	....	110½	....
U. S. 4½s, 1891, coup	110½	110½	....	110½	....	....
U. S. 5s, 1881, reg	101½	....	....	....	101½	....
U. S. 5s, 1881, coup	....	....	102½	....	....	102½
U. S. 6s, 1881, reg	104½	....	....	....	104½	....
U. S. 6s, 1881, coup	....	....	....	....	104½	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	98½	....	....	....
Dt. of Col. 3-65s, coup	....	98	....	98½	....	....

London Stock Exchange.

	—Closing Prices.— Oct. 8.	Oct. 1
Atlantic & Gt. W. 1st mort. Certs.	67 — 69	67 — 69
Do. 2d mort., Certs	26 — 28	27 — 29
Do. 3d mort., Certs	12½ — 13½	13 — 14
Baltimore and Ohio (sterling)	114 — 116	114 — 116
Central of New Jersey $100 shares	75 — 80	75 — 80
Do. Cons. Mort. Oct. '79 coupon	110 — 112	109 — 111
Do. Adjustment bonds	111 — 114	111 — 114
Do. Income bonds	87 — 90	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	111 — 113	111 — 112
Do. Con. M. 5 p.c. till '84 after 6 p.c.	104 — 106	104 — 106
Erie shares $100 Recon. Ass. $6 pd.	40½ — 41	40½ — 40¾
Do Pref. Shares, R. T. Ass. $3 pd	72 — 74	72 — 76
Do. 1st Con. M. ex-Certs. 6 Cou.	125 — 126	123 — 125
Illinois Central $100 shares	116 — 117	115 — 117
Lehigh Valley Consol. mortgage	116 — 119	116 — 119
N. Y. Cent. & Hud. Riv. Mt. bonds	133 — 135	132 — 134
Do. $100 shares	134 — 136	133 — 136
Do. Mort. bonds (ass.)	119 — 121	119 — 121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	121 — 123	121 — 123
Do. do. 2d do.	86 — 88	86 — 88
Do. 2d Consol. Mort. bonds	92 — 94	91 — 93
Do. Gold Income Bonds	80 — 85	77 — 82
Pennsylvania, $50 shares	60 — 61	60 — 61
Do. Con. Sink. Fund Mort.	114 — 116	113 — 115
Philadelphia & Reading $50 shares	15 — 16	14½ — 15½
General Consol. Mortgage	109 — 111	109 — 111
Do. Improvement Mortgage	94 — 96	94 — 96
Do. Gen. Mort. '74, ex-deferd. cou.	72 — 74	72 — 73
Do. Scrip for the 6 dct. 4 coupons.	65 — 70	68 — 72
Pittsbg, Ft. W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	113 — 115	113 — 115
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	114 — 116	113 — 115

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, October 21, 1880.

Money on call is easy at 2@3½ per cent; on time 3@4 per cent, and on prime mercanile paper 4½@5½ per cent.

The posted rates of the leading drawers of sterling are 4.82@4.84½. The actual rates are 4.81 @½ and 4.83¼@¾. Cable transfers are 4.84 @¼. Prime commercial bills are 4.79½@4.80.

The Governors of the New York Stock Exchange have admitted to dealings at the board the following named securities:

Wabash, St. Louis and Pacific Railroad Company—$35,000,000 general mortgage 6 per cent gold bonds, due in 1920. The mortgage is for $50,000,000, and of the amount now placed upon the list $33,000,000 is reserved to retire prior mortgages maturing prior to 1911.

Utah Southern Railroad Company—$450,000 general mortgage 7 per cent bonds, numbered 1,501 to 1,950.

Denver, South Park and Pacific Railroad Company—$1,800,000 first mortgage 7 per cent gold bonds, due 1905, and 35,000 shares of capital stock of the par value of $100 each.

Louisville and Nashville Railroad Company—$14,716,000 general mortgage 6 per cent gold bonds, due 1930. Of this amount $9,716,000 are reserved to retire prior mortgages. Evansville, Henderson and Nashville Division—$2,400,000 first mortgage 6 per cent gold bonds, due 1919.

Midland Railroad Company of New Jersey—$3,500,000 first mortgage bonds. Application to

list the capital stock and income bonds also was refused.

The closing quotations on Thursday were: American Union Telegraph, —@61; Am. Dist. Tel., 78@78¼; Atlantic and Pacific Telegraph, 41½@42; Canada Southern, 66@66½; Central of New Jersey 76⅛@76¼; Central Pacific, 74½@75; Chicago and Northwestern, 116¼@116⅜; do. pref., 138¾@139; Chicago, Burlington and Quincy, 141¼@141¾; Chicago and Alton, 118½@120; do. pref., 130@135; Chicago, Milwaukee and St. Paul, 103½@103⅝; do. pref., 116½@117; Chicago, Rock Island and Pacific, 121@121¾; Chicago, St. Louis, and New Orleans, 87@88; Cleveland, Columbus, Cincinnati and Indianapolis, 77@78; Columbus, Chicago and Indiana Central, 19@19⅜; Delaware and Hudson Canal, 85⅛@85⅜; Delaware, Lackawanna and Western, 94⅝@94¾; Hannibal and St. Joseph, 41⅞@42; do., pref., 86¼@86½; Illinois Central, 114@114¼; Lake Erie and Western, 33@33¼; Lake Shore and Michigan Southern, 114½@114⅝; Louisville and Nashville, 160@161; Morris and Essex, 114¾@115½; Manhattan Elevated, 38⅛@38⅛; Metropolitan Elevated, 112½@112½; Michigan Central, 105¼@105½; New York Elevated, 118@119½; New York Central and Hudson River, 135@135¼; New York, Lake Erie and Western, 43½@43⅝; do. pref., 74¾@75; New York, Ontario and Western, 32@34; Northern Pacific, 28¼@28¾; do. pref., 53@53½; Ohio and Miss., 35¾@36; do. pref., 77½@78; Pacific Mail, 45@45⅛; Philadelphia and Reading, 37⅛@37¼; St. Louis and San Francisco. 35@36; do. pref., 47@47½; do. 1st pref., 75@77; St. Louis, Iron Mountain and Southern, 51⅝@51⅞; St. Louis, Alton and Terre Haute, —@22; do. pref., 80¼@81; Union Pacific, 92⅜@94½; Western Union Telegraph, 103½@103⅝; Wabash, St. Louis and Pacific, 40⅜@40¾; do. pref., 73¾@73⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 112⅛; Boston and New York Air Line, 44; Boston, Hartford and Erie 1st, 41½; Buffalo and St. Line 1st, 103; Chicago, St. Louis and New Orleans, 37½; Chicago, St. Paul, Minn. and Omaha, 43⅞; do. pref., 83⅛; do. consol., 99⅞; Cincinnati, Indianapolis, St. Louis and Chicago, 89½; Chesapeake and Ohio 1st pref., 26; do. 2d pref., 21¼; do. cur. int., 41¼; do. 1st, Series B, 71⅝; Central Iowa, 30; do. deben. certif., 81; do. 1st, 106¾; Chicago, Milwaukee and St. Paul 2d mort., 104½; do. 8s, 1st Southern Minn. div., 102½; do. La. C. and Dav. div., 117; do. C. and P. div., 106½; do. S. W. div. 6s, 105; Chicago and Eastern Ills. 1st, 102; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass., 110⅜; do. inc., 45; Cairo and Fulton 1st, 109¼; Chicago and Milwaukee 1st, 119; Cleveland and Toledo S. F., 110; Denver and Rio Grande, 72½; do. 1st, 109; do. consol., 99¾; Delaware and Hudson 1st Penn. div., 119; Frankfort and Kokomo 1st, 95½; Houston and Texas Central 1st, Inc. and Ind., 99; Ind., Bloom. and Western, 38; do. 1st, 77½; do. 2d, 65; do. inc., 51; Indianapolis, Decatur and Springfield 1st, 102; International and Gt. Northern 1st, 105½; Keokuk and Des Moines, 13; do. pref., 29; Kansas Pacific, 1st consol., 98¾; do. 6s, Denver Div., ass., with coupon certif., 111½; Laf., Bloom. and Muncie inc., 71½; Lake Erie and Western, 32¾; do. 1st, 102¾; do. inc., 66; Lehigh and Wilkesbarre consol. ass., 97¼; do. income, 71¼; Louisville and Nashville 2d, 108⅜; do. 1st 6s, N. O. and M. div., 102; do. Cecilian Branch, 107¼; Memphis and Charleston, 39⅞; Mobile and Ohio, 22; do. 1st deben., 84; do. 2d deben., 54⅞; do. 3d deben., 40; do. 1st, 105; Missouri, Kansas and Texas, 38; do. consol. ass., 110½; do. 2d, 68¼; Marietta and Cincinnati 1st pref., 5½; do. 2d pref., 4; Manhattan Beach 7s, 95; New York, Ontario and Western, 24⅛; do. pref., 72½; Nashville, Chattanooga and St. Louis, 61½; do. 1st, 111½; New Jersey R. R. and Transp., 180; New York, Lake Erie and Western Inc., 80; North Wisconsin 1st, 105; Ohio Central, 24¼; do. 1st, 97; do. inc., 55½; Oregon Railway and Nav., 133½; do. 1st, 106; Ohio and Mississippi 1st, Springfield div., 114; Pittsburg, Titusville and Buffalo, 32¾; Peoria, Decatur and Evansville, 27¾; do. 1st, 71½; do. inc., 71½; Rome, Watertown and Ogdensburg 25; do. 1st consol., 73; St. Louis and San Francisco 2d class A, 95½; do. B, 79¾; do. C, 76; St. Paul and Sioux City 1st, 103¾; St. Paul, Minn. and Man., 78; do. 1st, 110; do. 2d, 100½; St. Paul and Duluth, 32; St. Louis and Iron Mt. 1st pref. inc., 89; do. 2d pref. inc., 77; do. 1st, Cairo, Ark. and Texas, 107; do. Arkansas Branch, 107; St. Louis, Kansas City and Northern R. E. 7s, 1895, 108½; do. St. Charles Bridge 1st, 107½; Southern Pacific of Cal. 1st, 98½; South Pacific 1st, 104; St. Louis, Vandalia and Terre Haute 2d, 109; Texas and Pacific, 30; do. 1st, 106; do. inc. L. G., 69⅞; do. 1st Rio Grande div., 84¼; Toledo and Wabash Equip., 35; Alabama, Class A, 69¾; Louisiana 7s, consol., 49½; Missouri 6s, H. and St. J. issue, 1886, 107¼; North Carolina 6s, old, 33; do. S. T., 8d class, 3; Ohio 6s, 1881, 103¾; South Carolina 6s, non-fund., 3; Tennessee 6s, old, 38; do. new, 33; Virginia, 6s, def., 7⅝; do. 6s, consol., exmat. coupon, 62¼; Quebec 5s, 1908, 104; American Union Tel., 60; Am. Dist. Tel., 78⅛; Canton Co., 44; Sutro Tunnel, 1¼; Central Mining, 83⅛; Caribou, 2½; Colorado Coal and Iron, 24; do. 1st, 81¾; Deadwood, 14; Excelsior, 8½; Little Pittsburg, 2¾; Maryland Coal, 19½; Ontario, 30¾; Standard, 26¾.

Philadelphia.—Allegheny Valley Income scrip, 30; Am. S. S. Co. 6s, 105; Chesapeake and Delaware Canal 6s, 81; Central Transp., 48½; Delaware Division Canal, 36¼; Empire Car Trust 101½; Erie and Western Transp. 6s, 102; Huntingdon and Broad Top Mt. consol. 7s, 65½; Lehigh Nav. Scrip, 93; Morris Canal pref., 163¼; Nesquehoning Valley, 54; Oil Creek 1st mort. 7s, 99; Pittsburg 4s, 90; Pittsburg, Titusville and Buffalo pref., 25; Philadelphia, Germantown and Norristown R. R., 104; Philadelphia, Wilmington and Baltimore conv. 6s, reg., 140; Pennsylvania Canal 6s, 89; People's Pass. 15¼; Philadelphia and Reading R. R. scrip, 40½; Pennsylvania and New York Canal 7s, 1906, 123½; Susq. Coal 6s, 108; St. Paul and Duluth, 32½; do. pref., 62½; Texas Pacific consol. mort 6s, 96; do. 1st mort., 106; Union and Titusville 7s, 87½; Western Pennsylvania 6s, A. & O., 106⅛; Warren and Franklin 7s, 105½. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126; do 4s, new, 105@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106⅜@106½; do. 5s, new loan, 114¾@115¼; do. 4s, new, 107@111; Philadelphia and Reading, 17½@17⅝; do. consol. mort. 7s, coup. 117@117½; do. reg., 117⅛@118; do. mort. 6s, 110@—; do. 7s, 1893, 114@—; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 179¾@180¼; Pittsburg, Titusville and Buffalo R. R., 16⅜@16½; do. 7s, 79@80; Camden and Amboy mort. 6s, 1889, 114½@116; Pennsylvania R. R., 59½@59⅝; do. 1st mort., 101¾@102¼; do. gen'l mort., coupon, 121¾@122¼; do. reg., 122½@123¼; do. consol. mort. 6s, reg., 118@118¼; Little Schuylkill R. R., 47@47½; Morris Canal, 60@61; do. pref., 162@163½; Schuylkill Nav., pref., 6@6; do. 6s, 1882, 71⅜@71⅝; do. 1872, 98@98½; Elmira and Williamsport pref., 52@54; do. 6s, 109¼@109¾; do. 5s, 82@90; Lehigh Coal and Navigation, 34⅜@34½; do. 6s, 1884, 107¼@108; do. R. R. loan, 113¼@114¼; do. Gold Loan, 108¼@108⅜; do. consol. 7s, 108⅜@108⅝; Northern Pacific, 28⅛@28¾; do. pref., 52¾@53; North Pennsylvania, 50@50½; do. 6s, 107@108½; do. 7s, 116¾@117¼; do. Gen'l mort. 7s, reg., 114½@115; Philadelphia and Erie, 16¾@17; do. 6s, 101@102; do. 7s, 113⅞@114⅛; Minehill, 56⅜@56½; Catawissa, 10@10; do. pref., 45@47; do. new pref., 44¼@45; do. 7s, 1900, 115¾@116¼; Lehigh Valley 53@53¼; do. 6s, coupon, 117½@120; do. reg., 119@120; do. 2d mort. 7s, 130¼@130¾; do. consol. mort., 115⅜@115⅝; Fifth and Sixth streets (horse), 118@120; Second and Third, 107@109; Thirteenth and Fifteenth, 73¼@74; Spruce and Pine, 56@57; Green and Coates, 100@103; Chestnut and Walnut, 80@81; Hestonville, 19½@20; Germantown, 67½@69¼; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 73⅞@74; People's, 15@15¼; Continental, 99@102.

Baltimore.—Atlantic Coal, 1.20; Baltimore City 6s, 1890, 115⅝; do. 1900, new, 121; Baltimore and Ohio 2d pref., 114; Chesapeake and Ohio Canal 75; Northern Central 5s, 91; North Carolina 4s, 80; Norfolk Water 8s, 122½; South Side (Va.) 2d mort., 98; Virginia 10-40 coupons, 96; Wilmington, Columbia and Augusta 6s, 103⅜. The latest quotations are: Central Ohio, 45@45½; do. pref., 51½@53½; do. 1st, 109⅞@—; Baltimore and Ohio, 175@178; do. 6s, 1885, 106½@—; Northern Central, 38@38¼; do. 6s, 1900, —@114; do. 6s, 1900, gold, 112¾@113½; do. 6s, 1904, gold, 108¾@109¼; do. 5s, 1926, 91@91½; Marietta and Cincinnati 1st mort., 1892, 115¼@116; do. 2d mort. 7s, 81@81⅝; do. 8d mort. 8s, 42@43; Pittsburg and Connellsville 7s, —@117; Orange and Alexandria 4th, 52@52½; Orange, Alex. and Manassas 7s, 93¾@95; Virginia consol. 6s, 61¼@61½; Virginia Consols coupons, 91@91¼; Virginia 10-40 bonds, 40¾@41; Virginia 10-40 coupons, 95½@—; City 6s, 1884, 107@—; do. 6s, 1886, —@113; do. 6s, 1890, 115½@116; do. 5s, 1894, —@114½; do. 5s, 1916, 117@118; do. 5s, 1900, 114½@—; Wilmington, Columbia and Augusta 6s, 103¼@104; Virginia and Tennessee 6s, 102¾@103½; City Pass. R. R., 86½@87¾; Citizens Pass. R. R.,

—@20¾ ; Western Maryland 1st unindorsed, 110 @112 ; do. 2d pref., 106½@110.

Boston.—Atchison, Topeka and Santa Fe guar., 111⅝ ; do. 5s, 1909, 98½ ; do. income 8s, 105 ; Boston Land, 6⅛ ; Boston Water Power, 9¼ ; Brookline Land, 4 ; Boston, Revere Beach and Lynn, 102½ ; Boston, Clinton, Fitchburg and New Bedford, 18¼ ; Chicago and West Michigan, 72½ ; Cincinnati, Sandusky and Cleveland 7s, 102⅞ ; Connecticut and Passumpsic Rivers R. R., 69 ; do. 7s, 1893, 113 ; Cape Cod 7s, 1881, 102 ; Connotton Valley 7s, 1908, 89¾ ; Chicago, Clinton, Dubuque and Minnesota 7s, 1919, 107 ; Detroit, Lansing and Northern pref., 105½ ; Flint and Pere Marquette, 20¾ ; Florence, El Dorado and Walnut Valley 7s, 1907, 106½ ; Fitchburg 5s, 106¼ ; Framingham and Lowell 5s, 1891, 93⅜ ; Indianapolis, Cincinnati, and Lafayette 10s, 1883, 99¼ ; Iowa Falls and Sioux City, 45 ; Jackson, Lansing and Saginaw 8s, 1891, green, guar., 111½ ; Kansas City, Lawrence and Southern, 89 ; do. 4s, 96 ; Kansas City, Fort Scott and Gulf, 51½ ; do. 7s, 105 ; Kansas City, Topeka and Western 7s, 1906, inc., 107½ ; Little Rock and Ft. Smith, 57 ; do. 7s, 104⅞ ; Marquette, Houghton and Ontonagon, pref., 40 ; do. 1st 6s 94⅜ ; Maine Central, 30 ; Manhattan Beach 1st 7s, 95 ; New Mexico and Southern Pacific 7s, 111⅞ ; Ogdensburg and Lake Champlain income, 37 ; Oregon Railway and Navigation, 135 ; do. 6s, 104¼ ; Ottawa, Oswego and Fox River Valley 8s, 1900, 122¾ ; Portsmouth, Gt. Falls and Conway, 20 ; do. 7s, 85 ; do. 4½s, 1937, 85 ; Pullman Palace Car 8s, 1892, series 4, 115⅝ ; Quincy R. R. Bridge, 147 ; Republican Valley deferred, 73⅛ ; do. 6s, E. D., 103 ; Rutland, 57⅛ ; do. pref., 27¼ ; do. 5s, 65 ; do. 6s, 1902, 97 ; Summit Branch, 12 ; White River Valley pref., 55 ; Wisconsin Central, 9⅛ ; do. 7s, 108⅝ ; Wichita and Southwestern 7s, 108 ; Boston 5s, 1883, 103¼ ; Cleveland 6s, 1881, 101⅛ ; Cook Co., Ills., 5s, 1900, 102 ; Covington, Ky., 7.30s, 1890, 110 ; Chicago 7s, 1884, 107⅝ ; St. Louis Co. 7s, 1885, 109 ; St. Joseph, Mo., 10s, 1878, 74¼ ; Toledo 7.30s, 1900, 109¼ ; Aztec Mining Co., 1¼ ; Atlantic, 16 ; Allouez, 3⅛ ; Brunswick Antimony, 20 ; Blue Hill, 3⅜ ; Copper Falls, 13 ; Catalpa, 1⅝ ; Duncan, 3 ; Douglass, 3 ; Empire 47½c. ; Franklin, 14 ; Harshaw, 26 ; Huron, 5¾ ; International, 52½c. ; Osceola, 37 ; Pewabic, 19 ; Ridge, 5⅛ ; Silver Islet, 39.

The Wilmington (Del.) Every Evening says it now looks as if the Philadelphia, Wilmington and Baltimore Company is really thinking seriously of building the projected branch line from Dover to Milford. The latest surveys give almost a bee line between the two towns, passing between Camden and Lebanon, about half a mile west of Magnolia and through Frederica. The right of way has been promised over most of the route. The road will run through a fine peach, berry and truck growing district, but the chief end in view is said to be the building up of Rehoboth and making it accessible to Philadelphia by fast trains within three hours.

Mr. P. J. Brown, of Ingersoll, has been awarded the contract for the construction of the Southwestern Railway, and commenced work last Saturday. The people of Winnipeg will rejoice at the prospect of the early completion of this the first of the great colonization railways intended to act as feeders to the Canada Pacific Railway.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of August 1879 and 1880, were :

	1879.	1880.
Gross earnings.....	$1,450,222 78	$1,606,873 68
Working expenses...	858,985 50	957,685 85
Net earnings....	$591,237 28	$649,187 83

—showing an increase in gross earnings of $156,650 90, in working expenses of $98,700 35, and in net earnings of $57,950 55.

From October 1, 1879 to August 31, 1880, the earnings, expenses, etc., were :

	1878-'79.	1879-'80.
Gross earnings....	$14,449,527 35	$16,906,691 54
Working expenses.	10,244,303 51	10,615,626 50
Net earnings.	$4,205,223 84	$6,291,065 04

—showing an increase in gross earnings of $2,457,164 19, in working expenses of $371,322 99, and in net earnings of $2,085,841 20.

At the annual meeting of the stockholders of the Ohio and Mississippi Railway Co. held in Cincinnati on the 14th of October, James Sloan, Jr., and Osman Latrope of Baltimore, and F. W. Tracy of Springfield, Ill., were elected directors to serve the ensuing four years. The annual report of Receiver King stated that the property was vastly improved and that its net earnings for the year ended Oct. 31, 1880, would probably reach $1,300,000. It was stated that this sum was in excess of about $400,000 which would be charged to the expense for substituting steel for iron rails. Nearly the whole line is now laid with steel. The report says the company will have on hand Nov. 1, nearly half a million dollars, and be prepared to pay two coupons on the second mortgage bonds and two on the Springfield Division bonds.

At a meeting of the European and North American Railroad Corporation recently held at Bangor, Me., N. Woods, S. H. Blake, H. C. Ayer, T. J. Stewart, E. A. Wilson, Sprague Adams, C. P. Stetson, John S. Ricker and H. N. Fairbanks were chosen directors. At a meeting of the directors N. Woods was elected President ; J. Fred. Leavitt, Clerk ; N. Woods, Treasurer, and F. W. Cram, Superintendent.

At the recent annual meeting of the Profile and Franconia Notch Railroad, held at Concord, N. H., the following gentlemen were chosen as a board of directors for the ensuing year : Richard Taft, Emmons Raymond, Samuel N. Bell, John H. George, Walter Aiken, Joseph A. Dodge and John H. White. Richard Taft was chosen President and Charles C. Lund, Clerk.

The steam pilot boat "Hercules" has been laid up. It has been a financial success, but the Pilot Commissioners, who are opposed to steam, have refused to renew the license of the pilots running her. She will, therefore, be laid up till the question is decided in the Courts.

The Ontario and Pacific Railway line has been decided on to within four miles of Huntsville. The proposed branch line to Parry Sound will leave the main line about two miles north of Utterson.

New Steam Pilot Boat.

The Pilot is to be the name of the new steam pilot boat built for the Pilot Association of Baltimore by the Harlan & Hollingsworth Company, of Wilmington, Del. The boat, which has cost $40,000, has been finished in the time agreed upon with Captain John H. Cooper, president of the Pilot Association. The dimensions are: length over all, 122½ feet; extreme molded beam, 23 feet ; depth, 12¾ feet ; depth from base line to top of quarter deck, 18 feet. The hull is of iron. The machinery consists of an inverted, direct acting compound engine, with 22 and 36-inch engines, and 26 inch stroke ; one cylindrical return tubular boiler, with a working pressure of 70 pounds of steam to the square inch ; an independent boiler feed steam pump, which can be used also for fire service. The boat, which is the first of the kind, was launched on the 16th inst. from the company's yard, Wilmington, and is expected to reach Baltimore in a month.

The route of the Denver, Salt Lake and Western Railroad for which articles of incorporation have been filed, extends from Denver northwest to the Cache-la-Poudre river, near Fort Collins ; thence up the valley and through the narrows and canyons of the Cache-la-Poudre, following the main stream to the forks ; thence by the South Fork of said river to its headwaters ; thence westward to the Bear or Yampa river ; thence down the valley and through the several canons of Bear river, with the privilege of extending the road to and into the territory of Utah, together with branch lines from the line of said railroad, extending into the counties of Boulder, Jefferson, Clear Creek and Gilpin in the State of Colorado.

The Secretary of the Interior has rendered a decision involving large pecuniary interests in the case of the Western Railroad of Minnesota, now operated and controlled by the Northern Pacific Railroad Company, in regard to the claim of that company for lands under the indemnity grant to the State of Minnesota of the acts of March 3, 1857, and March 3, 1865, and the various amendatory statutes. This decision, which also bears directly upon the similar claims of the Chicago, Milwaukee and St. Paul Railway, and probably upon those of several other Western companies, is favorable to the claims.

It is stated at the Interior Department that the Northern Pacific Railroad will be completed within two and a half years ; 100 miles were completed and approved by the President, August 1st last ; 100 more will be ready for his approval when he returns, and 500 are to be constructed next year. It is stated that no legislation looking to an extension of the Northern Pacific land grant period will be asked at the next session of Congress.

Alexander Cameron has been appointed by Judge Gilbert receiver of the New York, Gravesend and Coney Island Railroad Company, which has not yet built its route. The principal property of the company is a wharf at the foot of Thirty-sixth-st., Brooklyn, and about eighty rods of track.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July 79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon,Genesco & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar.—100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov.'80 4
Boston and Providence..100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	980,000	J. & D	June'80 2
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	877,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June '80 3
Catawissa*..... 50	1,159,800	October.	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref.100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago,Burl. & Quincy.100	21,004,456	M. & S.	Sept '80 2
Chi., Clin., Dub.&Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	June'80 3
" pref.100	21,925,353	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Nov.'80 1½
Chi., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2
Chi., Sand. & Chi. ...nd...100	429,037	M. & N.	May '80 3
Clev., Col., Cin. & ...t*. 50	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahonin. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord..... 50	1,000,000	M. & N.	May '80 5
Concord and Ports.*.....100	35[illegible],000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,[illegible]00	F. & A.	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	J. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July '80 3
Del. & Bound Brook*....100	1,584,400	quarterly	Aug.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,503,300	F. & A.	Aug.'80 2½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '80 3
East Mahanoy*..... 50	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga....100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,300	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June'80 2½
Eel River.....100	3,000,000	— & —	Sept.'80 1
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	600,000	M. & N.	May '80 2½
" pref. 50	600,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref...100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 2½
Housatonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls& Sioux City*100	4,625,000	quarterly	Sept.'80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Aug. 80 1½
Ja. Riv. & Mo. Northern. 25	[illegible],000	quarterly	May '80 2
Jeffersonv.,Mad. & Ind..100	[illegible],000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,[illegible],000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central 1 0	4,500,000	J. & D.	June'78 1
" pref.100	[illegible],000	J. & D.	June'78 3
Lake Shore & Mich. So...100	49,480,500	F. & A	Aug. '80 4
" (prer.)100	533,500	F. & A.	Aug. '80 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,232,550	quarterly	Oct. '80 1
" pref. 50	106,800	quarterly	Oct. '80 2½
Little Miami*..... 50	3,871,450	quarterly	Sept. 80 2
Little Schuylkill*..... 50	2,446,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,403,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific..... 100	12,416,000	quarterly	Oct. '80 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	5,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,806	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	8,600,000	J. & J.	July '80 4
" " pref.100	1,600,000	J. & J.	July '80 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref..100	8,149,700	.....	.....
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '80 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	A g.'80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5 842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,000	quarterly	A '80 2
Oswego and Syracuse*..100	482,400	F. & A.	A '80 4½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb.....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome,Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref.,100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*.... 100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,800	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '80 1½
United Cop. of N. J*...100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,040,000	A. & O.	Oct. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl.'80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	300,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Hest on, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	100,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	July '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,800	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 898,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Sept.'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I..100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500,000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Morgona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Oct. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 8
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

The Public Lands.

From the Annual Report of the Commissioner of the General Land Office, now nearly completed, we learn that there were surveyed during the fiscal year ending June 30, 1880, 15,699,253 acres of public lands, and 652,151 acres of private land claims. This is an increase in the amount of public lands surveyed of 725,347 acres over that of the last year. This great increase is attributed to the operation of the act of March 3, 1879, which led to a great increase in the number of applications by private individuals for public surveys. Disposals of public lands during the year were made as follows:

	Acres.
Cash entries	850,740
Homestead entries	6,045,570
Timber culture entries	2,193,184
Agricultural college scrip	1,280
Locations with military bounty land warrants	88,522
Swamp lands patened to States	3,757,888
Lands certified for railroad purposes	1,157,375

The area of public lands surveyed in the different States and Territories during the last year is as follows:

	Acres.		Acres.
Arizona	208,521	Nebraska	709,179
California	3,792,630	Nevada	928,694
Colorado	2,775,601	New Mexico	1,624,156
Dakota	2,130,808	Oregon	1,052,221
Idaho	225,637	Utah	440,585
Louisiana	80,504	Washington T.	847,595
Minnesota	296,253	Wyoming	184,449
Montana	302,413		

In addition to this, surveys were made of private land claims in three States and Territories, as follows: California, 58,708 acres; Arizona, 149,258 acres; New Mexico, 444 184 acres. The total area of public lands surveyed from the beginning of surveying operations up to the close of the last year is shown to be 752,557,195 acres, leaving an estimated area yet unsurveyed of 1,062,231,727 acres.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 9, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	95,539	5,790,005	6,826,211
Schuylkill Canal	5,416	375,143	764,581
Lehigh Valley	71,746	3,729,288	3,616,373
Del., Lack. & Western	52,654	2,580,079	2,877,244
Shamokin Valley	20,697	661,488	700,529
Central New Jersey	36,914	2,731,146	2,058,176
United R. R. of New Jersey	9,675	842,477	662,758
Pennsylvania Coal	17,950	827 074	1,087,364
Delaware and Hudson	33,844	2,214,266	2,585,716
Huntingdon & Broad Top Mt	10,287	340,018	239,024
Penn. and New York	21,999	919,857	1,016,066
Clearfield, Pa	43,801	1,277,416	1,214,113

The total tonnage of anthracite coal from all the regions for the week ending October 9, as reported by the several carrying companies, amounted to 396,790 tons, against 521,814 tons in the corresponding week last year, a decrease of 125,024 tons. The total amount of anthracite mined for the year is 17,200,694 tons, against 19,964,980 tons for the same period last year, a decrease of 2,764,286 tons. The quantity of bituminous coal sent to market for the week amounted to 106,019 tons against 53,224 tons in corresponding week last year, an increase of 52,795 tons. The total amount of bituminous mined for the year is 3,374,504 tons against 2,673,027 tons for the corresponding period last year, an increase of 701,477 tons. The total tonnage all kinds of coal for the week is 502,809 tons, against 575,038 tons in corresponding week last year, a decrease of 72,229 tons, and the total tonnage for the coal year is 20,575,198 tons against 22,638,007 tons to same date last year, a decrease of 2,062,809 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last two days of September was 60,212 tons, of which 45,637 tons were coal and 14,575 tons coke. The total tonnage for the year thus far has been 5,287,366 tons of which 3,975,767 tons were coal and 1,311,599 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Oct. 9 were 44,688 tons, and for the year 1,649,928 tons—an increase of 516,405 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 20,945 tons, year, 987,181 tons; an increase over 1879, 375,181 tons. Chesapeake and Ohio Canal—week, 17 819 tons; year 484,615 tons; increase over 1879, 131,319 tons. Pennsylvania Railroad—week 5,924 tons; year, 178,127 tons; increase over 1879, 59,355 tons. The total tonnage of the Reading Railroad for the week ending last Saturday, October 16, was 205,000 tons, of which 56,500 tons were sent to Port Richmond, and 51,000 tons shipped from there. —Phil. Ledger, Oct. 18.

Philadelphia and Reading Companies.

Mr. Franklin B. Gowen, one of the receivers of the Philadelphia and Reading Railroad and Coal and Iron Companies, has written a letter in reply to an article calling attention to the position occupied by the various creditors of the aforesaid corporations, in which, after commenting on the impression that might be created, he gives an account of what the receivers have been doing in reference to the certificates of indebtedness and the several mortgages. He says there has been no difficulty on any of the mortgages, and the receivers hold legal possession of the property on behalf of the general mortgage and income mortgage creditors, subject to the liens of all prior mortgages. If it were possible that such a thing as a foreclosure or sale of the property could ever take place, the latter would be sold subject to the lien of all the prior mortgages, and out of the proceeds of sale the receivers' certificates would be paid even if there was not enough money to pay the general mortgage in full; but such sale would in no manner disturb the lien or affect the security of the prior mortgages, the holders of which can, therefore, safely dismiss all fears as to their position. As to the amount of receivers' certificates outstanding, he says:

On the 27th of May last the receivers were authorized to borrow $1,000,000, of which $610,000 was for interest on consolidated mortgage due June 1, and the remaining $390,000 was for the purpose of paying arrears of wages. Of this issue of $1,000,000, there has been paid $300,000 and $300,000 additional will be paid within the next two weeks. The receivers also issued $379,162 86 of certificates for July rentals, all of which have since been paid. The receivers of the Coal and Iron Company have from time to time issued, on account of current deliveries of iron, certificates amounting to $231,801 16, of which amount there have been paid $157,591 07. These are all the certificates or obligations issued by the receivers of either company, except the 4 per cent certificates issued under the order of the Court for materials and supplies furnished to the two companies, and this latter issue had no other effect than to convert an existing lien bearing 6 per cent interest into one which bears but 4 per cent. It must be remembered that there are over $60,000,000 of the securities of the company which are subordinate to the lien of the general mortgage, and although no disposition has been shown by the general mortgage creditors to harass the company, or to insist upon securing their own rights at the expense of any subsequent creditors, yet it cannot but be agreeable to the late creditors to find that the receivers are gradually reducing the arrears of prior incumberances.

Railroad Earnings.

The following are earnings as published by the *Commercial and Financial Chronicle:*

		Latest earnings reported. Week or Mo.	1880.	1879.
Ala. Gt. Southern		August	$58,701	$34,807
Albany & Susq		August	126,346	92,552
Atch., Top. & S. Fe		September	809,000	593,311
Atl. & Gt. West		June	368,456	301,272
Atl., Miss. & Ohio		August	179,947	134,955
Atl. & Char. Air L.		August	65,044	51,955
Burl., C. Rap. & No.		1st wk Oct.	47,696	35,365
Cairo & St Louis		1st wk Sept.	10,251	8,072
Central Pacific		September	1,957,000	1,649,429
Ches & Ohio		September	240,628	224,092
Chicago & Alton		1st wk Oct.	192,508	161,887
Chic., Burl. & Q		August	1,610,168	1,315,589
Chic. & East. Ill		1st wk Oct.	33,278	23,452
Chic., Mil. & St. P		1st wk Oct.	338,000	273,358
Chic. & Northw		September	1,957,951	1,716,409
Chic., St. P. Min. & O.		1st wk Oct.	35,918	25,287
Chic. & W. Mich		2d wk Sept.	19,958	15,229
Cin., Ind., St. L. & C.		September	234,950	208,447
Cin., Sand. & Clev.		12 dys July	27,543	21,050
Cin. & Springfield		1st wk Oct.	21,274	23,781
Clev., Col., Cin. & I.		1st wk Oct.	100,048	89,227
Clev., Mt. V. & Del.		1st wk Sept.	10,517	10,001
Del. & H. Can., Pa. Div		Aug.	89,388	95,958
Denver & Rio Gr.		1st wk Oct.	106,576	30,414
Denv., S. P'k & Pac.		September	127,532	95,532
Des M. & F. Dodge		4th wk Sept.	8,790	5,073
Det., Lans. & No		3d wk Sept.	25,316	28,685
Dubuque & S. City.		1st wk Oct.	30,209	22,143
Eastern		August	302,389	264,601
Flint & Pere Mar.		1st wk Oct.	35,436	25,900
Gal., Har. & San. A.		June	92,452	91,482
Grand Trunk		Wk. end. Oct. 9	223,452	212,558
Great Western.		Wk. end. Oct. 8	123,342	102,504
Hannibal & St. Jo.		1st wk Oct.	54,062	53,698
Hous. & Texas C.		August	289,380	232,122
Illinois Cen. (Ill.)		September	625,709	592,350
Do	(Iowa)	September	171,523	153,715
Indiana, Bl. & W.		September	110,623	122,406
Int. & Gt. North		1st wk Oct.	55,155	39,647
K. C., Ft. S. & Gulf.		3d wk Sept.	21,803	18,964
Kans. C., Law. & So.		3d wk Sept.	18,474	10,838
Lake Erie & West.		September	109,852	68,102
Little Rk. & Ft. S.		September	48,193	32,578
Louisv. & Nashv		1st wk Oct.	229,000	126,800
Marq., H. & Ont'n.		3 wks Sept.	62,918	50,699
Memphis & Charl.		1st wk Oct.	31,391	12,991
Minn. & St. Louis		3d wk Sept.	19,502	10,480
Mo., Kan. & Texas.		1st wk Oct.	89,260	74,595
Mobile & Ohio		September	179,191	161,253
Nashv. Ch. & St. L.		September	167,473	157,363
N. Y. & Canada		August	55,617	45,185
N. Y. Cent. & Hud.		September	3,000,627	2,922,376
N. Y., L. Erie & W.		July	1,580,976	1,273,533
N. Y. & N. England.		3d wk Sept.	61,898	57,194
Northern Central		August	453,923	316,716
Northern Pacific		September	332,810	270,693
Ogd & L. Champ.		4th wk Sept.	14,923	13,518
Pad. & Elizabeth		August	34,303	27,331
Pad. & Memphis		1st wk Sept.	3,819	2,414
Pennsylvania		August	3,723,355	2,982,718
Peoria, Dec. & Ev.		September	42,720	15,824
Philadel. & Erie		August	347,532	275,907
Phila. & Reading		August	1,531,813	1,462,280
Pitts., Titusv. & B.		August	55,500	37,526
Ports., Gt. F. & C.		August	22,891	19,275
Rensselaer & Sar.		August	205,321	178,852
St. L., Alt. & T. H.		1st wk Oct.	36,442	24,714
Do	(brchs)	1st wk Oct.	15,950	16,207
St. L., Iron Mt. & S.		1st wk Oct.	175,800	180,146
St. L. & San Fran.		1st wk Oct.	70,427	48,118
St. Paul & Duluth.		August	64,537	....
St. P., Minn. & Man.		1st wk Oct.	81,000	71,500
St. Paul & S. City.		1st wk Oct.	37,957	28,400
Scioto Valley		1st wk Oct.	5,992	6,557
South. Pac. of Cal.		September	447,000	239,905
Texas & Pacific		September	264,085	240,361
Tol., Peoria & War.		1st wk Oct.	33,119	34,140
Union Pacific		July	1,988,000	1,431,000
Wab., St. L. & Pac.		1st wk Oct.	318,774	247,384
Wisconsin Central		August	86,994	56,389

DIVIDEND NOTICE.

THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY has declared a dividend upon its capital stock of ONE HUNDRED PER CENT. payable in stock to the stockholders of record on the 13th November, 1880, and intend to increase the number of its shares of capital stock to that extent and for that object; and further notice is hereby given that the transfer-books of this company will be closed on the 13th November, and reopened on the 1st day of December, 1880. W. RANNEY, Secretary.
New York, Oct. 13, 1880.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL-ST., NEW YORK, Oct. 15, 1880.

DIVIDEND NO. 23.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for September, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Also, an

EXTRA DIVIDEND, (No. 24.)

of same amount has been declared, payable at the same time and place. Transfers close on the 20th inst. H. B. PARSONS, Assistant Secretary.

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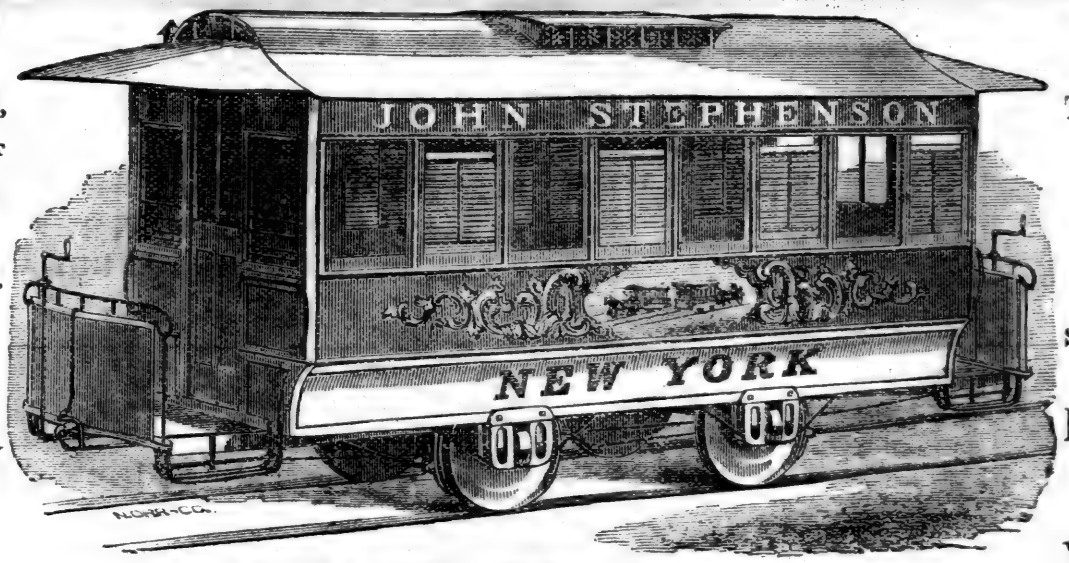
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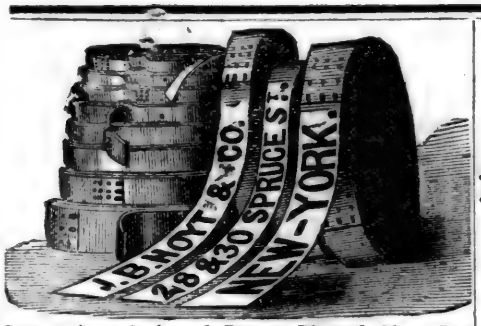
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ESTABLISHED 1831.

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SECOND QUARTO SERIES, VOL. XXXVI., No. 44.] NEW YORK, OCTOBER 30, 1880. [WHOLE No. 2,323, VOL. LIII.

Vermont and Canada Railroad.

At the annual meeting of the stockholders of the Vermont and Canada Railroad Company, held at Bellows Falls, Vt., on the 21st inst., Francis A. Brooks of Boston, Charles E. Billings of Newton, John D. Bryant of Boston, Thomas F. Clary of Boston, Wm. H. Webb of Philadelphia, James W. Johnson of Boston and Francis V. Parker of Boston were elected directors by a vote of 8,542 shares. The following resolution was then offered and adopted:

Resolved, That the Directors this day chosen be requested to proceed in the assertion of such legal rights, if any, as the corporation may have to the possession and control of its own property, and reclaiming the same from the Central Vermont Railroad Company.

The President explained the reason for the change in some of the directors, attributing it to the fact that there was "a difference of opinion in the old board." "The present board," he said, "were unanimously of the opinion that possession of the road should be obtained first. The past rental due was gone." He then read a statement of facts relative to the expected decision of the Supreme Court now in session at Montpelier, the substance of which is as follows:

The Vermont and Canada Railroad was organized in 1849, the road originally being from Essex Junction to Rouse's Point, a distance of 47 miles. To comply with the charter it was necessary to extend the line from Essex Junction to Burlington, and in 1858 the charter was extended for five years, and in 1861 the extension to Burlington through the Tunnel was made and the connection with the Rutland Road completed. In 1850 and 1851 the Vermont and Canada leased this road to the Vermont Central Company. They were to operate it and pay 8 per cent on the cost of construction, which was $1,348,500, as annual rental. The security for rental was the reserved right on the Vermont and Canada Company's part in case of non-payment of rent to enter in possession of both the Central and Vermont and Canada Roads and to operate the same till rent was paid. The road from Burlington to the middle of the channel at Rouse's Point, a distance of about 47 miles, and a branch from Swanton Junction to the Vermont and Canada line, a distance of 10 miles, constitute the Vermont and Canada Road. In 1852 the Vermont Central Company failed and surrendered the Vermont Central and Vermont and Canada Roads to the trustees of the first mortgage bonds of the Vermont Central Road.

In 1854 these trustees failed and on December 1, 1854, failed to pay the six months' rent then due the Vermont and Canada Company. The Vermont and Canada immediately commenced a suit in the Franklin County Court and sought to enforce the agreement by which it was to occupy both roads till back rents were paid. Upon this application the property was put into the hands of receivers. In 1854 they were ex-Gov. J. Gregory Smith, Joseph Clark and Lawrence Brainard. The right of the Vermont and Canada Company was disputed by all the other parties interested in it, one of the reasons being that the charter of the Vermont and Canada Company authorized that corporation to operate a railroad from Rouse's Point to Burlington only, and it was beyond the capacity of that corporation to make a contract by which it might operate a railroad from Rouse's Point to Windsor. The amount of the cost of construction upon which the eight per cent rental was to be paid was also disputed. However, in 1861, the Supreme Court of Vermont rendered a final decision in that clause fixing the cost of construction at $1,348,500.

In 1864 the compromise decree was made. The effect and construction of this is the one thing about which the parties interested in the property have been involved before the courts; it having been complicated with questions arising out of the debt created by the managers under the decree and floated by them on the Boston market. From 1864 to 1871 the Swanton branch and Burlington branch were built and the property improved by erection of depots, etc. To pay for this the capital stock was increased $1,651,500, making the capital $3,000,000. The managers have further improved the property and have floated bonds as follows:

Equipment bonds	$2,000,000
Stanstead, Shefford and Chambly 7s	500,000
Missisquoi	500,000
Vermont and Canada guaranteed 8s	1,000,000
Income and extension	1,000,000
	$5,000,000

In addition to this sum the management had a floating debt of $2,800,000, upon which their notes went to protest in September, 1872. In December, 1872, they failed to pay the semi-annual rent of $120,000 due the Vermont and Canada Company. The Legislature of 1872 chartered the Central Vermont Railroad Company, with a view to organize a corporation out of the different securities, whereby all the debt should be capitalized into stock of the new company.

In May, 1873, the Central Vermont Company organized with a cash capital of $1,000,000—a majority of which was subscribed by Duncan, Sherman & Co., Trenor W. Park and other New York capitalists. There was a clause in the Central Vermont's charter which provided that until a majority of the first mortgage bonds of the Vermont Central Road should be retired under the new charter the Central Vermont Company might operate the property temporarily under the orders of the Court of Chancery of Franklin county. Availing themselves of this clause, application was made to have the property temporarily intrusted to the Central Vermont Company, and on July 1, 1873, Chancellor Royce granted the application.

The old question as to the relative rights of the Vermont and Canada Company, as distinguished from the rights of the persons having the trust debts of almost $8,000,000, was not determined and has been since in one form or another continually before the Courts, the Central Vermont Company retaining the possession for the past seven years. The opinion of Judge Barrett in 1877 has been claimed as a victory by both parties, and now the expected decision by the Supreme Bench is quite currently reported to be in favor of the Central Vermont Company. The Vermont and Canada stock in market has advanced, however, presumably by speculators.

The decision is a grave one and involves millions. Certain it is that the present managers have one of the best roads in the country—steel rails, improved rolling stock—and Vermonters were never so well served as to-day in railroad facilities.

Railroad Expresses.

The Adams Express Company has replied to the statement which is going the rounds of the press that the Ohio and Mississippi Railroad Company, which has now been three years engaged in the express business, has profited largely by it; that the Express Company paid them $4,000 per month; and that the Railroad Company realized $93,000 from its express service in the year ending August 31, 1880. To all this the Adams Express Company say:

This would read well if it were borne out by the facts. The contract of the Adams Express Company was to pay the Ohio and Mis-

sissippi Railway $200 per day. For that sum of money it was entitled to carry 13,000 pounds per day. If it failed to carry 13,000 pounds, that was its loss; it must pay the sum guaranteed. If it carried more than 13,000 pounds the excess was to be paid for at the rate of $1 25 per 100 pounds. Instead of $4,000 per month, as "it is stated," it guaranteed to pay $5,200 per month. The declaration that the exhibit of 1879 shows a handsome gain will be entitled to consideration when it is officially stated what tonnage was carried to produce the $93,000. If such a statement is made it will show that it takes a large quantity of express freight, at about 33 cents per 100, over 340 miles of road, to earn $93,000. Or, in other words, that no tonnage account is kept at all, and that what is called "express" is a great part of it freight that would or should go to its freight account. If the Ohio and Mississippi can show that on 13,000 pounds a day it realized more than the old express company paid, there is a chance for railroad expresses.

Grand Trunk Railway of Canada.

DIRECTORS' REPORT, June 30.

	1879.	1880.
The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been..	£832,869	£991,992
Deduct—Working expenses at rate 68.08 per cent, against 76.17 for June half of 1879.	634,423	675,345
	£198,446	£316,647
Add—Interest on International bridge capital....	12,980	10,434
And on Chicago and Grand Trunk Railway bonds.....	.....	10,167
	£211,426	£337,248
Less—Interest on postal and military bonds not retired.	438	.....
Leaving	£210,988	£337,248

Applicable for the following payments, viz.:

Interest, &c., paid on lands	£2,762
" Brit. Am. Land Co. Deb.....	617
" Montreal Seminary Deb.....	616
" Island Pond Debentures.....	2,700
	£6,695
Deduct interest on loans, &c.....	503
	£6,193
Atlantic and St. Lawrence lease.....	£52,540
Lewiston and Auburn railway rent.....	1,849
Detroit line lease.....	11,250
Montreal and Champlain bond interest.	8,515
Buffalo and Lake Huron rent.....	35,000
1st Equipment bond interest..	11,925
2nd Equipment bond interest	15,000
5 per cent perpetual debenture stock...	72,489
	£214,762
Showing a balance of.....	122,487
	£337,249

The amount brought forward from the preceding half year, £1,440, makes, with the above balance from the past half year, £122,487, a total of £123,927, out of which a dividend for the half year at the rate of £5 per cent per annum on the First Preference Stock has been paid, absorbing £80,374 and leaving a balance of £43,552. As regards the appropriation of this balance of £43,552, the Board resolved, after obtaining the opinion of eminent counsel on the Arrangements Act of 1873, to pay a dividend on the Second Preference Stock for the half year at the rate of 3 per cent per annum, absorbing £34,896, and leaving £8,659 to be carried forward to the current half year. This dividend will accrue to the holders of Second Preference Stock registered in the books of the company on the 4th instant, and the warrants will be payable as already notified on the 1st November next. The gross receipts of the half year were greater than in 1879 by £159,122, or 19.10 per cent, though the receipts for the Riviere du Loup section, amounting to £22,263, were included in 1879, and, that section having been sold, were not received in 1880. The working expenses, including renewals, amounted to £675,344, or 68.08 per cent, against a total charge of £634,423, or 76.17 per cent in 1879, showing an increase of £40,921, or 6.45 per cent, as compared with an increase in the receipts of 19.10 per cent. The passenger receipts increased by £26,824, or 11.54 per cent, and the numbers by 47,198, or 5.58 per cent, as compared with 1879, but the receipts for mails and expresses showed a decrease, owing mainly to the sale of the Riviere du Loup section, of £3,201. The receipts from freight traffic increased by £135,786, or 24.09 per cent, and the tonnage by 203,265 tons, or 16.59 per cent. The total number of passengers was 892,825, against 845,627; and the quantity of freight was 1,428,103, against 1,224,838 tons. The average receipt per passenger was 5s. 9⅛d., against 5s. 6d.; and per ton of freight 9s. 9⅛d., against 9s. 2⅛d. The charges for maintenance and renewal of road and rolling stock were in 1880 £242,429, and in 1879 £214,862, showing an increase of £27,567. The expenditure for fuel, wages, and other charges for working the Railway, was in 1880 £432,914, and in 1869 £419,559, an increase of £13,355.

The percentage of working expenses to gross receipts was reduced, as regards maintenance and renewals of road and rolling stock, by 1.86 per cent, and as regards all other charges by 6.73 per cent; making a total reduction on the general result in working the railway of 8.09 per cent. The expenditure on capital account during the half year was £96,131 19s. 0d.; but as there have been credited to this account (1) the amount received from the Dominion Government for the Biviere du Loup Line, and (2) an amount received during the half year as premium on Debenture Stock issued, the total expenditure has been reduced by £222,244. There has been issued during the half year £106,000 of Debenture Stock at a premium of nearly 5 per cent. out of the proceeds of which £51,800 of First Equipment Mortgage Bonds have been redeemed, and the balance has been applied to general purposes. The Chicago and Grand Trunk Railway was opened for traffic from temporary stations in Chicago to Port Huron on the 8th February; and, under the decision of the American Board of Arbitration, 10 per cent of the freight traffic and 6 per cent of the live stock traffic out of Chicago have since been awarded to that railway. Its access to the proposed permanent stations in Chicago has until recently been retarded by legal obstructions. These having at length been removed, increased facilities for passenger and freight traffic will be afforded. Full explanations in regard to the agreements referred to in the notice convening the special meeting (to be held immediately after the half yearly meeting) will be given by the President in proposing the necessary resolutions.

On behalf of the Board,
H. W. TYLER, President.
21 Old Broad street, E. C., 14th October, 1880.

Immigration Statistics.

The immigration into the United States during the year ended June 30 was 457,257, as follows: At New York, 263,726; Port Huron, 94,375; Boston, 34,062; Philadelphia, 21,727; Baltimore, 17,894; San Francisco, 7,153; all other ports, 18,820. Of arrivals there were from Europe 347,747; Asia, 5,839; America, 101,681. The immigration from Europe was as follows: Great Britain and Ireland, 144,876; Germany, 84,888; Sweden, 39,186; Norway, 19,895; Austria, 12,304; Italy, 24,327; Denmark, 6,576; Switzerland, 6,156; Russia, 4,854; Hungary, 4,363; France, 4,313; Netherlands, 3,340; Holland, 2,177; all others, 2,142. The immigration from the American Continent included British North American provinces, 99,706.

Harlem Extension Railroad.

The last train under the management of R. C. Root of New York ran into Bennington over the Harlem Extension Railroad South on the 16th inst. This is that portion of the Harlem Extension Road which was abandoned in 1877 by the Central Vermont Company, and is the identical piece of track built by town bonds, over the payment of which there has been so much litigation and politics in western Vermont since 1867. After remaining closed several months, in November, 1877, Mr. Root took possession for the bondholders and has operated it since as a feeder for the Bennington and Glastonbury Railroad and Coal Company, and the extensive coal works on the Bennington and Rutland Railroad Company's line. In this manner the railroad in controversy has paid something, and worthless bonds have appreciated to about twelve cents. Certain bondholders representing the interests of Henry A. Tilden and others have applied for a Receiver, and that part of the railroad in the State of New York has passed into the hands of John Van Valkenburgh, the Receiver. Whether the road will be closed or not is not known. In any event Bennington's connection South is broken, as the Vermont portion of the railroad will not be operated, being owned by Vermont parties, who, with Mr. Root, have made unavailing efforts to come to some agreement with the Receiver to operate the south end. It is feared that disastrous consequences will ensue to large business interests should trains cease running.—[Bennington (Vt.) Banner.

A company is being organized to build a narrow-gauge railway from Mansfield, Allegheny County, Pa., to connect at Temperanceville with the street railroad running to Pittsburg. The capital is to be $50,000, and the work will begin as soon as a sufficient amount is subscribed to guarantee the completion of the road. If this enterprise is successful it is thought that the road will be extended through Cecil, Chartiers, Mt. Pleasant and other townships in the northwestern part of Washington County, which are underlaid by fine veins of coal.

At the annual meeting of the Tehauntepec Railroad Company held at Pittsfield, Mass., October 20, the following gentlemen were elected directors: Edward Learned, of Pittsfield; T. J. Buckley, George S. Coe, Cortland P. Dixon, Ozias Bailey, Myron P. Bush, John A. Marvin, Hayden H. Hall, W. P. Learned, all of New York, and Manuel Gamboa and Francisco de Harrando of Mexico. The reports were very flattering, thirty miles of the road being already graded and the track laid for about ten miles.

The citizens of Bath, Me., have authorized the city council to pay the city bonds issued in aid of the Knox and Lincoln Railroad, if it can be done on favorable terms. For that purpose the Council is authorized to issue new bonds bearing 4 per cent interest, to run not less than twenty years nor more than forty years from date, and cover an amount not exceeding $871,850.

The Wind Gap (Penn.) Railroad will be completed and in running order as far as Pen Argyl by the 1st of January.

AMERICAN Railroad Journal
ESTABLISHED 1832.

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New York, Saturday, October 30, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AMONG the new features adopted by the AMERICAN RAILROAD JOURNAL, as appears on another page of this issue, is a department on counterfeit money It is intended to make this a permanent and authentic feature of the paper, and we believe it is one that will prove of great service and value to our readers. We are to receive from the U. S. Secret Service Division at Washington immediate notice of the discovery of counterfeits, which will be promptly published in the JOURNAL, and information in various forms will be given, through facilities which we have, so that this department may be taken as a trustworthy guide and assistant in checking the circulation of bogus money.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

AN account of the annual meeting of the stockholders of the Vermont and Canada Railroad Company, together with the names of the new Board of Directors, is given on another page. The meeting, which was held at Bellows Falls, Vt., on the 21st inst., was of more than usual interest on account of the expected decision of the Supreme Court of the State, now in session in Montpelier, and which it is supposed will be in favor of the Central Vermont Company. A review of this celebrated case is also given in connection with the above.

The State of Allegheny.

An association has been organized in the western part of Pennsylvania, with headquarters in the city of Pittsburg, which has for its object the creation of a new State out of a portion of the State of Pennsylvania to be called the State of Allegheny. It is proposed to divide the State of Pennsylvania so as to follow the county lines between McKean, Cameron, Clearfield, Blair, Huntingdon and Fulton counties on the one side, and Potter, Clinton, Centre, Mifflin, Juniata and Franklin counties on the other; the new State to consist of all that part of Pennsylvania west of the line so defined. It will embrace twenty-eight counties with a population of 1,454,196. The total population of the entire State of Pennsylvania is 4,237,312. This would leave the State, after taking from it the State of Allegheny, with 2,783,116 inhabitants, or nearly twice the population of the proposed State of Allegheny. A number of leading men are interesting themselves in the movement, who are very earnest in advocating the formation of the new State.

Nicaragua Ship Canal.

On the 12th of June last Mr. S. L. Phelps, representing the Provisional Interoceanic Canal Company, sailed from this city for Europe to lay before foreign capitalists the concessions granted by the Government of Nicaragua to that company for building a ship-canal across Nicaragua. Since Mr. Phelps's return he has been busily engaged on the report of the executive committee, of which he is the chairman, in which are embodied the results of his mission, and of Mr. A. G. Menocal's resurveys of certain portions of the proposed route. A large part of the report, which is dated October 15th, is devoted to showing the advantages of the Nicaragua over the Panama route. The total cost of the canal by the latter route is estimated at $304,000,000, and by the former at $75,000,000. The committee devote much attention to the probable business of such a ship canal, and satisfy themselves that 3,000,000 tons is the lowest estimate of the shipping which will pass through the canal each year. The gross receipts from that amount of tonnage at $2 50 per ton would be $7,500,000, and $6,000,000 after deducting the expenses—equivalent to 8 per cent upon the investment of $75,000,000. The engineer estimates the cost of building at $41,193,839, to which the committee add 15 per cent. The balance of the $75,000,000 is for interest, surveys, commissions, permits, etc.

Boston, Revere Beach and Lynn Railroad.

At the annual meeting of the stockholders of the Boston, Revere Beach and Lynn Railroad Company, held in Boston on the 21st inst., the following Board of Directors was elected: Edwin Walden, John G. Webster, John B. Alley, Edward Tyler, David H. Sweetser, T. B. Dix, Amos F. Breed, David L. Webster, Charles W. Slack, A. B. Martin, N. Gibson.

From the report of the Treasurer, which was presented, it appears that the total investment account on the 30th of September, 1880, the close of financial year, was $719,206 80, as follows: construction, $466,684 17; equipment, $94,219 67; ferry, $110,966 52; real estate, outside of location $47,206 80. The capital stock is $350,000, the net debt, $318,591 69, and the balance of profit or surplus, $50,615 11. The value of real estate not used for railroad purposes is $47,336 44. The expenses of the ferry for the year were $18,684 55, and of the railroad, $34,616 56. The passenger receipts were $151,438 93, the rent receipts $4,448 85, making a total of $155,887 78. The net earnings amounted to $52,586 67. The road has been equipped with steel throughout. The East Boston Station has been altered into a double one. A bridge 1050 feet long has been built between East Boston and Wood Island, and another one at Harbor View, 850 feet long. The road will have laid, by November 1, a double track 1¼ miles in length. A new turn-out has been built at the Pavilion 2000 feet long. The double track will only be laid as far as Winthrop Junction at present. There were 977,000 passengers carried last year and 1,112,000 this year.

The President described in detail some of the improvements of the year, saying that the management had been conservative in charging to the expense account several items which might properly be rated as construction or improvement charges. The grade of the road at Beachmont, the lowest points, has been raised from the marsh level, so that there is no longer any danger of the tracks being reached by high tides. There has been considerable filling in at the long bridge, which has been reduced in length from about 2,000 to 1,600 feet. Iron rails, weighing 40 pounds to the yard, have been replaced by steel rails, ten pounds heavier. A telephone line now connects every station on the line with the Boston office. In the opinion of the directors, the business of the

road will require a double track from East Boston to Winthrop, within one, or at most two years. About one mile of new track was laid during the past year. All the property of the road is reported to be in better condition than ever before. The officers of the company are: Edwin Walden, President; John G. Webster, Treasurer; John A. Tenno, Clerk.

Western Maryland Railroad.

At the annual meeting of the stockholders of this company held on the 20th inst, the following gentlemen were re-elected directors for the ensuing year: Joshua Biggs, of Frederick county; George W. Harris and C. W. Humrichouse, of Washington county; John K. Longwell, of Caroll county, and Edward Worthington, of Baltimore county. The other directors, who are appointed by the Mayor, are Samuel H. Adams, Christian Devries, Daniel J. Foley, George M. Gill, E. J. Hippley, N. G. Penniman, J. A. Preston and Alex. Rieman. The year ended September 30, 1880, has been a prosperous one for the road. The receipts from both passengers and freights were in advance of the previous year. From Edgemont, on the line of the road, to Waynesboro, a distance of 8 miles, the road has been completed and running since July 5, and the whole road from Waynesboro to Shippensburg, via Chambersburg, 26 miles, is under contract to J. Humbird & Co., who have 600 men at work grading, surfacing, &c., working from both ends. The balance of the iron rails for the road have arrived from Cardiff.

East India Railways.

The twentieth annual report of the government director of the East India Railway Companies shows the number of miles now open for traffic as follows:

Guaranteed companies' lines	6,073
State lines	2,363
Native state lines	175
Total	8,611

During the last year 395 miles of new railway have been opened for traffic. The net revenue derived from all the roads for the year was £5,372,596, which was about 4.85 per cent upon the total capital invested. The number of passengers during the year was 43,144,468, or nearly five millions more than for the previous year, and the freight moved was 7,876,766 tons, against 7,296,385 tons the previous year.

Iron Steamboat Company.

The organization of the Iron Steamboat Company was completed at a recent meeting of the incorporators at Long Branch. The following directors were chosen: John Roach, Joseph C. Ferguson, and C. H. Cramp, of Philadelphia; George S. Scott, of Scott & Leavitt; Samuel Carpenter, of the Pennsylvania Railroad Company; James B. Houston, president of the Pacific Mail Steamship Company; Alfred R. Whitney; Nathan G. Miller, Bridgeport, Conn.; W. E. Connor, Charles E. Quincey, of William Heath & Co.; James D. Smith, of Jameson, Smith & Cotting; William J. Hutchison, of Kennedy, Hutchinson & Co.; Rufus Hatch; Lewis May, of May & King; R. Cornell White; Henry Havermeyer and Charles J. Osborne. At a subsequent meeting of the directors, George S. Scott was chosen president, Rufus Hatch, vice president, Lewis May, treasurer, and William M. Earl secretary. An Executive Committee was appointed, consisting of J. B. Houston, W. E. Connor, James D. Smith, Charles J. Osborne, and Lewis May. It is said that contracts for twelve vessels, according to specifications already prepared, will be made soon, and that books for subscriptions to stock of the company will be opened in this city in a few days.

Dividends.

—The Concord Railroad Co. will pay a dividend of 5 per cent Nov. 1.

—The Boston and Providence Railroad Co. has declared a dividend of 4 per cent, payable Nov. 1.

—The Iowa Railroad Land Company has declared a dividend of $1 50 per share, payable Nov. 1.

—The Putnam Nail Company pays a quarterly dividend of $3 per share Nov. 1.

—The Boston Belting Company has declared a dividend of $6 per share, payable Nov. 1.

—The Evening Star Mining Company has declared a dividend of 5 per cent, payable Nov. 5.

—The China and Japan Trading Company will pay a dividend of 7 per cent, Oct. 30

—The Ferguson Gold Mining Company has declared a dividend, payable November 10.

—The Duncan Mining Company has declared a dividend of 7½ cents per share, payable Nov. 1.

—The Manchester and Lawrence Railroad Company has declared a dividend of 5 per cent. payable Nov. 1.

—The Atchison, Topeka and Santa Fe Railroad Company has declared a quarterly dividend of 2 per cent, payable Nov. 15.

—The Cedar Rapids and Missouri River Railroad Co. has declared a dividend of $1 per share on the common stock, payable Nov. 1.

—The North Chicago Rolling Mill Company will pay a dividend of 5 per cent, Nov. 15, and 5 per cent, Dec. 15; both payable to stockholders of record Oct. 28.

—The Car Trust Company of Pennsylvania has declared a quarterly dividend of 1½ per cent, and the Equipment Trust of Pennsylvania of 2 per cent, both payable 1st November next.

—The coupons of the Missouri Division bonds of the Northern Pacific Railroad Company will be paid at the office in New York on or after November 1; also interest on receipts and certificates, Missouri Division construction loan, upon their presentation for indorsement of interest payment thereon.

An Improved Locomotive.

An important innovation in locomotive construction was successfully tested on the Delaware, Lackawanna and Western railroad on the 21st inst. A special train, bearing prominent mechanics and capitalists, and drawn by the locomotive Counterpressure, left Utica at 10 a. m. on that day and proceeded to Waterville, 21 miles distant. There a train of six heavily loaded coal cars was attached, and, without the application of a single brake, was taken to Utica. The speed of the train was diminished and stops made on down grades of 70, 80, and 90 feet per mile, by the use of a lever, the engineer being able thus, unassisted, to slacken the speed of the train at will. The locomotive used is of the ordinary pattern. The power brought to bear against the piston is obtained and controlled by the use of an extra valve in the steam chest. By this steam is had direct from the boiler through a pipe which enters the steam chest where ordinarily the oil cups are placed. By this arrangement there is no need to reverse the cut-off lever, thereby obviating an immense strain upon the engines which attends the process known to railroad men as "hauling over."

Old Dominion Land Co.

Judge Weilford, of the Circuit Court of Richmond, Va., has granted a charter of incorporation to an association of New York capitalists, under the title of "The Old Dominion Land Company." The incorporators are: C. P. Huntington, Harvey Fisk, A. S. Hatch, Jas. H. Storrs and J. E. Gates. Mr. Huntington is president of the company and Mr. Frank Storrs is secretary. The capital stock is restricted by the terms of the act of incorporation to $4,000,000. The stated object of the company is to own, mine and develop land in the State of Virginia. Some of the lands belonging to the company are on the line of the Chesapeake and Ohio railway, which begins at Richmond, and has its terminus at Huntington, W. V., on the Ohio river, but the largest part lies on the peninsula which divides the water of the York and James rivers. The land will be divided into small farms and sold or leased to settlers. There is no railroad on the peninsula proper, and a part of the company's scheme is to build a road from Fortress Monroe to a point on the Richmond and York River railway. The organization of a line of steamships is also contemplated.

According to a statement given elsewhere from the Iron Age 60 per cent of anthracite furnaces, 57 of charcoal and 58 of bituminous were in blast October 1, 1880. This a much larger per cent than has been shown at the corresponding period of any year since 1874. In 1876 the per centage was only a little over 30 in each class of furnace. The figures this year correspond very nearly with those of September, 1874, though there has been an increase in the per cent of bituminous furnaces in blast and a decrease in the charcoal furnaces.

The earnings of the Texas and Pacific Railway Company for the month of September, 1880, were: passenger, $18,195 60; freight, $208,556 55; mail, express, &c., $7,332 78—total, $264,084 93. Same month last year, $240,361 05. Fixed monthly charge for interest and rentals, $64,625. Miles of road operated, 517; miles operated last year, 444. Total number of miles when line now under construction to El Paso shall be completed, 1099.

The London Economist states that notwithstanding the cancellation of large contracts, the total shipment of iron and steel of all kinds from England to the United States between September 1, 1879, and August 31, 1880, reached the enormous total of 1,623,333 tons, as against 260,573 tons in the preceding twelve months. The largest previous shipment to this country was of 1,036,829 tons in 1871.

Cleveland, thirty miles above Chattanooga, on the East Tennessee, Virginia and Georgia railroad, has been made the terminus of the Selma, Rome and Dalton railroad, which was formerly at Dalton on the Western and Atlantic Railroad.

Proposed Railway to Persia.

It is reported from Teheran that some of the principal native merchants of Bagdad have lately obtained from the Sultan a concession for the construction of a line of railway from Nejiff and Kerbella to Bagdad, and thence to the Persian frontier at Khanekin and a prospectus has now been issued by them, inviting Turkish and Persian subjects to take shares in the Company which is being formed to carry out this undertaking. The estimated cost of the projected line is 600,000 Turkish liras. It proposed to raise this amount by issuing 60,000 shares of 10 Turkish liras each, payable in three instalments. The line is to be contracted in two sections. That on the right bank of the Tigris, connecting the Shiah places of prilgrimage at Kerballa and Nejiff with Bagdad, is to be commenced first, and on its completion, should sufficient capital have been subscribed, the second portion between Bagdad and the Persian frontier will be begun. It is estimated that each section will cost 800,000 Turkish liras. A metre narrow-gauge is to be adopted, and iron sleepers will be used in the construction of the entire line, which must, by the terms of the concession, be completed and opened for traffic within three years.—[London Morning Post.

The St. Louis Republican says that the announcement that the Atchison, Topeka and Santa Fe and the Southern Pacific Railroads will be connected about the first of January will probably be soon followed by notice of the consolidation of the Texas and Pacific and the Southern Pacific, so that any working arrangement of the Atchison, Topeka and Santa Fe with the Southern Pacific must be merely temporary. The Texas and Pacific is now about 180 miles beyond Fort Worth and the Republican is advised through well informed sources that the owners of the road have about concluded not to build through to the Pacific coast, but that negotiations for a consolidation with the Texas and Pacific have progressed almost to a point of agreement. If the consolidation is effected it will be a merger of the Southern Pacific into the Texas and Pacific, the whole line taking that name. This will entitle the Texas and Pacific to the whole of its valuable land grant, as the Southern Pacific runs through the Texas and Pacific lands.

The Philadelphia Record learns from good authority that the Northern Pacific Railroad Company are about to open their rich timbered lands on the Pacific division between Puget Sound and the Columbia River, and recieve in payment therefor the preferred stock of the company at par. This division contains about 2,700,000 acres of the best timbered lands in the country. At present the company is only receiving preferred stock for the lands on the Minnesota and Dakota division. When they decide to open the Pacific division (which will be done at their next meeting), it will be giving the preferred stock that much more land to be placed to their credit. This land is worth about $6 per acre.

Under the new assessment law of Nebraska, enacted by the last Legislature, whereby all railroad property is lumped with the roadbed and roadway and exempted from all local taxation, the Union Pacific corporation is assessed $77,924 less in 1880 than it was in 1870, and the counties lose all revenues from assessments on depots, depot grounds, machine shops and other local properties of the road.

Pittsburg, Titusville and Buffalo Railroad.

A dispatch dated Buffalo, October 22, says that the directors of the Pittsburg, Titusville and Buffalo Railroad Company inspected the terminal facilities of their new line in that city on that day, and then adds:

This line will cross the Lake Shore and Michigan Southern Railway at a grade in this city, and the Buffalo Creek Railroad Company have assured the Pittsburg, Titusville and Buffalo Company of equal advantages with other roads entering here in the transfer of freights. It has been discovered that the trip of inspection over the Pittsburg, Titusville and Buffalo has reference to the ultimate lease of that road to the Baltimore and Ohio Railroad Company. The latter company has surveyed a route of 140 miles, from Chicago Junction to Beaver, in Pennsylvania, and in conjunction with the Pittsburg, Titusville and Buffalo, will build 70 miles of road from Beaver to Oil City, a large amount of capital having already been subscribed. With the newly surveyed route between Brockton and Buffalo, in the event of the Baltimore and Ohio leasing the Pittsburg, Titusville and Buffalo, the lessee will have a continuous line from Chicago to Buffalo. It is stated upon good authority that it is the ultimate purpose of the Baltimore and Ohio, in case a lease is perfected, to secure a route into New York city and obtain a large New England freightage to the West. An important route to New York could be made by certain railroad purchases and connections, which the officers of the Pittsburg, Titusville and Buffalo say that they are not at liberty to mention. A local paper here claims to have learned that a road will be run from Irvington, the northern terminus of the Pittsburg, Titusville and Buffalo, to Salamanca, N. Y., there to connect with the Atlantic and Great Western. The determination to build the latter line has been reached since the bondholders of the Buffalo and Southwestern refused to lease that road to the Pittsburg, Titusville and Buffalo. There are rumors mentioning the Rochester and State Line road among the connections by which New York city is to be reached.

The Virginia Mining and Manufacturing Company has been incorporated at Richmond, with A. S. Buford as President, and W. H. Haxall Vice President. The new company has authority to mine and produce for manufacture or market kaolin, plumbago, coal, iron, lead, gold, silver, &c.; to manufacture or buy and sell the same, to lease, buy and hold lands necessary therefor. The capital stock is to be not less than $10,000 nor more $200,000, to be divided in shares in of $100 each, the stock to be deemed and treated as personal estate. The company can hold real estate not exceeding 25,000 acres, and the chief office is to be in Richmond.

An ordinance has been passed by the Cape May (N. J.) City Council granting the right of way to the Cape May Marine Railway Company to lay a railway track in front of the city. The Cape May and Sewell's Point Railway Company, organized under a State charter, have commenced the work of grading their road-bed in front of the city.

Work is to be commenced in a few days on the railroad from Reno, Nev., to Oregon. The grade-stakes have been set for a number of miles from Reno, north, and a set of hands will commence at Reno and grade north, and another force will commence at Belfast, in Honey Lake Valley, Cal., and grade toward Reno.

Latest Railroad Earnings.

The following are the latest railroad earnings reported:

Louisville and Nashville—	1879.	1880.
Third week of October	$135,009	$222,500
July 1 to Oct. 21	1,780,881	3,008,600
Chicago, Milwaukee and St. Paul—		
Third week of October	$292,135	$341,000
January 1 to Oct. 21	7,404,431	9,762,000
St. Louis and San Francisco—		
Third week of October	$46,800	$72,400
January 1 to Oct. 21	1,168,600	2,093,900
Burlington, Cedar Rapids and Northern—		
Third week of October	$34,860	$42,523
January 1 to Oct. 21	1,147,806	1,604,064
Northern Pacific—		
Second week of October	$70,253	$66,000
January 1 to Oct. 16	1,524,083	1,862,559
Denver and Rio Grande—		
Third week of October	$31,762	$111,795
January 1 to Oct. 21	916,337	2,541,884
Indiana, Bloomington and Western—		
Second week of October	$26,612	$28,378
January 1 to Oct. 14	901,846	964,717
Missouri, Kansas and Texas—		
Third week of October	$93,300	$93,419
January 1 to Oct. 21	2,440,688	3,303,049
Grand Trunk of Canada—		
Week ending Oct. 23	$220,230	$244,789
January 1 to Oct 23	7,057,540	8,407,565
Flint and Pere Marquette—		
Third week of October	$27,267	$37,361
January 1 to Oct. 21	872,904	1,242,170
Wabash, St. Louis and Pacific—		
Third week in October	$282,641	$401,034
January 1 to Oct. 21	6,906,087	9,987,273
International and Gt. Northern—		
Trird week of October	$52,079	$66,967
January 1 to October 21	1,222,021	1,359,970
Hannibal and St. Joseph—		
Third week of October	$53,699	$53,579
January 1 to October 21	1,472,307	1,969,383
St. Paul and Sioux City—		
Third week in October	$23,183	$26,434
January 1 to October 21	869,740	1,147,529
Chicago, St Paul, Minn. and Omaha—		
Third week in October	$64,962	$68,336
January 1 to Oct. 21	954,184	1,225,628

Articles of incorporation have been filed in the office of the Secretary of State at Springfield, Ill. of the Central Illinois and Wisconsin Railroad Company, of Chicago, which proposes to construct a railroad from Rockton or some point near there on the Racine and Southeastern Division of the Chicago, Milwaukee and St. Paul Railway, to and through the city of Rockford, to and through Kankakee on the Illinois Central. The capital stock is fixed at $1,000,000, and the corporators are Alexander Mitchell, S. S. Merrill, John W. Cary, Milwaukee; Julius Wadsworth, New York; Edward Walker, Chicago; R. P. Lane, Ralph Emerson, N. C. Thompson, Thomas D. Robertson, William Lathrop, Rockford.

The Grand Trunk Railway of Canada has perfected an arrangement with the Toronto, Grey and Bruce Railway Company, by which the latter road will be operated by the former on a percentage division of the receipts, thus securing to the present bondholders about three per cent per annum, with contingent advances. The arrangement has been approved of by the committee of the bondholders.

Justice Westbrook has appointed J. W. Van Valkenburg Receiver of the Lebanon Springs Railroad, running from Chatham, N. Y., to Bennington Vt.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No. thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20.'65.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,[illegible] *to* 19,[illegible]
Lynn, Mass.	*National City Bank*	121 *to* 150	66,797 *to* 66,8[illegible]

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,[illegible] *to* 19,[illegible]
Lynn, Mass	*National City Bank*	121 *to* 150	66,766 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES,

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All Paper Money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

Legal Notes.

One Hundred and Twenty-Seventh Massachusetts Reports.

This volume contains the following cases of general interest:

Dubois v. Mason, p. 87.—Where one indorses a note, payable to the order of the maker, before negotiation and before indorsement by the maker, his liability is that of indorser, and not of joint maker, if when the note is negotiated the maker's name stands first on the back.

Mullen v. Old Colony Railroad Co., p. 86.—If one fraudulently obtains from another his signature to a discharge of a cause of action, the latter may maintain the action without returning the money.

Blumantle v. Fitchburg Railroad Co., p. 322.—A railway passenger had merchandise checked without disclosing its real character. There was no evidence of any agreement to carry it as freight, nor that the baggage-master had any authority to receive it as freight or as personal baggage. Held, that the company were not responsible for its loss, although the baggage master knew the character of the baggage, and received similar packages from other passengers.

Potter v. Stevens Machine Co., p. 592.—A stockholder of a corporation, who is also a creditor of of the corporation, cannot enforce the personal liability of the stockholders for his debt, and one to whom he has assigned his claim, for the sole purpose of enforcing such liability, stands in no better position.

Connecticut River Railroad Co. v. County Commissioners, p. 50.—A statute authorizing the taking of lands for the use of a railroad owned by the State, and of other railroads, without providing for compensation to the owners except from the earnings of the State railroad, is unconstitutional.

Huck v. Globe Insurance Co., p. 306.—A fire policy was conditioned to cease if the insured building should fall except as the result of fire. The was equally and completely divided by a brick partition wall, with communicating doors in each story. A girder in one half fell, bringing down substantially the whole of that part and the goods stored therein, but leaving the other part standing uninjured. A fire afterward broke out in the fallen part, destroying every thing in it save the outer walls, the partition wall, and an elevator, but not communicating to the other part. Held, that no action on the policy could be maintained.

Costello v. Crowell, p. 293.—A promissory note bearing in the margin the words, "given as collateral security with a greement," is not negotiable.

Demsey v. Gardner, p. 381.—The mere delivery, for value, of a bill of sale of a chattel to the purchaser does not vest title in him as against a subsequent attaching creditor of the vendor.

The Pine Creek Route to the Lakes.

The Pittsburg Chronicle says that engineers have been engaged during the past week in running a survey for a new outlet for Pittsburg, and then adds:

They claim to represent the Baltimore, Pittsburg, Titusville and Buffalo Railroad Company, and are supposed to be in the interests of the Baltimore and Ohio Railroad Company. The route surveyed commenced at the Allegheny River near Sharpsburg bridge, and thence up Pine Creek, using part of the route already occupied by the Pittsburg and Western Railroad (narrow gauge.) We understand that the intention is to cross the Allegheny river about Sharpsburg, and connect with the Baltimore and Ohio Railroad at some point on the Monongahela river. We also hear from good authority that this company has already made proposals to buy out the Pittsburg and Western Railroad, already built, and change the same to a wide gauge track, as they expect to use this route from the Allegheny river to Cressdale station, some ten miles. From all indications the road will be built, this being the third survey made by parties in the interests of Baltimore within a few years. What is known as the Pine Creek route has been long classed to be the most direct route to the Lakes.

Nashville and Decatur Railroad.

At the recent annual meeting of the stockholders of the Nashville and Decatur Railroad Company, the old board of directors was re-elected as follows: J. W. Sloss, W. M. Duncan, John Orr, John F. Wheless, A. H. Lusk, Byrd Douglass, John Ramage, D. B. Cliffe, J. W. Baugh, John Frierson, Lucius Frierson, T. M. Jones, S. E. Rose, J. T. Tanner and George Mason. The Report of the President, which was presented, says:

The Board of Directors respectfully make this, their fourteenth annual report. The lessees of the road have strictly complied with the terms of the lease since your last report. The property has been preserved and the terms of the lease fully complied with in every respect. The sinking fund has been paid, as has also the dividends, and there is no cause of complaint. The officers of the Nashville and Florence Railroad Company have not made any report of progress in the construction of their road to the officers of this company. The suit of the bondholders referred to in our last annual report has since that date gone to trial, and the decision of the District Judge has been in favor of the railroad.

Personal.

—Mr. Henry A. Heiser a member of the New York Stock Exchange, has formed a copartnership with Mr. Ira Canfield Jr. and Mr. Samuel Conover for conducting a general banking and brokerage business, at 72 Broadway.

—Mr. J. Pierpont Morgan, Mr. Sumner R. Stone and Mr. Wm. H. Guion are among the recently elected directors of the Ithaca, Auburn and Western Railroad Co.; the reorganized Oswego Midland Western Extension.

—Mr. Herreshoff, president of the Herreshoff Manufacturing Co., Bristol, R. I., the widely known inventor and builder of torpedo boats and small steam vessels, is entirely blind. It is said of him that through the sense of feeling he can tell as much about the construction of ordinary steam launches as others can by seeing.

—Mr. John Duff, who died of pneumonia at Jamaica Plain, Mass., Tuesday, was one of the most eminent railroad contractors in the country, being especially well known as the builder of the Hannibal and St. Joseph and the Union Pacific railroads. He lived to an advanced age and most of life was an active participant in the public affairs of his time having taken great interest in political matters. He left an estate valued at four millions.

—Among the prominent gentlemen present at the complimentary banquet given at the Union League Tuesday evening to Mr. Cyrus W. Field, prior to his departure around the world were Joseph H. Choate, who presided, Secretary Evarts, Levi P. Morton, Jackson S. Schultz, Rev. Henry M. Field, Samuel McLean, Wm. M. Fliess, Murat Halstead, Cornelius Vanderbilt, D. O. Mills, H. B. Claflin, Henry Hilton, J. P. Morgan, Samuel D. Babcock, E. S. Sanford, David Dows, W. G. Hunt, Geo. Bliss, Edward Cooper. A. A. Low, Edwards Pierrepont. Moses Taylor, John Jay, Isaac H. Bailey, Solon Humphreys, A. B. Cornell, Abram S. Hewitt, Jesse Seligman, David Dudley Field.

—Of Hon Chester W. Chapin, late president of the Boston and Albany railroad, a correspondent of the Berkshire (Mass.) Courier says: He is undoubtedly the ridhest man in Springfield. He is estimated in Wall street at $10,000,000, but those nearest him, who know his careful habits of investments, think this twice as much as he possesses. Although a speculator, he has never taken great risks, and it is difficult to see how he could have accumulated more than the smaller amount named. Mr. Chapin is over 80 years old, and in very feeble health; when his obituary is given to the public, then we shall learn how a poor boy a stage driver, by habits of frugality and great shrewdness, became the richest man it this part of the state.

Captain Eads will sail from New Orleans for Mexico on November 4, accompanied by a party of engineers, who will examine the Isthmus of Tehaun tepec in order to verify the Captain's ideas as to its adaptability to the purposes of a ship railway. Captain Eads will, at the same time, endeavor to secure government sanction for his proposed survey, and to ascertain what the Mexican Congress will do if he decides to make the railway.

The Blast Furnaces.

The Iron Age publishes the statistics relative to the state of the blast furnaces, from which we learn that the condition of the furnaces at the beginning of each of the four quarters of the present year was as follows:

	Jan. 1.	April 1.	July 1.	Oct. 1.
Charcoal	93	102	131	153
Anthracite	105	189	167	143
Bituminous	126	140	115	128
Total	384	431	413	424

To show the changes since 1874, we append a table giving the percentage of furnaces in blast at nearly corresponding dates for seven years past:

	1874.	1875.	1876.	1877.	1878.	1879.	'80.
Charcoal	69	40	32	34	31	38	57
Anthacite	61	42	31	38	39	57	60
Bituminous	46	45	36	36	38	55	59

The local field figures as follows:

	Total number of stacks.	Number reported in blast.	Capacity pr week.	Number reported out of blast.	Capacity pr week.
Pittsburgh	15	9	5,510	6	3,370
Allegheny Valley	4	4	428	0	....
Youghiogheny Valley	6	4	1,115	2	530
Shenango Valley	32	15	4,330	17	4,460
Juniata & Conemaugh Valley	26	17	3,785	9	2,015
Mahoning Valley	17	10	3,255	7	2,350
Eastern, Central and Northern	24	18	5,020	6	1,685
Hocking Valley	13	8	1,235	5	665
Hanging Rock	17	9	1,490	8	1,480
Charcoal	31	23	2,139	8	625
Charcoal	3	1	70	2	198
Total	188	118	28,377	70	17,578

The capacity of all blast furnaces, per week, in the United States, is as follows:

	Tons.
Charcoal	14,000
Anthracite	29,850
Bituminous	35,800
Total per week	79,650
Total above	28,377

Russian Oil Fields.

The Report on the Russian Oil Fields, made by the American Consul to the Secretary of State of the United States has been published. The oil district is at Baker, on the Caspian Sea. The first well was drilled with tools in 1871. Prior to this they had all been dug. In 1850 there were 136 wells; in 1862 there were 220 wells, and in 1872 there were 415. Wells are short lived, but some of them produce large quantities of oil. The Consul notes one that flowed 6,000 barrels a day. The oil has but little value compared to American petroleum. One well is now producing 800 barrels a day, and at the present price it does not pay to save production; it is flowing into the Volga river. The Consul reports that he was witness to one well flowing to an extent to flood the ground in the vicinity and stop work at a refinery in the neighborhood, a number of wells having produced 1,250 to 1,570 barrels of oil in 24 hours. A larger number are now being drilled than formerly, with more satisfactory results, and 15 and 20-barrel wells are numerous. In districts where there is the largest production of oil it is of bad quality, and cannot be sold at any price. Refineries are not running to their full capacity, which is 400,000 barrels a year. In 1879 the amount refined was 175,750 barrels. Fifteen million dollars are invested in refineries, as above stated. Prices for crude oil are nearly nominal. The Government of Baker find it cheaper to use oil than water for many purposes in which the latter is universally employed.

The Public Lands.

From the Annual Report of the Commissioner of the General Land Office we learn that during the fiscal year ending June 30, 1880, the number of acres of public land disposed of by the Government for cash under Home tead acts, the Timber Culture acts, and located with Agricultural College scrip and military bounty land warrants was 9,166,618, against 8,650,219 acres in 1879, an increase of 516,699 acres. The sales during 1880 were larger than during any year since 1868. The following is a comparative statement of disposition of lands in some Southern States and the Territories of Arizona and New Mexico during 1880, as compared with 1879:

	1879. Acres.	1880. Acres.
Alabama	162,773	350,420
Arkansas	208,856	391,567
Arizona	28,201	17,067
Florida	60,845	95,863
Louisiana	27,465	92,680
Missouri	40,862	98,588
Miesissippi	21,235	63,287
New Mexico	37,338	38,360

—showing an increase of 563,267 acres.

The following is a similar table embracing Northern States and Territories:

	1879. Acres.	1880. Acres.
California	379,921	862,792
Colorado	110,980	187,796
Dakota	1,657,811	2,268,809
Idaho	91,400	120,323
Iowa	11,601	9,050
Kansas	2,784,538	1,524,905
Michigan	165,630	250,786
Minnesota	935,788	852,267
Montana	66,154	109,969
Nebraska	1,181,682	1,327,038
Nevada	43,410	31,537
Oregon	120,442	240,058
Utah	103,308	97,819
Washington Territory	245,310	421,617
Wisconsin	131,335	167,073
Wyoming	33,331	44,247

—showing a decrease of 246,555 acres.

During the past twelve years the following have been the sales and locations of public lands in the States and Territories:

	Acres.		Acres.
Kansas	14,057,537	Utah	1,118,459
Nebraska	9,516,969	Louisiana	936 263
California	8,389,412	Mississippi	706.842
Minnesota	7.510,056	Montana	539,888
Dakota	7,414,283	Idaho	486,460
Michigan	3,842,807	Nevada	326.902
Wisconsin	3,558,631	Arizona	197,216
Arkansas	3,128,650	New Mexico	159,293
Oregon	2,463,407	Wyoming	241,186
Alabama	2,184,507	Indiana	24,417
Wash'ton Ter	2,128,850	Illinois	19,812
Missouri	1,826,317	Ohio	8,421
Colorado	1,797,086		
Iowa	1,608 132	Total	76,484,108
Florida	1,226,247		

At a meeting in this city on the 23d inst. of the directors of the New Orleans, Mobile and Texas Railroad Company, E. H. Green, H. Victor Newcomb, C. C. Baldwin and George C. Clark were elected directors in place of others resigned. Subsequentfy George C. Clark was elected president.

Philadelphia Stock Exchange.

Closing Prices for the week ending Oct. 26.

	W. 20	Th. 21	F. 22	Sa. 23	M. 25	Tu. 26
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	33	33	....	....	33
Camden & Am. 6s, 1888	....	....	....	....	....	....
6s, 1889	....	....	....	110¼	110¼	....
Mort. 6s, 1889	....	....	....	116¾	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	27	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	9¾	10
Preferred	47	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	115¾	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	7	8	....	....	8¼	....
Preferred	12	12¼	12¼	12¾	12¾	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	34¼	34¾	34	34¼	34¾	34
6s, 1884	....	....	....	....	....	....
Gold Loan	108¾	108¾	....	108¼	108¾	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	....	....	108¾	109¼
Lehigh Valley	53¼	....	53¼	....	53¾	53
1st mort. 6s, coupon	120	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	130¼	130¼	....	....	130¼	....
Consol. mort. 6s	....	....	....	116¼	....	....
Consol. mort. 6s, reg	116	117	....	....	....	....
Little Schuylkill	....	47¼	....	....	....	....
Minehill & Sch. Haven	55¼	....	56¼	55¾	....	56¼
North Pennsylvania	50¾	50¼	50¾	51	51	51
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	118¾	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	37¾	38	....	....	38	....
6s	91	....	....	....	....	....
Northern Pacific	28¾	28¼	28¾	29¾	30¼	30
Preferred	..	53	54	54	54	53¾
Pennsylvania R. R.	59¾	59¾	59¼	59¾	59¾	59¾
1st mortgage	....	....	102	....	....	....
Gen'l mortgage	....	....	....	....	....	122
Gen'l mort. reg	122¾	....	....	....	....	....
Consol. mort. 6s	118¾	....	....	119	....	....
Consol. mort. 6s, reg	....	....	....	....	....	119
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	....	....	....	....	115	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	17¾	18¼	19¼	21¾	23¼	21¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	118	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	119¼	....	....	....	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	79	80	81	85¼	85	82¼
Philadelphia and Erie	16¾	16¾	17	....	17¼	17¾
1st mortgage, 6s	....	....	....	101¼	....	....
2d mortgage, 7s	114	....	114	114	....	....
Pittsb., Cin. & St. L. 7s	118¼	....	118¾	....	118¾	118¾
Pittsb., Titusv. & Buff.	16¾	16¾	16¾	17¾	17¾	17¾
7s	80	80¾	....	81	81	81¼
Schuylkill Navigation	....	....	....	....	....	....
Preferred	7	8	9¾	10	9	....
6s, 1872	....	....	....	....	....	100¼
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	180	183	182	182	182¼	182¾
Hestonville, (Horse)	....	19¾	....	....	....	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Oct. 26.

	W. 20	Th. 21	F. 22	Sat. 23	M. 25	Tu. 26
Baltimore and Ohio	170x	....	170	....	170	170
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	110¼	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	116¾	....	115	115	....	....
2d mortgage, 7s	82	....	....	81¾	80¾	80
3d mortgage, 8s	....	....	....	42	42	41
Northern Central ($50)	....	78	....	38	38	38
3d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	109¾	....	....	....	109¼	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	93¾	....	....	....	....
Pittsb. & Connellsv. 7s	116¾	116¾	....	....	....	....
Virginia 6s, Consol	61¾	60¾	61	61	....	61¾
Consol. Coupons	91	91	....	....	91	90¾
10-40 bonds	41	41	....	....	41	41
Deferred Certificates	7¾	....	8¼	....	....	....
Western Maryland	....	....	81	81¾	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	37¾	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 27.

	Th.21.	F.22	Sat.23.	M.25.	Tu.26.	W.27.
Adams Express	....	117½	....	....	....	118
Albany and Susq	115	114½	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	108½	....	108½	....	....	....
American Express	61½	61½	62½	64½	64½	64½
Atlantic & Pacific Tel	41	41	40½	41½	42	
Burl., C.R. & Nor	68½	67½	....	....	67½	69
1st mortgage 5s	96½	97	96½	97½	97½	
Canada Southern	68½	68½	67	69	68½	68½
1st mortgage guar	96½	97	97½	100	99½	99½
Central of N. Jersey	76½	75½	74½	75½	76½	77½
1st mortgage 1500	115	....	....	....	....	....
7s, consolidated, ass.	108	....	....	....	108½	108½
7s, convertible, ass.	109½	....	....	108½	110½	111½
7s, Income	85½	86	86½	86½	....	87½
Adjustment	....	....	....	111	111½	112
Central Pacific	74	74½	74½	74½	74½	74½
6s, gold	113½	....	113½	....	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	105	....	105½	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	20½	20½	20½	20½	20½	20½
Chicago and Alton	119½	119	124½	125	125	133
Preferred	....	....	....	....	....	142½
1st mortgage	123	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	141½	141	141	142½	143	144½
7s Consol, 1903	126½	....	127	127	127½	....
Chic., Mil. and St. Paul	103½	104	103½	....	104	105½
Preferred	117	116½	117	117½	119	119½
1st mortgage, 8s	....	....	124	....	....	135
1d mortgage, 7 3-10s	....	124	....	....	....	....
7s, gold	119½	120½	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	120	....
1st M. (I. and M. div.	120	121	....	....	120	....
1st M. (I. and D. ext	117½	....	117½	....	118½	118
1st M. (H. & D. div.)	....	118½	....	11	114½	....
1st M. (C. & M. div.	....	....	120	....	....	....
Consolidated S. F.	118	118½	119	119	120	120
Chic. & Northwestern	116½	116½	115½	116½	115½	115½
Preferred	139	139½	137½	141½	140	140½
1st mortgage	109½	....	110	....	110	....
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	....	....	130	131	....	....
Consol. Gold bonds	122	121½	122	....	122½	122½
Do. reg	122	....	....	....	....	....
Chic., Rock Isl. & Pac	122	121½	122½	122½	120	122½
6s, 1917, c	....	....	....	....	....	....
Clev., Col., C. and Ind.	77½	78	78	78½	....	79
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	125	....	....	126	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chl., & Ind Cent	19½	18½	18½	19½	19	19½
1st mortgage	99	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	85½	85	85½	86½	86½	86½
Reg. 7s, 1891	....	....	110½	....	111½	....
Reg 7s, 1884	....	....	....	....	111½	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	94½	94½	93½	95½	97	97½
1d mortgage 7s	101	....	....	....	....	....
7s, Consol. 1907	114½	....	....	....	120	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	122½	123½	....	....	125	....
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	....	107	107½	107½	108½
Hannibal & St. Joseph	41½	41½	41	41½	40½	41½
Preferred	86½	86½	85½	85½	85½	87½
8s, Convertible	108½	109	108½	....	109	109½
Houston & Tex. Cent	68	....	66	....	69	74½
1st Mortgage	109½	....	....	....	110	110
Illinois Central	....	116	114½	114½	114½	118½
Lake Shore & Mich So.	114½	114	114½	114½	114½	115½
Consol. 7s	....	....	124	....	....	....
Consol, 7s, reg	....	....	....	....	....	....
2d Consolidated	110	....	....	120	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	122	....	....	....	....	....
Louisville & Nashville	161	161	165	169	169	159½
7s, Consolidated	116½	....	....	....	116	....
Manhattan	38½	38	36½	37½	37½	38½
Metropolitan Elevated	112½	114½	111½	111	110½	111½
1st Mortgage	103½	103½	103½	103½	103½	103½
Michigan Central	105½	105½	105	106½	106½	103½
7s, 1902	....	128	....	....	....	....
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	115	115	114½	115	116½	116½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	114	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	135½	134½	134½	134½	135½	135½
6s, Sinking fund, 1883	107	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortage	....	132	....	....	132	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	118½	119½	118	118	117½	117½
1st mortgage	113½	118½	113	114	....	113½
N. York and Harlem	187	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	133
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Oct. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
N.Y., Lake Erie & W.	43½	43½	43½	43	43½	44½
Preferred	75	74	74½	74	74½	75½
2d Consolidated	94½	94½	94½	94½	95½	97
New 2d 5s fund	....	....	89½	....	90½	91½
N.Y., N. Haven & Hart	....	....	....	....	....	173
North Missouri 1st M	....	....	119	....	....	119½
Northern Pacific	29½	29½	29½	30½	30	30
Preferred	53½	53½	54	54½	53½	53½
Ohio and Mississippi	35½	35½	35½	36½	35½	35½
Preferred	77½	77½	77½	77½	77	77½
2d mortgage	....	....	....	117½	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	116½
Pacific Mail S. S. Co	45½	45½	45½	45½	46½	45½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	107½	....	108	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	192
Philadelphia & Reading	37	38½	41	40½	44	43½
Pitts., Ft. W. & Chi. gtd	....	....	123½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	119	....	....	....
Pullman Palace Car	119	....	....	119	....	121
Quicksilver Mining Co	13	13	....	....	....	....
Preferred	....	....	....	....	....	....
St. Louis & San Fran	35	36	36	36½	36½	37½
Preferred	47½	47½	47	47	47½	47½
1st Preferred	75½	....	75	....	....	74½
St. L., Alton and T. H	....	28	26½	29	28	29½
Preferred	80½	....	88½	90	....	89
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	96½	97½	....
St. L., Iron Mt. & S. As	51½	51	51	51	50½	52½
1st mortgage	....	....	....	....	117½	....
2d mortgage	107½	107½	108	108	108	....
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92½	91½	92½	92	92	92½
1st mortgage	....	....	....	113½	114½	114½
Land Grant 7s	113½	113½	....	....	....	114
Sinking Fund 8s	117½	118	118	118½	....	119½
United States Express	51	50½	51½	51	52	52½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	107½	....	....	108½
7s, Consolidated	....	....	....	....	105½	....
St. Louis Division	....	....	107½	107½	....	....
Wabash, St. L. & Pac.	40½	41	41½	42	42	42½
Preferred	73½	74½	73½	74½	74	74½
New Mort. 7s	99½	100½	101	101	101	102
Wells-Fargo Express	....	....	....	112½	112½	112½
Western Pacific bonds	....	....	109	....	....	....
Western Union Tel	103½	102½	101½	101½	101½	103½
7s, S. F. conv., 1900	....	....	....	....	....	120

Boston Stock Exchange.

Closing Prices for the week ending Oct. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Atch., Top. and San. Fe.	124½	124½	125½	125½	127½	129
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	126	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	153½	155½	....	....	....	154
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	....	89	89	89½	92
Boston and Maine	....	....	134½	134	136½	141
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	....	41	41	41	41½	42½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	85½	....	109	....	109
4s	....	85½	....	....	86	86
Chi., Burl. and Quincy	141½	140½	141½	142½	142½	144½
7s	....	....	128½	128½	....	....
Cin., Sand. and Clev.	19½	18½	18½	18½	18½	18½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	33	....	....	....	....	35
New 4½ Bonds	99½	100	99½	....	99½	....
Fitchburg	132	....	....	....	....	....
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	107½
N. Y. & New England	39	....	....	....	39	40
7s	....	....	110½	110½	110½	....
Northern, N. H	....	....	....	....	....	....
Norwich & Worcester	138	....	149	....	....	....
Ogden. & Lake Champ	23½	23½	....	23	22½	24½
Preferred	....	....	....	....	....	....
Old Colony	....	....	121	....	....	123
Ph., Wil. & Balt. ($50)	....	....	....	....	71	71
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Ark. Val	....	....	....	....	....	....
7s	114½	115	....	....	....	....
Pullman Palace Car	120	....	121	119½	119½	122½
Union Pacific	92½	92½	92½	92½	92½	92½
8s	....	....	....	....	112½	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	117	115½	....	....	117	117½
Vermont and Canada	22	23	23	23	....	....
Vermont and Mass	....	....	....	....	....	28
Worcester and Nashua	....	....	....	....	57	57
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	68	....	....	....	....	68
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	235	235	235	235	....	....
Quincy	29½	29½	....	....	30	29

New York Stock Exchange.

Closing Prices for the week ending Oct. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	109½	109	....	....	....	109½
U. S. 4s, 1907, coup	109½	109	109	109	....	....
U. S. 4½s, 1891, reg	110½	110½	....	....	....	....
U. S. 4½s, 1891, coup	110	....	110	110	....	110½
U. S. 5s, 1881, reg	....	....	....	....	....	102
U. S. 5s, 1881, coup	102½	103	....	....	....	103
U. S. 6s, 1881, reg	....	104½	....	....	104½	....
U. S. 6s, 1881, coup	104½	....	104½	....	....	....
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	102	102½	....	....	....
Dt. of Col. 3-65s, reg	....	93	....	....	....	....
Dt. of Col. 3-65s, coup	98½	....	....	....	98½	....

London Stock Exchange.

	Closing Prices Oct. 8	Oct. 15
Atlantic & Gt. W. 1st mort. Certs.	67 — 69	— — —
Do. 2d mort., Certs	26 — 28	28½ — 29½
Do. 3d mort., Certs	12½ — 13½	12½ — 13½
Baltimore and Ohio (sterling)	114 —116	114 —116
Central of New Jersey $100 shares	75 — 80	75 — 80
Do. Cons. Mort. Oct. '79 coupon	110 — 112	110 —112
Do. Adjustment bonds	111 —114	109 —111
Do. Income bonds	87 — 90	87 — 90
Det., Gd. Haven & Mil. Equip. bds.	111 —113	111 — 113
Do. Con. M. 5 p.c. till '84 after 6 p.c	104 —106	104 —106
Erie shares $100 Recon. Ass. $6 pd.	40½ — 41	43½ — 43½
Do Pref. Shares, R. T. Ass. $3 pd	72 — 74	75 — 77
Do. 1st Con. M. ex-Certs. 6 Cou.	123 —125	124 —126
Illinois Central $100 shares	116 — 117	116 —118
Lehigh Valley Consol. mortgage	116 —119	116 —119
N. Y. Cent. & Hud. Riv. Mt. bonds	133 —135	135 —137
Do. $100 shares	134 —136	135 —136
Do. Mort. bonds (sm)	119 —121	119 —121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	121 —123	123 —125
Do. do. 2d do.	86 — 89	89 — 91
Do. 2d Consol. Mort. bonds	92 — 94	95 — 97
Do. Gold Income Bonds	80 — 85	83 — 86
Pennsylvania, $50 shares	80 — 81	61½ — 62½
Do. Con. Sink. Fund Mort.	114 —116	119 —122
Philadelphia & Reading $50 shares	15 — 16	16½ — 17½
General Consol. Mortgage	109 —111	112 —114
Do. Improvement Mortgage	94 — 96	96 — 97
Do. Gen. Mort. '74, ex-defcrd. cou.	72 — 74	75 — 77
Do. Scrip for the 6 def. coupons	65 — 70	75 — 85
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	113 —115	113 —115
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	114 —116	115 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, October 28, 1880.

Money on call is 2@3 per cent; on time, 3@4 per cent, and on prime mercantile paper 4½@5½ per cent. Exceptional sales of prime paper were made as low as 3½ per cent

The posted rates of the prime drawers of sterling are 4.82@4 82½@4.84½@4.85. The actual rates are 4.81@½@¾ and 4.83½@4 84. Cable transfers are 4.84@½. Prime commercial bills are 4.79½@4.80.

The offerings of Government bonds to the Treasury on Wednesday amounted to $6,249,650, of which $2,500 000 were purchased by the Secretary as follows: $441,000, 6s 1880 at 102.70@102 79 and $2,059,000 6s 1881 at 104.90@105.05. The First National Bank sold $1,150,000 of the 6s 1881 at 104,96.

The Governors of the New York Stock Exchange have admitted to dealings at the board the following named securities:

New York, Lake Erie and Western Railroad—$2,937,000 fourth mortgage, extended bonds, due October 1, 1920, bearing interest at the rate of 5 per cent, and issued in place of 7 per cent bonds that fall due October 1, 1880.

Ohio Central Railroad—$600,000 first mortgage terminal trust 6 per cent bonds, due July 1, 1920. The issue is secured by mortgage on lands, purchased and leased in the Cities of Columbus and Toledo, Ohio, suitable for terminal purposes and necessary for reshipments by water at Toledo. The company have acquired title in fee to 2,600

feet of water front on Toledo harbor, partially docked and improved, and have leased 600 feet additional. Extensive docks and structures are in course of construction. These improvements will cost $300,000.

Galveston, Harrisburg and San Antonio Railroad—$1,000,000 second mortgage 7 per cent gold bonds due Jan. 1, 1905; $300,000 first mortgage La Grange Extension, 6 per cent gold bonds due in 1910.

Missouri Pacific Railroad—$12,519,800 capital stock in shares of the par value of $100 each. The road, including branches, is 676 miles long, with a bonded indebtedness amounting to $19,259,000.

The closing quotations on Thursday were: American Union Telegraph, 62@63; Am. Dist. Tel., 74½@—; Atlantic and Pacific Telegraph, 41½@42; Canada Southern, 68@68½; Central of New Jersey 77⅛@—; Central Pacific, 74¾@75; Chicago and Northwestern, 115¾@115⅞; do. pref., 140¼@140½; Chicago, Burlington and Quincy, 144½@145¼; Chicago and Alton, 134¼@135½; Chicago, Milwaukee and St. Paul, 105⅜@105½; do. pref., 120½@121; Chicago, Rock Island and Pacific, 122@122¼; Chicago, St. Louis, and New Orleans, 38½@39; Cleveland, Columbus, Cincinnati and Indianapolis, 80½@80¾; Columbus, Chicago and Indiana Central, 19@19¼; Delaware and Hudson Canal, 87@87¼; Delaware, Lackawanna and Western, 97½@97⅝; Hannibal and St. Joseph, 41¾@42; do., pref., 88⅜@88½; Illinois Central, 117@¾118⅛; Lake Erie and Western, 33@33¼; Lake Shore and Michigan Southern, 116@116⅛; Louisville and Nashville, 171@172½; Morris and Essex, 116@116½; Manhattan Elevated, 37@37⅛; Metropolitan Elevated, 110@111; Michigan Central, 108¾@109; New York Elevated, 118@118½; New York Central and Hudson River, 137@137⅜; New York, Lake Erie and Western, 44⅜@44½; do. pref., 75⅜@75¾; New York, Ontario and Western, 24½@25; Northern Pacific, 29@29½; do. pref., 53¾@54; Ohio and Miss., 36¼@36⅝; do. pref., 78⅛@79½; Pacific Mail, 32¼@32½; Philadelphia and Reading, 41@41½; St. Louis and San Francisco, 38½@38⅞; do. pref., 48½@49; do. 1st pref., 75½@77; St. Louis, Iron Mountain and Southern, 52¾@52⅞; St. Louis, Alton and Terre Haute, —@29½; do. pref., —@89½; Union Pacific, 92¼@92½; Western Union Telegraph, 103¼@103⅜; Wabash, St. Louis and Pacific, 41⅜@42¼; do. pref., 74¼@74⅜.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. 7s, ass., 111; Boston and New York Air Line, 42; Boston, Hartford and Erie 1st, 42¼; do. guar., 42¼; Buffalo and Erie 7s, new, 121; Buffalo, New York and Erie 1st, 1916, 125; Chicago, Burlington and Quincy 8s, 110; Cedar Falls and Minnesota, 19¼; do. 1st, 111; Chicago, St. Louis and New Orleans, 39¾; do. consol., 112¼; Chesapeake and Ohio 1st pref., 27; do. 2d pref., 21⅞; do. cur. int., 42¼; do. 1st, Series B, 72⅝; Chicago, St. Paul, Minn. and Omaha, 45¾; do. pref., 85¾; do. consol., 101½; Central Iowa, 30¾; do. 1st, 108⅛; Chicago, Milwaukee and St. Paul 8s, Southern Minn. div., 104¼; do. A. & D. div., 114¾; do. La. C. and Dav. div., 93½; ; do. C. and P. div., 106⅜; Cairo and Fulton 1st, 109½; Cleveland and Toledo S. F., 111; Col., Chl. and Ind. Cent. inc., 48¾; do. 1st mort. Trust Co. certif. ass., sup., 95½; Chicago and Milwaukee 1st, 120; Chicago and Eastern Ills. inc., 91⅛; Chicago, St. Paul and Minn. 1st, 108; do. L. G. inc., 113; Cincinnati and Springfield 1st, guar by C., C., C. and Ind., 108; Denver and Rio Grande, 74; do. 1st, 110¾; do. 1st consol., 103½; Denver, South Park and Pacific 1st, 107; Galveston, Harrisburg and San Antonio 1st, 100¾; Houston and Texas Central 2d, M. L., 114½; do. 1st, Western div., 102½; International and Gt. Northern, 38; do. 1st, 106; do. 2d, 85; Ind., Bloom. and Western, 35; do. 1st, 79; do. 2d, 66¾; do. inc., 53; Indianapolis, Decatur and Springfield 1st, 102¼; do. 2d, 65; Kansas Pacific, 1st consol., 99⅜; do. 6s, J. & D., 1896, with coupon certif., 120; do. Denver Div. ass., 105; do. with coup. certif., 113; do. Rio Grande div., 92½; Keokuk and Des Moines pref., 80½; do. 1st, 99½; Lake Erie and Western, 33⅞; do. inc., 66; do. 1st, 104⅞; Lehigh and Wilkesbarre consol. ass., 92⅞; do. income, 73; Laf., Bloom. and Muncie 1st, 106; Louisville and Nashville 6s, Gen'l mort., 105; Marietta and Cincinnati 1st pref., 6½; Mobile and Ohio, 24; do. 1st deben., 86; do. 2d deben., 57½; do. 3d deben., 40; do. 4th deben., 48; do. 1st mort., 107; Missouri, Kansas and Texas, 38⅜; do. consol. ass., 111; do. 2d, 69¼; Manhattan Beach 7s, 95; Nashville, Chattanooga and St. Louis, 62; New York, Ontario and Western, 25⅛; New York, Lake Erie and Western Inc., 83; do. 1st fund coup. 7s, 119½; Ohio Central, 27; do. 1st, 98; do. inc., 57¾; Oregon Railway and Nav., 129; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 115; Pittsburg, Titusville and Buffalo, 34½; Peoria, Decatur and Evansville 27¾; do. 1st, 103½; do. inc., 71½; Peninsula 1st, 120; Rutland Marble 7s, 102; Rome, Watertown and Ogdensburg 1st consol., 74⅞; St. Paul and Sioux City 1st, 105; St. Paul, Minn. and Man., 78; do. 2d, 101; St. Paul and Duluth, 34; St. Louis and Iron Mt. 1st pref. inc., 8¾; do. 2d pref. inc., 76¼; do. Cairo, Ark. and Texas 1st, 107⅛; do. Arkansas Branch 1st, 107¾; St. Louis, Jacksonville and Chicago 1st, 114⅛; Southern Pacific of California, 99¼; St. Louis and San Francisco 2d class A, 96; do. B, 81; do. C, 78; do. Equip., 103; St. Louis, Kansas City and Northern, Clarinda Branch 1st, 91; do. R. E. 7s, 1895, 110; do. St. Charles Bridge 1st, 106½; do. Omaha div., 111½; South Pacific 1st, 103¾; Syracuse, Binghamton and New York 1st, 117½; Texas and Pacific, 35; do. inc. L. G., 75¼; Toledo and Wabash Fund int. Dec. and E. St. L. div., 95; do. 2d Fund. int., 95; do. Gt. Western 2d fund. int., 95; do. Quincy and Toledo fund., 95; Wabash 6s, Gen'l mort., 98; Alabama, Class A, 69½; Louisiana 7s, consol., 49½; Tennessee 6s, new, 32¼; Virginia, 6s, def., 8; Quebec 5s, 1908, 104; American Union Tel., 60½; Am. Dist. Tel., 74½; Canton Co., 50; Colorado Coal and Iron, 6s, 83; Consolidation Coal, 33; Pennsylvania Coal, 210; Sutro Tunnel, 1⅛; Central Mining, 73¾; Caribou, 2¾; Deadwood, 14; Excelsior, 8; Homestake, 31½; Little Pittsburg, 2⅜; Ontario, 32; Standard, 27.

Philadelphia.—Am. S. S. Co., 29½; do. 6s, 105; Allegheny Valley Income scrip, 80; Chesapeake and Delaware Canal 6s, 80; Central Transp., 48¾; Erie and Western Transp. 6s, 102; Huntingdon and Broad Top Mt. consol. 7s, 67¼; do. 1st mort. 7s, 120¼; Nesquehoning Valley, 54½; Northern Pacific pref. scrip, 54; Pennsylvania Canal 6s, 89; Philadelphia and Reading scrip, 50; Philadelphia, Germantown and Norristown, 104¾; Pittsburg, Titusville and Buffalo pref., 25; Railway Car Trust 5s, 101; St. Paul and Duluth pref., 60; Susq. Coal 6s, 108; Steubenville and Indiana 6s, A. & O., 104; Texas Pacific inc. 7s, 74; do. consol. mort 6s, 98½; do. 1st mort., 106; Union and Titusville 7s, 87½; West Chester and Philadelphia 7s, 116. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126; do 4s, new, 105@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106⅜@106½; do. 5s, new loan, 114¼@115¼; do. 4s, new, 107@111; Philadelphia and Reading, 21¼@21⅜; do. consol. mort. 7s, coup. 119@—; do. reg., 119@—; do. mort. 6s, 110@—; do. 7s, 1893, 118@—; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 182½@183½; Pittsburg, Titusville and Buffalo R. R., 17@17⅛; do. 7s, 78@81½; Camden and Amboy mort. 6s, 1889, 115½@116; Pennsylvania R. R., 59⅛@—; do. 1st mort., 101¾@102¼; do. gen'l mort., coupon, 121¾@122¼; do. reg., 122⅜@123⅝; do. consol. mort. 6s, reg., 118⅞@119⅛; Little Schuylkill R. R., 47½@—; Morris Canal, 60@61; do. pref., 162@163½; Schuylkill Nav., pref., 9½@9¾; do. 6s, 1882, 72@—; do. 1872, 100@101; Elmira and Williamsport pref., 52@55; do. 6s, 109½@109¾; do. 5s, 82@90; Lehigh Coal and Navigation, 34@34¼; do. 6s, 1884, 107¼@108; do. R. R. loan, 115@—; do. Gold Loan, 108¼@109¼; do. consol. 7s, 108⅜@108⅝; Northern Pacific, 30@30¼; do. pref., 53¾@—; North Pennsylvania, 50⅞@51⅜; do. 6s, 107@108½; do. 7s, 118@120; do. Gen'l mort. 7s, reg., 114½@115; Philadelphia and Erie, 17@17¼; do. 6s, 101¼@102½; do. 7s, 114@114½; Minehill, 56⅜@56¾; Catawissa, 9½@10; do. pref., 45@47; do. new pref., 44@48; do. 7s, 1900, 115¾@116¼; Lehigh Valley 53⅛@53¼; do. 6s, coupon, 119½@120; do. reg., 120@—; do. 2d mort. 7s, 130@130½; do. consol. mort., 116@117; Fifth and Sixth streets (horse), 121@—; Second and Third, 107@112; Thirteenth and Fifteenth, —@75; Spruce and Pine, 55½@57; Green and Coates, 100@103; Chestnut and Walnut, 80@81; Hestonville, 19½@20; Germantown, —@73; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 76@—; People's, 14¾@16; Continental, 99@102.

Baltimore.—Baltimore and Ohio scrip, 163; do. 1st pref., 119½; do. 2d pref., 115½; Baltimore and Cantonville 6s, 105; Baltimore City 6s, 1884, 107; do. 6s, 1890, 116; do. 6s, 1886, 112; Maryland Defense 6s, 109; Northern Central 6s, 91; North Carolina 4s, 79½; Union Railroad bonds, endorsed by Canton Co., 115½; Virginia 10-40 conpons, 96; Virginia Peelers, 24¼. The latest quotations are: Central Ohio, 1st, 110@111; Baltimore and Ohio, 170@173; do. 6s, 1885, 106¾@—; Northern Central, 37⅞@38¼; do. 6s, 1904, gold, —@110; do. 5s, 1926, —@92; Marietta and Cincinnati 1st mort., 1892, 114¾@115¾; do. 2d mort. 7s, 80@80½; do. 3d mort. 8s, 40½@41;

Pittsburg and Connellsville 7s, —@117 ; Orange, Alex. and Manassas 7s, 93@95 ; Virginia consol. 6s, 61⅛@61½ ; Virginia Consols coupons, 90¾ @91 ; Virginia 10-40 bonds, 41@41¼ ; Virginia 10-40 coupons, —@96¼ ; City 6s, 1884, 107@ —; do. 6s, 1886, 111@— ; do. 6s, 1890, 116@ 116¼ ; do. 5s, 1894, 118@— ; do. 5s, 1916, 115@ — ; do. 5s, 1900, —@115¼ ; Wilmington and Weldon 7s, 103@105 ; Virginia and Tennessee 6s, 102@103 ; do. 8s, 118@120 ; City Pass. R. R., 37 @37¾ ; Atlanta and Charlotte 1st, 95½@— ; do. Income, 56@— ; George's Creek Coal, 91@100 ; Canton 6s, gold, 112@113.

Boston.—Atchison, Topeka and Santa Fe guar., 113 ; do. 5s, 1909, 99½ ; Boston and Lowell 5s, 1892, reg,, 118¾ ; Boston Water Power, 9 ; Boston Land, 5⅞ ; Boston, Revere Beach and Lynn, 103 ; Boston, Concord and Montreal 6s, 1893, consol., 105⅜ ; Boston and Maine 7s, 1894, coupon, 124¾ ; Boston and Albany 7s, 1892, reg., 124¼ ; Cincinnati, Sandusky and Cleveland pref., 45 ; do. 7s, 1890, 102¼ ; Chicago and West Michigan, 71 ; Connecticut and Passumpsic Rivers 7s, 112¼ ; Cincinnati, Indianapolis, St. Louis and Chicago, 90 ; Columbus, Springfield and Cincinnati 7s, 1891, 102¾ ; Connotton Valley 7s, 1908, 88 ; Cedar Rapids and Missouri River R. R., 137¼ ; Detroit, Lansing and Northern 7s, 114 ; Eastern (N. H) R. R., 85 ; Fort Scott Branch bonds, 106 ; Flint and Pere Marquette, 21¾ ; do. pref., 72 ; Framingham and Lowell 5s, 92¾ ; Florence, El Dorado and Walnut Valley 7s, 1907, 105 ; Grand River Valley 8s, 1886, guar., 112 ; Highland Horse R. R., 130 ; Jackson, Lansing and Saginaw 8s, 1891, green, 114 ; Kalamazoo and South Haven 8s, 1889, guar., 113⅞ ; Kansas City, Fort Scott and Gulf, 52 ; do. pref., 111 ; do. 1st 7s, 107 ; Kansas City, St. Joseph and Council Bluffs 1st 7s, 114¾ ; Kansas City, Lawrence and Southern, 90 ; do. 4s, 95 ; Little Rock and Ft. Smith, 56⅝ ; do. 7s, 105 ; do. scrip, 105 ; Louisiana and Missouri River R. R., 7 ; Missouri, Kansas and Texas, 38¾ ; Marquette, Houghton and Ontonagon, 18 ; do. 6s, 94¼ ; New Mexico and Southern Pacific 7s, 112⅛ ; Nashua and Lowell, 125 ; Ogdensburg and Lake Champlain scrip, 88 ; do. 6s, 1897, 100 ; do. income, 138 ; Oregon Railway and Navigation, 137 ; do. 6s, 104¼ ; Ottawa, Oswego and Fox River Valley 8s, 1900, 123½ ; Portsmouth, Gt. Falls and Conway, 19½ ; do. 4½s, 86 ; Republican Valley 6s, E. D., 103¼ ; Rutland pref., 26¾ ; do. 6s, 1902, 98 ; Summit Branch, 14½ ; do. 7s, 1904, 99 ; Vermont and Massachusetts 6s, 1883, 104½ ; Vermont Central and Vermont and Canada 8s, 1889, 53 ; Vermont Central 8s, 1891, guar., 55¼ ; do. 8s, inc. and ext., 52½ ; Wisconsin Central, 10⅛ ; do. pref., 26 ; White Water Valley, 10 ; do. pref., 50 ; Wichita and Southwestern 7s, 107¾ ; Wisconsin Valley 7s, 1909, 109¼ ; Chicago 7s, 1894, 120½ ; Allouez Mining Co., 2¾ ; Atlantic, 16½ ; Aztec, 1¼ ; Brunswick Antimony, 18¾ ; Blue Hill, 3 ; Catalpa, 1⅝ ; Copper Falls, 13 ; Duncan, 8⅝ ; Douglass, 2½ ; Empire 47½c. ; Franklin, 18⅞ ; Harshaw, 20 ; Huron, 5½ ; Osceola, 36 ; Ore Knob, 6¼ ; Pewabic, 21 ; Phœnix, 2 ; Silver Islet, 36.

A Geneva dispatch says the contractors of the St. Gothard Tunnel have applied to the Federal tribunal to prolong the time for the completion of the tunnel 700 days. The line will not be opened for traffic until late in 1883.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for September, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of	$311,015
An increase in expenses of	426,744
A decrease in net earnings of	$115,729

The nine months of 1880 as compared with the same period in 1879, show

An increase in gross earnings of	$5,738,404
An increase in expenses of	3,005,207
An increase in net earnings of	$2,733,197

All lines west of Pittsburg and Erie for the nine months of 1880 show a surplus over liabilities of $2,086,231, being a gain over the same period in 1879 of $1,977 397.

The Lynchburg (Va.) Advance says that a charter has been granted to Thomas Dunlap, Edgar Whitehead and others, incorporating the "Amherst and Nelson Mining and Transportation Company," which proposes to develop the iron and copper interests in Amherst and Nelson counties, and to construct railroads connecting the iron and copper mines with the Virginia Midland railroad at Amherst Court House and Richmond and Allegheny railroad at Greenway, Riverville and Stapleton. This corporation proposes fully to develop the valuable resources and render them immediately available lying between the Midland road and James river. This section contains valuable veins and deposits of iron, copper, manganese, silica, limestone and soapstone.

A new competitor for the grain-carrying trade, in the shape of the Chesapeake and Ohio Railrway, will enter the field within a comparatively short time. This road has, for the past year or so, been engaged in extending the western end of its line, and at the same time seeking a suitable point on the Chesapeake Bay for its eastern terminus. A circular lately issued by the managers of the road give a table showing the comparative distance from all leading Western cities to New York, Philadelphia and Baltimore by means of the various roads terminating at those cities, and the distance from the same Western points to a point on the bay by the Chesapeake and Ohio, and in every case the latter road had the advantage of much shorter lines.

A dispatch from Quebec says that the entire capital, $5,000,000, of the Credit Foncier Franco-Canadienne has been subscribed. Mr. Thorne is visiting Canada for the purpose of seeing if the capital can be doubled with advantage. The last deposit of the provincial loan, contracted in Paris, has been deposited in New York. A loan of £800,000 realized net $3,773,669, leaving $119,-663 as the expense of floating, &c. This is equal to about exchange at 4.62½, while in N w York exchange is given at 4.81.

The Pittsburg Chronicle says that a branch of the New York, Pennsylvania and Ohio Railroad is to be built from Girard to Youngstown ; along the bed of the abandoned canal, to connect with the Pittsburgh and Lake Erie, at the Lake Shore and Michigan Southern depot, in Youngstown. Work will be commenced at once. This will practically give the company a double track from Girard to Youngstown, and greatly increase the facilities, which are at present quite limited for want of room.

Texas and Pacific Railway.

On the 8th of November next the officers and directors of the Texas and Pacific Railway Company will leave for Marshall, Texas, to attend a meeting of the board of directors in that city. The Texas and Pacific road is completed 517 miles west from Shreveport, and at the present time over 5000 men are at work on the Rio extension to El Paso. That work is expected to be completed in about twelve months, and then the management will have 1000 miles of track under its control. At El Paso the Texas and Pacific will connect with the roads running to California and to Mexico. The bonds and stocks of the company represent $40,000 per mile.

The Montreal Star says that Engineers C. G. Hanning and J. Rudd Perry have commenced the survey of the line of the Napanee, Tamworth and Quebec Railway. This company was organized in January, 1879, having secured their charter from the Dominion Government. The company has secured municipal bonuses to the extent of $3,000 a mile, and stock to the extent of $2,000 a mile. The road will run from Napanee northward, following the Napanee River to Yorker, quite an important manufacturing village on the Napanee River, then running northerly to the village of Tamworth, to the Wager Iron Mines. The county of Lennox and Addington is rich in water powers and minerals, which as yet are to a great extent undeveloped, on account of there being no railway facilities.

The earnings of the Southern Pacific Railroad of California for September were :—Northern division, in 1880, $126,000 ; in 1879, $107,086 ; Southern division, in 1880, $321,000 ; in 1879, $132,819. Totals in 1880, $147,000, against $239,-905 in 1879.

The receivers of the Atlantic, Mississippi and Ohio Railroad Company are now prepared to pay with accrued interest the 8 per cent interest funding bonds of the Virginia and Tennessee Railroad, which matured 1st July last. Interest on these bonds will cease after the 1st of November next.

It was proved that the engineer rang the bell and tried to frighten the cow off the track but the farmer's lawyer also proved that the cow rang her bell and tried to frighten the engine off the track, and so the jury decided in his favor.

We see it stated that the request of the St. Gothard Tunnel contractors for 700 days' delay is purely a legal formality and does not imply that the completion of the tunnel will be delayed beyond next summer.

Seventeen thousand dollars of the new issue bonds of the city of Lynchburg (Va.) 6 per cents, to run for twenty years, and redeemable in five years at the pleasure of the city, have been sold at $1,05.

The first sod of the proposed Manitoba and Southwestern Railway was turned by the contractors on the 15th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 2
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon,Genesee & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,849,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct, '80 2½
Agricultural Br. guar...100	60,000	J. & D	June '76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 5
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov.'80 4
Boston and Providence.100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	8,537,800	quarterly	Feb. '80 2
Burl. & Mo. Riv. in Neb.100	950,000	J. & D	June'80 3
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,811	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref.100	769,800	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,663,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	Sept.'80 2
Chi., Clin., Dub.&Minn.....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chicago, Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,938,257	J. & D	June'80 3
" pref.100	21,625,353	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	14,091,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val.100	2,500,000	F. & A	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv...1 0	2,175,700	F. & A	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Apl. '80 1½
" " pref. 50	1,211,250	quarterly	Apl. 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Aug.'80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania* 50	1,309,200	J. & J.	July '80 3
East Mahanoy *..... 50	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga....100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,000	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	June '80 2½
Eel River.....100	3,000,000	— & —	Sept.'80 4
Elmira, Jef. & Canand*.100	500,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref.100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	20,000,000	M. & S	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Sept.'80 1
Iowa Railroad Land Co 100	7,850,000	quarterly	Nov. 80 1½
Io. Ce. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central 100	4,500,000	J. & D.	June'781
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Aug. '80 4
" " (guar.)100	533,500	F. & A.	Aug.'80 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,565	quarterly	Oct. '80 1
" pref. 50	106,300	quarterly	Oct. '80 2½
Little Miami*..... 50	5,871,400	quarterly	Sept. 80 2
Little Schuylkill*..... 50	2,645,100	J. & J.	July 80 2½
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 5½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific.....100	42,416,000	quarterly	Oct. '80 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	May '80 3½
Nashua and Rochester..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	606,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	3,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref..100	8,116,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	A g.'80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5 842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 3
Norwich & Worcester*..100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,000	quarterly	A '80 2
Oswego and Syracuse*..100	482,400	F. & A.	A .'80 2½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	May '80 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,851,800	quarterly	July '76 2½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,204,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual	Nov.'80 5
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,800,000	.....	.....
" " pref.100	4,800,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	599,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.130	448,700	J. & J.	July '79 2½
Summit Branch*..... 50	4,125,600	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,983,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley.....100	225,000	J. & J	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon 100	1,458,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....100	1,000,000	J. & J.	July '80 3
Balt., Cat. & Ki. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref...100	2,200 shs	A. & O.	Apl. 79 $2
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 2
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '80 5
D. Dock.E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	232,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third Sts.(Ph.) 50	982,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	115,000	M. & N.	May '80 3
South Boston 100	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Sept.'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan.'7 2½
George's Creek C & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Oct. 80 2
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	6,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common....100	5,708,700	.....	.....
preferred....100	6,291,800	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy K. B. Bridge.....100	1,760,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co....100	255,000	A. & O.	Oct. '80 5
United States Express....100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

American Manufactures in Australia.

Recent Australian papers contain many confirmations of the position secured by our manufactures in the markets of the most advanced colonies, and particularly in New South Wales and Victoria, where the exhibitions have been held—that at Melbourne being still in progress. In railway furnishing, locomotives, bridges and weighing machinery, Philadelphia establishments have been successful in securing large contracts, and after one contract is filled have no difficulty in getting others. In fact, the introduction of locomotives, as well as other machinery, was originally on trial, the trial proving their greater efficiency, and resulting in a demand for more. A correspondent of the London Ironmonger quotes a large dealer in Melbourne as saying that "whereas twenty years ago American and other foreign (not English) goods constituted only 5 per cent of his stock, they now amount to 20 or 25 per cent. American goods of many classes, he assures me, are largely preferred to English, not only by the consumers, who can judge of the quality, but by the trade, on account of the careful, practical way in which they are packed," &c.

The Victorian Review, in a recent issue, pays a still more emphatic compliment to our exhibitors, saying that "American manufactures are a perpetual source of wonder and instruction to the foreign observer. In perfection of machinery, scientific division of labor, and completeness of execution there is nothing in the world beside to be compared with them."

The direct shipments of metal goods to Australia are large from New York, and also frequent from Boston, but probably the chief supply goes out by way of England, and goes through English houses in making up their assortments from their Australian customers. It is the practice so to order through English houses from all the Colonies. The actual exports rom New York of tools, hardware, machinery and implements are greater now than ever before, and the Australian Colonies are supplied by sailing vessels, or through England, when, if freights to San Francisco were cheaper, it would be better to send them across the Pacific. There is reason for belief in the permanence of the demand, and of the certainty that our manufacturers can cultivate that market with success.—[Balt. Sun.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 16, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	202,891	5,992,896	7,016,210
Schuylkill Canal	23,354	398,497	781,295
Lehigh Valley	131,453	3,860,742	3,728,833
Del., Lack. & Western	104,409	2,684,488	2,959,922
Shamokin Valley	30,508	691,997	718,793
Central New Jersey	117,649	2,848,796	3,159,448
United R. R. of New Jersey	31,824	873,802	687,070
Pennsylvania Coal	34,826	861,400	1,120,210
Delaware and Hudson	78,611	2,292,877	2,657,662
Huntingdon & Broad Top Mt	6,609	346,628	249,580
Penn. and New York.	29,782	949,590	1,044,745
Clearfield, Pa.	34,823	1,312,236	1,252,533

The total tonnage of anthracite coal from all the regions for the week ending October 16, as reported by the several carrying companies, amounted to 680,187 tons, against 580,608 tons in the corresponding week last year, an increase of 99,579 tons. The total amount of anthracite mined for the year is 17,903,785 tons, against 20,626,912 tons for the same period last year, a decrease of 2,723,127 tons. The quantity of bituminous coal sent to market for the week amounted to 81,755 tons against 51,676 tons in corresponding week last year, an increase of 30,079 tons. The total amount of bituminous mined for the year is 3,449,960 tons against 2,716,791 tons for the corresponding period last year, an increase of 733,169 tons. The total tonnage all kinds of coal for the week is 761,942 tons, against 632,284 tons in corresponding week last year, an increase of 129,658 tons, and the total tonnage for the coal year is 21,353,745 tons against 23,343,703 tons to same date last year, a decrease of 1,989,958 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of October was 143,896 tons, of which 108,901 tons were coal and 34,995 tons coke. The total tonnage for the year thus far has been 5,431,262 tons of which 4,084,668 tons were coal and 1,346,594 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Oct. 16 were 36,086 tons, and for the year 1,686,008 tons—an increase of 531,911 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 21,494 tons, year, 1,008,675 tons; an increase over 1879, 382,920 tons. Chesapeake and Ohio Canal—week, 12 263 tons; year 496,878 tons; increase over 1879, 143,270 tons. Pennsylvania Railroad—week 2,328 tons; year, 180,455 tons; increase over 1879, 55,722 tons. The total tonnage of the Reading Railroad for the week ending last Saturday, October 23, was 198,000 tons, of which 59,500 tons were sent to Port Richmond, and 48,000 tons shipped from there.—Phil. Ledger, Oct. 25.

Notwithstanding the prodigal way in which the public lands of the United States have been distributed of late years, there still remains a large body, surveyed and unsurveyed, to be disposed of. This is exclusive of Alaska, which is not supposed to contain much land suitable for cultivation. The public lands surveyed last year, as stated in our last issue, amounted to 15,699,258 acres, making with the previous surveys, a total of 752,557,195 acres in all surveyed, and leaving an estimated area of 1,062,231,727 acres yet to be surveyed. The annual area is surveyed is about double the number of acres annually disposed of. How much really arable land remains for the settler to take up cannot, of course, be determined from the land office reports, from which our figures were obtained, nor do the best authorities agree as to the proportion of good land to the whole domain.

A map of the route of the Ocean Beach and Sheepshead Bay Railroad, a new route projected to Coney Island, was filed in the Register's Office in Brooklyn on the 25th inst. The route leads from the westerly side of Ocean-ave., in the town of Flatbush, near the entrance to the racecourse of the Coney Island Jockey Club, southerly to Voorhies land, thence directly to the ocean over the property of the Manhattan Improvement Company. The terminus is east of the Brighton Beach Pavilion. It is probable that a hotel and iron pier will be built at this point. The directors of the new company are R. McKinney, W. S. Wood, W. M. Hoes, W. C. Nicoll, F. A. Gerbaf, F. James and Isaac Egbey.

The property of the Seattle and Walla Walla Railroad, recently purchased by Henry Villard of this city, consists of 21 miles of narrow gauge road, 75 cars, 4 locomotives and large quantities of real estate, including about 600 city lots in Seattle also franchise for the construction of a road across the Cascade mountains via the Snoqualmie Pass to Walla Walla, a distance of 200 miles. Twenty thousand tons of coal monthly is now freighted over the road. The purchaser proposes to increase the freighting capacity to 80,000 tons per month immediately.

Railroad Earnings.

The following are earnings as published by the *Commercial and Financial Chronicle:*

		—Latest earnings reported.—	
	Week or Mo.	1880	1879.
Ala. Gt. Southern	September	$62,541	$40,049
Albany & Susq.	August	126,346	92,552
Atch., Top. & S. Fe	September	609,000	593,311
Atl. & Gt. West.	June	368,456	301 272
Atl., Miss. & Ohio	August	179,947	134,955
Atl. & Char. Air L.	August	65,044	51,955
Burl., C. Rap. & No	2d wk Oct.	48,098	38,125
Cairo & St Louis	1st wk Oct.	12,648	10 036
Central Pacific	September	1,957,000	1,649,429
Ches & Ohio	September	240,628	224,092
Chicago & Alton	2d wk Oct.	199,657	176,698
Chic., Burl. & Q.	August	1,610.168	1,315,559
Chic. & Gr. Tr'nk.	Wk. end. Oct. 9	34.531	14.211
Chic. & East. Ill.	2d wk Oct.	30,506	19,916
Chic., Mil. & St. P.	2d wk Oct.	362,000	278.065
Chic. & Northw.	September	1,957,951	1,716,409
Chic., St. P. Min. & O.	2d wk Oct.	44,832	28,827
Chic. & W. Mich.	4th wk Sept.	22,561	20,059
Cin., Ind., St. L. & C.	September	234,950	208,447
Cin., Sand. & Clev.	12 dys July	27,543	21,050
Cin. & Springfield	2d wk Oct.	23,392	21,930
Clev., Col., Cin. & I.	2d wk Oct.	104,660	89.319
Clev., Mt. V. & Del.	1st wk Oct.	7,644	9.624
Del. & H. Can., Pa. Div.	Aug.	89,388	95.958
Denver & Rio Gr.	2d wk Oct.	101,973	27,940
Denv., S. P'k & Pac.	September	127,532	95.532
Des M. & F. Dodge	2d wk Oct.	8.916	6.462
Det., Lans. & No.	1st wk Oct.	24,692	28,157
Dubuque & S. City.	1st wk Oct.	30.209	22,143
Eastern	August	302,389	264,601
Flint & Pere Mar.	2d wk Oct.	36,246	26.203
Grand Trunk.	Wk. end. Oct. 16	238,659	213,880
Great Western.	Wk. end. Oct. 15	120,335	112 672
Hannibal & St Jo.	2d wk Oct.	53,738	53,698
Hous. & Texas C.	August	289,380	232,122
Illinois Cen. (Ill.)	September	625,709	582,350
Do (Iowa)	September	171,523	153,715
Indiana, Bl. & W.	1st wk Oct.	35,843	33 609
Int. & Gt. North.	2d wk Oct.	64,399	46 315
Iowa Central	August	80,079	74,341
K. C., Ft. S. & Gulf.	4th wk Sept.	36,342	28,952
Kans. C., Law. & So.	4th wk Sept.	24,201	14,450
Lake Erie & West.	1st wk Oct.	30,096	15,270
Little Rk. & Ft. S.	September	48,193	32,578
Louisv. & Nashv.	2d wk Oct.	223 200	128,862
Marq., H. & Ont'n.	1st wk Oct.	25,118	16,692
Memphis & Charl.	2d wk Oct.	30,492	15,175
Minn. & St. Louis.	3d wk Sept.	19,502	10,480
Mo., Kan. & Texas	2d wk Oct.	94,600	84,226
Mobile & Ohio.	September	179,191	161,253
Nashv. Ch. & St. L.	September	167,473	157,363
N. Y. & Canada	August	55,617	45,185
N. Y. Cent. & Hud.	September	3,000,627	2,922 376
N. Y., L. Erie & W.	August	1,606,873	1,450,223
N. Y. & N. England.	3d wk Sept.	61,898	57.194
Northern Central.	August	453,923	316,716
Northern Pacific.	1st wk Oct.	68,500	70,253
Ogd & L. Champ.	4th wk Sept.	14,923	13,518
Pad. & Elizabeth.	1st wk Oct.	9,457	7,863
Pad. & Memphis.	1st wk Oct.	5,303	2,518
Pennsylvania	August	3,723,355	2,982,718
Peoria, Dec. & Ev.	1st wk Oct.	11,959	4,652
Philadel. & Erie	August	347,532	275,907
Phila. & Reading.	September	2,089,256	1,374 013
Pitts., Titusv. & B.	September	54,000	39,000
Ports., Gt. F. & C.	August	22,891	19,275
Rensselaer & Sar.	August	205,321	178,852
St. L., Alt. & T. H.	2d wk Oct.	32,591	24.715
Do (brchs)	2d wk Oct.	17,570	16,087
St. L., Iron Mt. & S.	2d wk Oct.	175,900	172,910
St. L. & San Fran.	2d wk Oct.	75,108	46,617
St. Paul & Duluth.	August	64,537	....
St. P., Minn. & Man.	2d wk Oct.	76.499	60.996
St. Paul & S. City.	2d wk Oct.	38,063	27,220
Scioto Valley	2d wk Oct.	6,252	6,234
South. Pac. of Cal.	September	447,000	239.905
Texas & Pacific	1st wk Oct.	63,794	53,563
Tol., Peoria & War.	1st wk Oct.	33,119	34.140
Union Pacific	July	1,988,000	1,431.000
Wab., St. L. & Pac.	2d wk Oct.	433,067	302,033
Wisconsin Central	August	66,994	56,359

A certificate of incorporation has been filed in the office of the Secretary of State of Ohio of the Central Valley Railroad Company; termini, Wellston and Scott and Thornhill's coal works, all in Jackson county; capital $5,000.

The distance on the railroad survey, from Port Moody to Yale, B. C., is 90 miles; from Yale to Lake Kamloops is 125 miles: from Lake Kamloops to Jasper is 335 miles.

DIVIDEND NOTICE.

THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY has declared a dividend upon its capital stock of ONE HUNDRED PER CENT, payable in stock to the stockholders of record on the 13th November, 1880, and intend to increase the number of its shares of capital stock to that extent and for that object: and further notice is hereby given that the transfer-books of this company will be closed on the 13th November, and reopened on the 1st day of December, 1880. W. RANNEY, Secretary.
New York, Oct. 13, 1880.

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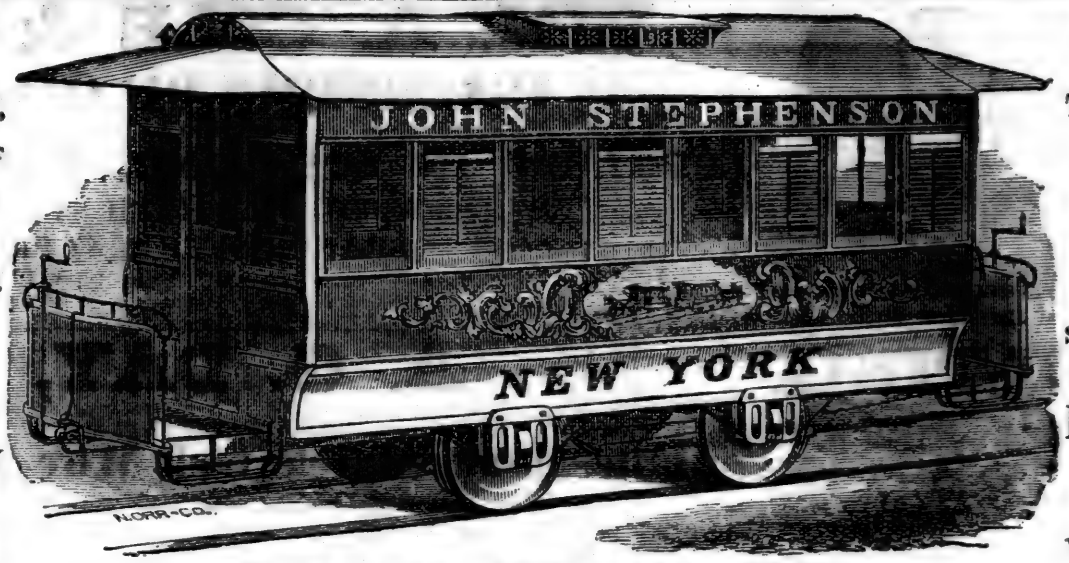
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

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SECOND QUARTO SERIES, VOL. XXXVI., No. 45.] NEW YORK, NOVEMBER 6, 1880. [WHOLE No. 2,324, VOL. LIII.

Junction (Philadelphia) Railroad.

In the United States Circuit Court, Philadelphia, on the 28th ult., the prolonged suit of the Philadelphia, Wilmington and Baltimore, Philadelphia and Reading and Pennsylvania Railroad Companies, concerning the right of the two former companies to transport their cars over the 1½ miles of track which, under the name of the Junction Railroad, is practically under the control of the latter company, and which has hitherto claimed exclusive right to operate the same, was decided by Judge McKennan. The proceedings were instituted by Judge Lathrop, of the Central Railroad of New Jersey, and Moses Taylor, for the Baltimore and Ohio Railroad Company, who nearly two years ago applied for an injunction restraining the Pennsylvania Railroad Company from interfering with their rights. The Judge decrees that the Junction Railroad Company must furnish motive power or transport over its road freight or passengers arriving in cars of the Philadelphia, Wilmington and Baltimore Railroad destined for the Philadelphia and Reading Railroad or its connections. It must also transport freight or passengers arriving in cars by the Philadelphia and Reading Railroad destined for the Philadelphia, Wilmington and Baltimore Railroad or its connections. The Pennsylvania Railroad Company is enjoined from hindering or in any way interfering with the performance of the duties in this respect of the Junction Railroad Company, but is not restrained from purchasing exclusively the motive power to transport the cars. In his opinion the Judge thus refers to the corporation respondent:

The Junction Railroad Company is a corporation created by a special act of the Pennsylvania Legislature dated May 30th, 1860, whereby it was authorized to construct a railroad commencing at a point upon the Philadelphia and Reading Railroad at or near the bridge of said company near Peters Island in the river Schuylkill. Thence by the best route to a point upon the line of the Pennsylvania Railroad, within one mile east of George's run, at the village of Hestonville; thence by the line of the Pennsylvania Railroad by the most direct and practicable route to a point upon the line of the Philadelphia and Wilmington Railroad.

By a supplement to this charter, passed in 1861, the Junction Railroad Company was authorized to make a complete line of railway from a point on the Philadelphia and Reading Railroad at or near the bridge at Peter's Island to a point on the Philadelphia, Wilmington and Baltimore Railroad, at or near Gray's Ferry Bridge by the most convenient and practicable route.

By further legislation the company was authorized to borrow $500,000 upon mortgage of its property and franchises, and upon this security a loan of that amount was negotiated upon the authorized guaranty of it by the then companies named. The stock of the company was taken and is now held by the Pennsylvania Railroad Company, the Philadelphia and Reading Railroad Company, and the Philadelphia, Wilmington and Baltimore Railroad Company, except a few shares which are held by individuals.

At the organization of the company in 1861 the President of the Pennsylvania Railroad Company was elected its President, and occupied that position until 1867, during which time the whole line of its road was located definitely between its prescribed termini. Under his direction a large sum, to wit, about $870,000, was expended in its construction, and the whole of the road, except that part between Market and Thirty-fifth street, was completed by it. This intervening part was constructed by the Pennsylvania Railroad Company, and was held by the Supreme Court of Pennsylvania to be the property of that company, and this decision must be regarded as conclusive, so far as the legal ownership of that line is concerned. But in view of the admission that the Junction Railroad may have rights touching the use of the section of road referred to, the decree was entered without prejudice to such rights or to the assertion of them in an appropriate proceeding. Various other facts are alleged in the bills of complaint, and are verified by the accompanying affidavits, which altogether constitute a "strange, eventful" history of the construction of the road. Enough of them have been here stated to indicate the vital object and the essential importance to the public of the construction of the road. The Pennsylvania, the Philadelphia and Reading, and the Philadelphia, Wilmington and Baltimore railroads terminate at Philadelphia. They were unconnected with each other, and so the immense traffic requiring transfer from one to the other was necessarily conducted with great expense, inconvenience, and embarrassment. These difficulties would be almost entirely avoided by the construction of a continuous line only about four miles long from Gray's Ferry to Peter's Island, and accordingly the Junction road was projected and made. A broken line with a gap in the middle of it would not answer the purpose; its continuity was absolutely essential to effectuate the object of its creation, as well as to meet the just expectation of its stockholders and the public. So, in the annual report of the Pennsylvania Railroad Company, February 8, 1863, it is said:

The Philadelphia, Wilmington and Baltimore Railroad Company, the Philadelphia and Reading Railroad Company and the Pennsylvania Railroad Company have organized the Junction Railroad Company, under a charter procured from the Legislature of 1860, and amended at the last session. The object of this line is to connect these three railroads of a continuous line along the west bank of the Schuylkill river, from the Reading Railroad, near Peter's Island Bridge, to the Philadelphia, Wilmington and Baltimore Railroad, at Gray's Ferry, intersecting the Pennsylvania Railroad, near the Wire Bridge at Fairmount, so that an interchange of freight between these lines may be effected without going through the populous parts of the city.

In apparent accordance with the declaration were all the acts and declarations of the Pennsylvania Railroad Company during the progress of construction until the controversy arose as to the ownership of the middle section, and they may, therefore, be fairly regarded as, in a great measure inducing the expenditure of the large sum laid out by the Junction Railroad in its line.

After further reference to the rights and powers of the several corporations interested, the Judge made the following decree:

And now, October 25, 1880, it is ordered and decreed that an injunction be granted until further order of this Court, enjoining and restraining the said Junction Railroad Company, its officers, servants and agents from declining or refusing or in any manner failing to perform the duties required of them in the charter of said company, and especially from declining or refusing to furnish motive power, haul, receive, ship or transport over its road freights or passengers arriving in cars by the Philadelphia, Wilmington and Baltimore Railroad destined for the Philadelphia and Reading Railroad or its connections, or from declining or refusing to furnish motive power, haul, receive, ship or transport freight or passengers arriving in cars by the Philadelphia and Reading Railroad, destined for the Philadelphia, Wilmington and Baltimore Railroad or its connections.

Also, that the said Pennsylvania Railroad Company, its officers, agents, and servants be enjoined and restrained from interfering with or in any manner hindering the said Junction Railroad Company from performing its said corporate duties and transporting freight and passengers as aforesaid.

Last, this injunction shall not be taken to restrain the said Pennsylvania Railroad Company from purchasing exclusively the motive power to transport the cars aforesaid over and upon that portion of the Junction Line which is situated between the north side of Market and Thirty-fifth street in the city of Philadelphia.

Great Western Railway of Canada.

DIRECTORS' REPORT.

The directors now submit to the shareholders the accounts of the company for the half year ended July 31, 1880:

The following statement shows a comparison of the half year's revenue with that of the corresponding period in 1879:

	Jan. 31, 1879.	Jan. 31, 1880.
Gross receipts	£365,771	£437,433
Working expenses, including the transfers to reserve funds	276,971	301,228
	£88,800	£136,205
Interest on bonds and debenture stock, loss on working leased lines, and all net revenue charges	98,972	103,145
	Cr. £10,172	Dr. £33,060
Balance from previous half-year	8,912	1,787
Deficiency	£6,260	.....
Surplus	.....	£34,847

The dividend received on the shares of the Detroit, Grand Haven, and Milwaukee Railway Company out of the profits to December 31, 1879, amounting to $45,000 or £9,246, makes a total available surplus of $44,094.

From this sum the directors recommend the payment of the half year's dividend on the 5 per cent preference stock, amounting to £12,644, and a dividend for the half year on the ordinary shares of 2s per share free of income tax (at the rate of 1 per cent per annum), which will absorb £30,603 leaving a balance of £847 to be carried forward to the next half year's accounts.

The total receipts on the main line and branches, exclusive of leased lines, show an increase of £71,662, or 19½ per cent over those of the corresponding period of last year.

The expenditures, as detailed in the various abstracts appended to the revenue account, and explained in the officers' reports, has exceeded that of the corresponding half of 1879 by £24,258. Of this increase, £9,600 is attributable to the fact that the present half year's revenue bears its full contribution to the various reserve funds, whereas in the accounts for the half year ended July 31, 1879, as explained in the report for that period, only the amount actually expended on renewals was charged. The earnings and working expenses per train mile for the last six corresponding half years compare as follows:

Half-years ended	Earnings per train mile.	Working expenses excluding transfers to reserve funds. Per train mile.	Per cent of gross receipts.
	s. d.	s. d.	
July 31, 1875	4 11¾	4 6	90.32
July 31, 1876	4 10¼	3 6¾	73.63
July 31, 1877	4 9½	3 6¾	64.41
July 31, 1878	4 2	3 2	76.05
July 31, 1879	4 1⅛	3 1⅛	75 92
July 31, 1880	4 11¾	3 5¾	69.78

The reserve funds show the following balances on July 31, 1880:

	Balance Jan. 31, 1880.	Debit or credit during the half year.	Balance at July 31, 1880.
	£	£	£
Ferry steamers renewal fund	21,469	Cr. 4,099	25,568
Locomotive renewal fund	118.987	Dr. 958	118,029
Car renewal fund	30,252	Dr. 4,489	25,763
Rail and bridge renewal fund	32.443	Cr. 134	32,577
Insurance fund	2,055	....	2,055
Leased lines suspense account	Dr. 44,500	Cr. 1,761	Dr. 42,739
	£160,706	£547	£161 253

65 new freight cars have been added to the duplicate working stock, at an expense of £6,720, and charged to the car renewal fund.

It will be observed on reference to the capital account, No. 3, that an amount of £32,400 5 per cent perpetual debenture stock has been issued during the half year, to provide for repayment at maturity of terminable bonds, bearing interest at 6 per cent. The charges to capital account, amounting to £19,677, consist principally of the proportion of the cost of renewing wooden bridges in stone and iron, and the acquirement of bonds of the Wellington, Grey, and Bruce railway under traffic agreements with that Company.

The working of the leased lines for the past half year show a deficiency (including interest and rentals) of £15 201, against £11,200 in the corresponding half year. This apparently unfavorable comparison arises from the amount charged this half year for proportionate contributions to the reserve funds, for which there was no corresponding debit in the accounts of the half year ended July 31, 1879. In conformity with the traffic agreements, an amount of £3,252, being the equivalent of 20 per cent of the half year's earnings on additional traffic interchanged with the Wellington, Grey, and Bruce railway, will be applied on January 1 next to the purchase of the bonds of that Company at par.

An agreement having for its object the acquisition of traffic from the south west by connecting with the Wabash, St. Louis and Pacific railway, via Toledo, was reported and approved at a special meeting of Shareholders held on the 11th of December, 1879. Since that period the Detroit, Adrian and South Western Railway Company has been incorporated, and a road is now in course of construction between the city of Detroit and Butler—a point on the Eel river section of the Wabash system—which will, in connection with the Great Western railway, materially shorten the route from St. Louis and other southwestern points to New York and the northern Atlantic ports. The new railway will have its terminus at Detroit, in the depot of the Detroit, Grand Haven and Milwaukee Railway Company. An agreement has been negotiated with the Wabash, St. Louis and Pacific Railway Company for the conveyance of through traffic by this new route, and will on completion of the Railway be substituted for the previous agreement. By this arrangement a direct connection will be formed with the Wabash system, from which the Directors anticipate a considerable increase of traffic.

It has been already reported that the operations of the Detroit, Grand Haven and Milwaukee railway from the 14th November, 1878, to the 31st December, 1879, resulted in a net revenue surplus of $50,557, and the directors have now to announce that a dividend of 8 per cent on the share capital, amounting to $45,000 or £9,247, has been paid and placed to the credit of the Great Western Company, as per account No. 10. From the 1st of January last the working of the Detroit, Grand Haven and Milwaukee Railway has continued satisfactory, but in the opinion of the directors the traffic is capable of further development, and their anxious attention has been directed to this subject. The capital resources of the company provided under the reorganization will, it is expected, prove sufficient for the purposes then contemplated, but will be inadequate to meet the cost of extending and rearranging the depot at Detroit for the accommodation of the traffic of the Detroit, Adrian and South Western Railway, or for an improved steamboat service across Lake Michigan, rendered necessary by the growing business to and from Milwaukee and the North West. As the additional traffic from these improved arrangements will be directly beneficial to the Great Western, in whose interest, as proprietors of the whole share capital of the Detroit, Grand Haven and Milwaukee Company, it is obviously desirable that the funds required should be raised on the most economical terms, the directors purpose, with the sanction of the shareholders, to make the necessary advances to the Detroit, Grand Haven and Milwaukee Company, by way of temporary loan, or by the guarantee of loans otherwise raised for the purposes indicated. On completion of the arrangements, a formal resolution will be submitted for the confirmation of the proprietors.

The directors have to announce, with much regret, that Mr. John Fell, owing to the pressure of his other engagements, has retired from the Board. The vacancy thus created has been filled by the election of the Earl of Dunmore. Mr. Thomas Barkworth and Lord Dunmore go out of office by rotation; and being eligible, offer themselves for re-election. Mr. John Young and Mr. Thomas Adams, the Auditors in London, and Mr. John James Mason, the Auditor in Canada, go out of office, and are eligible for re-election.

On behalf of the Board of Directors,
FRANCIS D. GREY, President.
LONDON, 9th October, 1880.

The Lynchburg (Va.) Advance says that there are now six furnaces in operation along the line of the Chesapeake and Ohio Railway, west of Staunton, viz: Buffalo Gap Furnace, at Ferrol, making 15 tons per day; Lucy Selina Furnace, at Longdale, making about 30 tons per day. Another furnace at the same point is in process of construction; the Callis Furnace, near Williamson's, making 15 tons per day; Low Moor, at Low Moor, in Allegheny county, making 75 tons per day, to be soon increased to 100 tons. The Quinnimont Furnace, West Va., produces about 30 tons per day. These furnaces all use coke made in West Virginia. The Advance adds that this is merely the beginning of the iron industry in that section.

Articles of association of the Ohio, Fort Wayne and Chicago Railroad were filed at Indianapolis on the 26th ult. The company was organized to build a road from a point on the Indiana and Ohio State line, in Paulding County, to Chicago via Fort Wayne. The capital stock is fixed at $500,000.

The directors of the new Brooklyn Rapid Transit Company, recently elected, are: C. R. Flint, W. B. Dickerman, Lewis A. Hall, Henry A. Root, Thomas A. Painter, jr., M. Furman Hunt, J. C. Hoagland, William Turnbull, E. F. Choate, C. L. Doe, R. C. Shannon, P. F. Sears, Edward H. Tobey. President, C. R. Flint.

It is expected that the Detroit and Michigan Railroad, which is to run from Butler to Detroit, and which will form the link in the Wabash to Buffalo, will be ready about January 1.

The Greenburg and Vernon (Ohio) Railroad will be opened for business on the 1st of December.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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New York, Saturday, November 6, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

WE publish this week the beginning of our regular correspondence from Boston. Our correspondent is a gentleman of large acquaintance and valuable experience in Boston financial and railway circles and has peculiar advantages for obtaining information desired. The growth of Boston railway and shipping enterprises and the increasing demand for the AMERICAN RAILROAD JOURNAL in New England make this correspondence especialry important and timely.

AMONG the new features adopted by the AMERICAN RAILROAD JOURNAL, as appears on another page of this issue, is a department on counterfeit money It is intended to make this a permanent and authentic feature of the paper, and we believe it is one that will prove of great service and value to our readers. We are to receive from the U. S. Secret Service Division at Washington immediate notice of the discovery of counterfeits, which will be promptly published in the JOURNAL, and information in various forms will be given, through facilities which we have, so that this department may be taken as a trustworthy guide and assistant in checking the circulation of bogus money.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

THE project for an elevated railway in Boston is virtually killed by the decision of the State Railroad Commissioners. The position taken by the commissioners seems to be that which good judgment as well as a proper interpretation of the legal bearings would dictate.

THE prospects for the Cape Cod Canal project now seems brighter than they have recently appeared. It is reported that a new Boston company will push the work upon the same line of survey as that upon which the old company started. Driesbach & Skillman are mentioned as the contractors for the work.

THE *Elevated Railway Journal* is very creditably occupying a special field of journalism and is now extending into broader fields than it marked out for itself when starting last year, containing much of interest not only to those directly connected with Elevated railways but others as well. During its first year it has grown into an animated and well filled sixteen page paper, and under the editorial management of Mr. Robert Bryar gives promise of a successful future.

IT must be admitted that some of the less thoughtful and candid of United States papers and people have shown a tendency to decry or deprecate the resources of Canada, and have displayed an inability to appreciate the merits of some of the most important Canadian works and undertakings. But, that this spirit is common among the leading financial and business circles, and the unprejudiced and thinking people of the States, is by no means apparent to those most familiar with the feeling and opinion prevailing in our business centers. Whatever misapprehension concerning Canadian institutions exists is traceable not to natural or willful prejudice but to lack of reliable information. Our people want to be informed and Canada needs to inform them as to her resources. The Canadian press as a rule has not set before the public the advantages of its domain, with the enterprise and enthusiasm which has characterized our journalism in placing before the world the important projects of our country and our time. Our capitalists are made investors through facts and are always eager to receive them; they are ever open to conviction. If prejudice ever blinds their eyes temporarily it never permanently locks their vaults or seals their treasuries. More light upon Canada's vast resources will bring a more cordial appreciation of the value of her important projects, and a more liberal patronage of them from her friendly neighbors in the States.

Apropos to the position of the JOURNAL in this relation we quote the following from a letter written to us by Mr. J. L. McInnis, of Winnipeg, Manitoba, who has recently given some valuable information concerning the Canadian Pacific Railway, in a letter to the *Herald* written in answer to editorial strictures by that paper upon the enterprise.

Of the JOURNAL Mr. McInnis says: "I have read the articles on our Canadian Pacific Railway in your journal and may truthfully say that they are conceived in a far more catholic spirit than any others that I have noticed in United States newspapers on that subject. Whether it is accident or design I cannot of course say, but the newspaper press of the United States shows, as a whole, a surprising amount of misapprehension of our Canadian institutions and public or national works and resources. It cannot, surely, be of any profit to you, as a people, to be oblivious to our resources and intentions and works. We think otherwise of ourselves, in respect to yours, at any rate; and it was that sentiment which prompted my note to the *Herald*."

Boston's Increased Railroad and Shipping Facilities.

Boston congratulates itself upon at last obtaining another connection with the metropolis of the West, through the Grand Trunk Railway extension from Port Huron to Chicago. To establish an entrance into Chicago, and permanent stations in the city, has necessitated the removal of various legal obstructions, which it is said has been accomplished. The Grand Trunk Railway has now a continuous line from Portland to Chicago, which has been obtained through the building of a few sections and the purchase of several short lines of road. With the completion of the laying of steel rails on the Central Vermont road to its junction with the Grand Trunk at St. Johns a line wholly of steel is formed from the Atlantic to Chicago, having Boston, with its excellent harbor facilities, for a terminus. Two thousand miles of railway are included in this system, comprising what is called the Central Vermont and Grand Trunk line; ten thousand cars and six hundred locomotives are owned by it.

The Boston and Lowell, Concord, Northern, and Central Vermont railroads, working in sympathy with the tariff management of the Grand Trunk Railway, form a line through northern New England which will not only prove of advantage to the manufacturing and agricultural interests of that section but, with the through line thus formed, will greatly stimulate the commercial and shipping interests of Boston. The variou

roads forming this new line have always looked upon Boston with favor as a shipping port, and now that the necessary connections are complete and desirable terminal facilities at Chicago secured, the growth of traffic between Boston and Chicago will undoubtedly be largely increased. A large portion of the freight traffic of the Grand Trunk Railway from the West already seeks Boston, coming by way of the Victoria Bridge at Montreal to the Central Vermont Railroad.

With the Boston, Hoosac Tunnel and Western Railway, the Boston and Albany and this new Grand Trunk Line pouring their traffic into Boston it would certainly seem that this New England terminus is to speedily attain the importance as a shipping port that has long been denied it. The opening of the Hoosac Tunnel has vastly increased the flow of western freight to Boston, the Boston, Hoosac Tunnel and Western Railway having had of late fully as much business as it could handle. Boston capitalists are awake to the importance of providing greatly increased shipping facilities for the freight landed on their wharves for export. Arrangements have been completed, (it is said through Ex-Gov. J. Gregory Smith President of the Central Vermont Railroad and Sir Hugh Allan, chief proprietor of the Allan line of steamships), by which the Allan line is to furnish a weekly steamer service between Boston and Liverpool, and a fortnightly service between Boston and Glasgow. The Allan line is a royal mail line and its fleet is probably the largest afloat. For this Boston service twelve steamships of the line will be used, comprising a gross tonnage of 48,266 tons. On next Thursday the first steamship of the Boston-Liverpool line sails from the wharves of the Boston and Albany Railroad at East Boston. It marks an era in Boston's shipping and mercantile history.

—THE value of the taxable property of the state of Tennessee is estimated to have been increased $200,000,000, by the construction of railroads in its territory.

—A PLAN is under consideration for illuminating the Hoosac Tunnel by the use of electric lights. Gov. Long says of the tunnel, that it seems a necessity that the additional track, for which provision was made in the construction of the tunnel, should be laid at once.

—AT THE half-yearly meeting of the Grand Trunk Railway of Canada, held October 28th, at London, England, the report for the half-year ending June 30th, which was published in full in the last issue of the JOURNAL, was unanimously adopted.

—THE Housatonic Railroad passenger receipts for the fiscal year ending Sept. 30, 1880, are reported as being the largest of any year since 1874, being $27,000 in excess of the previous year. It is said that the total freight and passenger receipts of the road for 1880 will show an increase of $142.000 over the year 1879.

—MR. John W. Davis, recently of the Northern Central Railway, has become connected with the Baltimore and Ohio Railroad, as assistant to Mr. Robert Garrett, third vice-president. At the meeting of the directors of the former road, when his resignation was accepted, resolutions were passed expressing acknowledgements of his meritorious services, and regrets that he should be called upon to sever his connection with the company. Mr. Davis also received private letters expressing complimentary appreciation from Ex-President Scott, President Roberts and Vice President Cassatt of the Pennsylvania railroad.

OUR BOSTON LETTER.

[From our Regular Correspondent.]

BOSTON, Oct. 30, 1880.

This week closes with a market higher and more active than last. Closing prices to-day over a week ago show the following changes:

Advanced.

Atchison	124¼	to	128½
Boston and Albany	153⅝	to	155
Boston and Lowell	88½	to	100
Boston and Maine	136½	to	142
Chic. Burl. and Quincy	141	to	145½
Connecticut River	141	to	150
Eastern	33	to	35
Fort Scott, Pfd	110	to	111
Fitchburg	132	to	133
Lawrence and Southern	89	to	90
Little Rock	56½	to	58⅝
Michigan Central	105¼	to	109
Nashua and Lowell	125	to	130
New York and New England	39	to	40
Northern	103	to	106
Norwich and Worcester	148	to	150
Old Colony	120	to	124
Pullman Car Co	121½	to	123¾
Summit Branch	12	to	14⅜

Declined.

Chicago and W. Michigan	73¾	to	71¼
Flint	22	to	21

Atlantic and Pacific subscriptions, which entitle the subscriber on payment of $4,000 to $4,000 of first mortgage 6 per cent bonds of the Atlantic and Pacific Railroad company, and $3,000 of its 6 per cent income bonds, have advanced since the recent decision of the Attorney General declaring this company entitled to its land grants, from $40 premium to $280 premium and are in demand at that price.

The earnings of the Eastern Railroad are estimated at $3,000,000 for the year against $2,500,000 for 1879.

The directors of the Boston and Lowell and the Nashua and Lowell have agreed upon terms by which the two roads can again be run under one management. It will be remembered that these two companies were operated together for many years under a contract whereby the Nashua and Lowell received 31 per cent of the joint earnings, which expired by limitation Dec. 31, 1878, since which time they have been operated separately. The two corporations form part of one connecting line from Boston to Nashua. In New Hampshire they connect with other roads, making with them a through line to the West and Canada. The single terminal mile of the Boston and Lowell at Boston, represents a heavier investment of capital than the entire Nashua and Lowell road. It is now agreed that the Boston and Lowell shall lease the Nashua and Lowell at a fixed rental of $60,000 per year for one hundred years, equal to 6 per cent on the capital stock and 6 per cent on a bonded indebtedness of $200,000. This agreement is subject to ratification by the stockholders who will meet on the 10th of November to act upon the subject.

The annual meeting of the stockholders of the Massachusetts Central Railroad was held in this city last Wednesday. The directors stated that all the old issue of 7 per cent bonds due in 1898 had been retired at 40 cents on the dollar in cash, that $1,500,000 of the new loan of $3,500,000 had been placed, and negotiations were in progress for the balance. It is the intention of the company to have the entire line from Boston to the Troy and Greenfield Railroad at West Deerfield completed before Nov. 1, 1881. The road has been leased to the Boston and Lowell for twenty-five years from its completion at a rental of 25 per cent of the gross earnings. When this is consummated we shall have another trunk line to the West running half way between the Boston and Albany and Fitchburg railroads, and taking a large amount of local traffic that now passes over these roads.

The answer of the Railroad Commissioners to the prayer of the petitioners for a route for an elevated railroad in the cities of Boston, Cambridge and town of Brookline has just been given. The Commissioners decide that the general railroad act contemplates railroads whether constructed on the surface or under or over it, and that when a proposed route is granted the petitioners may construct in such a manner as they choose by tunnel viaduct or trestle. "The law of this State is that if the required number of persons complying with the terms of the statutes desire to construct a railroad through any number of towns and cities, although every inhabitant is opposed to the project, and all the municipal authorities protest against it, and although the board believes there is no exigency for it and that it would be an unmitigated injury to the public, yet the board must grant a route. But the company will not in all cases have the route it prefers. There are certain routes that are forbidden in this State. No railroad can pass through a cemetery or public park without the consent of the persons whose interests would suffer therefrom and no route shall be granted running lengthwise in or through any street, tramway or highway. The power to cross highway streets from side to side exists, and without it railroads would be an impossibility; and if the petitioners desire it, this board must grant routes between the termini mentioned in such petition which, without running lengthwise in any street or crossing any park or common, and without running across any bridge now in existence as a highway or part of a highway, shall run over, under or through some portion of the cities of Boston and Cambridge and the town of Brookline." No roads can be constructed without making full compensation to land owners for land taken and all incidental damage to property must also be paid for, and every land owner may require security for payment of his damage. This decision renders the proposed elevated railway scheme impracticable and virtually impossible.

The Ohio Central Railroad is now in full operation as far as Fostoria. Trains are run from both the Columbus and the Toledo forks into the Sunday Creek coal fields, and connection is made at Fostoria for the Northwest. Bush's station, the junction of the two branches, promises to be quite a point now. The work is nearly completed between Fostoria and Toledo, but there is likely to be some delay in getting the right of way into the latter city.

Railroad Earnings—Weekly.

	Month of September.		WEEKLY EARNINGS IN OCTOBER.								Since January 1.	
			First week.		Second week.		Third week.		Fourth week.			
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$35,385	$47,696	$38,125	$48,098	$34,860	$42,528	.....	.....	$1,147,806	$1,604,064
Chicago & Alton.....	628,811	733,234	161,887	192,508	176,898	199,657	165,074	205.084	.....	.....	4,437,258	6.230.077
Chicago & Eastern Ills.	82,049	131,904	23,452	33,278	19,916	30,506	23,247	35,988	.....	.....	678,594	1,010,314
Chi., Mil. & St. Paul...	1,018,806	1,257,000	273,358	338,000	278,065	362,000	292,135	341,000	447,180	453.000	7,851,611	10,215,000
Chi., St. Paul, M. & O.	117,810	144,771	25.287	35,918	28,827	44,832	36,779	41,902	.....	.....	926,001	1,199,194
Cincinnati & Springf ..	89,373	81,488	23,781	21,274	21,930	23,392	18,462	19.261	.....	.....	606,008	695,262
Clev., Col., Cin. & Ind.	410.064	410,103	89,227	100,048	89,319	104,660	90,018	102.221	.....	.....	2,820,477	3,399,264
Denver & Rio Grande..	112,823	400,990	30,414	106,576	27,940	101,973	31,762	111.795	59,966	152,973	1,056,420	3.015.202
Flint & Pere Marquette	107,350	146,032	25,900	35,436	26.203	36,246	27,268	37,362	.....	.....	872,901	1,242,666
Grand Trunk of Ca.*..	800,857	893,241	212,558	223,452	213,880	238,639	220,230	244,789	.....	.....	7,057,540	8.407,565
Great Western of Ca.*.	357,376	436,705	102,504	123,342	112,872	120,335	113,789	123,362	.....	.....	3.488.534	4.083.413
Hannibal & St. Joseph.	176,810	209,058	53,698	54,062	53.698	53,738	53,699	53,579	.....	.....	1,472,307	1,969,983
Ind., Bloom. & West...	122,406	110,622	33.609	35,843	26.612	28,379	28,982	30.347	.....	.....	930.828	995,065
International & Gt. N.	178,949	195,057	39,647	55,155	46.315	64,399	52,080	66,967	.....	.....	1.222.022	1,359,970
Lake Erie & Western..	68,102	109,852	15,270	30,096	14,956	28,760	.....	.....	.....	.....	514.762	994,224
Louisville & Nashville.	527,214	891,000	126,800	229,000	123,862	223,200	135,009	222,500	.....	.....	4,409,635	7,191,247
Marq , Hough. & Onto.	†50,699	†82,918	16,692	25,118	13,283	19,215	.....	.....	.....	.....	479,361	700,697
Memphis & Charleston.	35,395	104,734	12.991	31,391	15.175	30,492	16,924	31,469	.....	.....	578,782	846,029
Mo., Kansas & Texas...	380,758	369,065	74,595	89,260	84,226	94,600	93,419	93,300	.....	.....	2.440.807	3.302.930
Northern Pacific.....	270,893	332,810	70,253	88,500	70,253	66,000	.....	.....	.....	.....	1,453.830	1,796.559
St. Louis, Alt. & T. H..	114,229	129,603	24,714	36,442	24,715	32,591	24,715	29,580	.....	.....	786.631	1,126.120
Do. Branches.....	.....	.....	16,207	15,950	16,087	17,570	.....	.....	.....	.....	416,818	496,500
St. L., Iron Mt. & So...	591,076	661,400	180,146	175,800	172,910	175,900	182,576	155,700	.....	.....	3,791,285	4,785,810
St. Louis & San Fran..	199,129	277,817	48,118	70,427	46,617	75,108	46,845	72.471	.....	.....	1,168,953	2.094,061
St. Paul, Minn. & Man.	224,830	274,145	71,500	81,000	60,996	76,499	62,694	69.346	.....	.....	2,047,229	2,441,243
St. Paul & Sioux City.	110,433	152,700	28,400	37,957	27,220	38,063	28,183	26.434	.....	.....	841,557	1,121,095
Scioto Valley	28,125	31,733	6,557	5,992	6,234	6,252	6,418	6,697	.....	.....	224,738	251,761
Texas & Pacific.....	240,361	264,085	63,563	63,794	.....	.....	.....	.....	.....	.....	.....	.....
Tol., Peoria & Warsaw	112,374	127,228	34,140	33,119	.....	.....	.....	.....	.....	.....	926,905	1.060,538
Wab., St. Louis & Pac.	936,222	1,177,134	247,384	318,774	302,033	433,067	283,000	404,000	.....	.....	6,900,446	9,897,219

* For four weeks ended Oct. 2, and each succeeding seven days. † Three weeks only of September in each year.

Personal.

—Captain Eads, the famous engineer is going to Mexico to see about that ship railway across the Isthmus of Tehauntepec.

—Dr. R. H. Gilbert, the elevated railroad projector, has recently been prostrated by severe illness, but is now recovering.

—Col. James A. Rumrill, of Springfield, Mass., was elected Vice-President of the Boston and Albany Railroad Company, at the directors meeting held in Boston Oct. 28th.

—Wesley B ewer, master mechanic at the Cincinnati, Hamilton and Dayton Railroad shops, has invented a new telegraph repeater, by which, it is said, any number of lines can be operated by one man.

—Mr. Cyrus W. Field left New York, Wednesday morning, via the Pennsylvania railroad for San Francisco, whence he sails on the 18th inst. for Japan. He may complete his proposed tour around the world so as to return to New York in about a year.

—Mr. Joseph Hickson the General Manager of the Grand Trunk Railway of Canada, is the recipient of a well merited and valuable compliment, bestowed upon him at the half-yearly meeting of the Company held in London, Eng. on the 28th ult. A gratuity of £2,500 was voted to Mr. Hickson in recognition of his services, especially in connection with the Chicago Extension.

—Hon. Levi P. Morton, the head of the banking houses of Morton, Bliss & Co., of New York, and Morton Rose & Co., of London, is re-elected as a Representative in Congress from New York. Irrespective of all party considerations the re-election of this prominent financier and statesman will be a cause for congratulation among many in business as well as political circles, of both parties, whose confidence and esteem he has deservedly won.

—General Grant is said to have taken rooms at the Fifth Avenue hotel for the winter, intending to spend his time largely in New York, for the next four months at least. He has recently been doing much to awaken interest in the advantages offered by Mexico for the use of capital and American enterprise. His son, Ulysses S. Grant Jr., was married, Monday, to Miss Fannie Chaffee, only daughter of Senator Chaffee, of Colorado, at the Senator's New York residence.

—Hon. A. S. Hewitt is again elected to Congress, and in this choice New York sends to Washington one of her able and most prominent business men. An active participant in the management of the widely known house of Cooper, Hewitt & Co., and a most untiring worker with the venerable Peter Cooper for the interests of the grand philanthropic institute established by him, Mr. Hewitt has a strong constituency in business circles and a warm hold upon a public appreciating his able management of Mr. Cooper's generous charities.

—General Superintendent Charles O. Russell of the Boston and Albany Railroad has just been given a four months vacation, his place to be filled during his absence by Asst. Superintendent Barnes, whose usual duties meanwhile will be performed by Mr. Gallup, General Passenger Agent. Other changes and new appointments recently made on this road are, the appointment of A. B. Underhill as superintendent of motive power, Chas. E. Grover as superintendent of the division between Worcester and Pittsfield, and Wm. H. Russell, Jr. as superintendent of the western division, which includes that part of the road between Pittsfield and Albany and also the North Adams and Pittsfield branch. The assistant superintendent of the western Division is J. B. Chapin.

Atlantic, Mississippi and Ohio Railroad.

By order of the United States Circuit Court at Richmond, Va., on the 30th ult., the sale of the Atlantic, Mississippi and Ohio railroad, which was advertised to be made on the 1st inst., has been postponed until the 10th of next February. This became necessary in consequence of the discovery that the proper notices of sale required by the laws of the State and by the decree of the court to be served on the board of public works and the attorney general of Virginia had not been served, and the advertisement had not been published as required by law.

Mr. J. Condit Smith, of New York, in a letter dated Oct. 19, and addressed to Major John W. Daniel, of Lynchburg, Va., wrote as follows:

"If the sale of the Atlantic, Mississippi and Ohio railroad under the decree of foreclosure made by the United States Circuit Court is postponed for ninety days I am confident of my ability to organize a syndicate that will purchase the railroad property at the sale and pay for the same the amount due on the second mortgage, represented by Francis Skidly and others as trustees, and in addition thereto pay the State of Virginia the sum of five hundred thousand dollars for her interest, and give the present stockholders 33⅓ per cent of the capital stock of the new company."

Baltimore, Cincinnati and Western R. R.

The Baltimore, Cincinnati and Western Railroad Company was incorporated at Wheeling, West Va., on the 26th ult,, with a capital of $5,000,000. The incorporators are Cincinnati and Baltimore capitalists. Ex-Gov. Thomas Young of Ohio will be President. The road will run from Cincinnati to Ironton, O., thence across West Virginia to Virginia and Maryland and on to Baltimore, a distance of 600 miles. Referring to the above, the Baltimore Sun says:

It is learned in Baltimore that this new company has secured charters in Ohio, Virginia, West Virginia and Maryland, and is actively at work, and it is stated that the matter will be pushed to successful completion. Surveys and estimates have been made. It is said that the eastern division of the road, through Virginia and Maryland to Baltimore, crosses a fine farming country and passes numerous towns and villages, many of which have no railroad connections. It is also claimed that there are 610,000 acres of coal ten feet thick, or 6,400,000,000 tons, along 100 miles of the proposed route undeveloped. The terminus in Baltimore is to be in the county, opposite Canton, where there is a harbor with 25 feet depth of water. The road will cross the Baltimore and Ohio road near Washington Junction, on the Main Stem. The total estimated cost of the line, including everything, is $25,000,000.

In the suit commenced by the State of Michigan some weeks since against the Lake Shore and Michigan Southern Railroad Co., to collect back taxes, a verdict has been rendered in favor of the State for $83,484. The case will be taken to the Supreme Court.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
‡New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES,

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All Paper Money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

Common Law.

NATIONAL BANKS, WHEN LIABLE FOR FRAUDS OF OFFICERS.

PENNSYLVANIA SUPREME COURT, MAY 3, 1880.

STECKEL VS. FIRST NATIONAL BANK OF ALLENTOWN.

Plaintiff, who was a depositor in a National bank, requested a certificate of deposit drawing interest for a portion of his deposit. The teller of the bank gave him a certificate which purported to be issued by B. & Co., a private banking firm, and informed him in the presence of the cashier of the bank that this was the bank's certificate, upon which assurance plaintiff accepted it. The members of the firm were the managing officers of the bank, but had a separate place of business in the same town. Held, that the bank was liable to the plaintiff for the amount of his deposit.

Action by Alfred P. Steckel and others to recover $3,251 63, a balance of money alleged to be deposited with defendant. The opinion states the case. The court below directed judgment for $251 in favor of plaintiffs, from which they took a writ of error.

E. I. Fox, Evan Holben, and D. D. Roper, for plaintiffs.

Edward Harvey, R. E. Wright, Jr., and G. & H. Lear, for defendant.

The plaintiff kept an account with the corporation defendant, and were in the habit of making deposits and drawing checks in the usual manner. William H. Blumer was the president of the bank; his son, Jacob Blumer, was the cashier. Three of the directors, including the said William H. Blumer, composed the banking house of William H. Blumer & Co., which carried on business but a few hundred feet distant from the First National Bank of Allentown. The plaintiffs having money on deposit with the bank, and being desirous of obtaining interest bearing certificates therefor, called at the bank for that purpose. Dr. A. P. Steckel, one of the plaintiffs, testifies as to what occurred, substantially as follows: "I went to the bank every week or two to make my deposits; sometime in August, when I made deposit, I asked the teller, George Straub, does the First National Bank take any money on certificates? He said, 'yes, sir; do you want to leave us some?' I said, 'no, not to-day.' I asked him whether the First National Bank issued certificates of deposit, and as a matter of course pay interest, and he said 'yes'; then I came there again in September, 1878, and made my ordinary deposit in the bank, and after we were through I said to the teller that I would take the First National Bank certificates for $700. I filled out a check, and he handed me a certificate; I looked at the certificate for $700; it was to be made on demand, and asked him, 'is this the First National Bank certificate?' the answer was, 'yes, sir, it is;' I then said, 'this reads Blumer & Co.; I want this distinctly understood, I want nothing but the First National Bank certificates; he answered me that this was one and the same thing; that it should pass to the credit of the company, the same as it was before. With this assurance I took that certificate. This was in the presence of the cashier of the bank, Jacob A. Blumer." Two other certificates, aggregating, with the one above mentioned, the sum of $3,000, were obtained under circumstances not essentially different. There was evidence that the president of the bank recognized them as binding upon the bank, and offered to reinstate the plaintiffs as they were before, when the bank examiner was through his examination. That examination, however, resulted in the closing of the bank.

We must assume the jury would have found the facts as testified to by the plaintiff Steckel. The facts established, we have a case of palpable fraud. It is not an answer to say the plaintiffs ought not to have been deceived, and with ordinary care would not have been. The fact that the Blumers were respectively president and cashier of the National Bank, as well as leading members of the banking house of Blumer & Co, was calculated to mislead and deceive, and when told in positive terms that the certificates, although signed by Blumer & Co., were the certificates of the bank, the plaintiffs may readily have believed it was.

It was urged, however, that even if there was a fraud it does not affect the bank; that an agent can only act within the scope of his authority; and that a bank is not bound by the fraudulent representations of one or more of its officers. There is no doubt as to the general rule that an agent can only bind his principal so long as he acts within the scope of his authority; but we do not think the principle applies in this case. A bank is responsible for the safe keeping of the money of a depositor, and it cannot set up fraud of its own officers as an answer to a demand for repayment. Public policy forbids it. The plaintiffs, after ascertaining the fraudulent character of the transaction, tendered the certificates to the bank and demanded the payment of their original deposit. In other words, they rescinded the contract on the ground of fraud. If their allegations are true, they had a right to do so, and proceed upon the original cause of action.

The question of fraud should have been submitted to the jury. What has been said sufficiently covers the points involved.

Judgment reversed and a venire facias de novo awarded.

Baltimore and Ohio Sleepers.

On the 1st inst. the Baltimore and Ohio Railroad Company commenced running their own sleeping cars instead of the Pullman coaches heretofore in use on that road and its connections. One of these new sleepers, the "Mount Clare," built for the company at Dayton, Ohio, was on exhibition in Baltimore on Saturday last, and is thus described by the Sun of that city:

The new sleeper has all the accommodations characteristic of the Pullman and the Wagner sleepers, improved, it is claimed, in several particulars. It has fourteen sections, seven on each side of the aisle. The car, when the upper berths are closed, does not have the appearance of a sleeper, owing to the fact that the under sides of these berths present a flat surface decorated with embossed leather, in imitation of bronze casting, relieved by strips of dark molding, producing the effect of a richly paneled cornice the entire length of the car. Above this cornice are ventilating windows, of stained glass, and so arranged that the aperture can be graduated at pleasure. These windows are protected by wire gauze outside, which also prevents the entrance of cinders. The "headlining," or ceiling of the upper portion of the car, is handsomely painted on wood. To this ceiling are suspended eight double lamps, with argand burners, which serve to brilliantly illuminate the car, without dazzling the eye or casting a shadow. The seats are wide and comfortable, (with arm rests which justify the name,) the outer sides resembling easy chairs of antique pattern. The seats and backs are upholstered in crimson plush. The windows, two to each section, are divided by narrow strips only, extend down to the arm-rest and give ample light. They are supplied with double sashes of one glass each, and are impervious to wind or dust. The floor of the car is covered with a thick velvet carpet of neat figure, in dark colors. The ladies' toilet department and gentlemen's lavatory, at opposite ends of the car, are fitted up with every requisite, including appliances for hot and cold water. The interior woodwork, as well as the moveable card tables, seats and section partitions, is of black walnut, smoothly finished in oil. The exterior is painted a rich olive color, (which is the uniform color of passenger coaches on the Baltimore and Ohio railroad,) relieved by gilt-panel striping and ornamental figures of unique design. * * * A "combination" car, recently built at Mount Clare works, was also exhibited to the visitors, who united in its praise. This car has six sleeping sections, with lower berths only, occupying about one-half of the car, while the other half is furnished with comfortable reclining chairs. This car will be run on the Pittsburg Division of the road.

The Secretary of the Interior has appointed A. B. Nichols (the engineer of the Bureau of Railroad Accounts), Hoyt Sherman, of Iowa, and J. B. Bloom, of New York, as Commissioners to examine the recently completed portion of the Atlantic and Pacific Railroad from Albuquerque fifty-two miles westward, in New Mexico. The Commissioners are directed to meet for this purpose at Albuquerque on the 6th of November.

On the 30th ult. the Baltimore and Ohio Railroad Company took possession of the entire lines of telegraph on the Pittsburg Division, which have hitherto been operated in connection with the Western Union Telegraph Company, when all connections with that company were severed and the wires transferred to the offices of the American Union Telegraph Company at Pittsburg, Connellsville and Cumberland. This change adds about five hundred miles of line and some fifty new offices to the system of telegraph lines operated by the Baltimore and Ohio Railroad Company and the American Union Telegraph Company.

Statement of the Public Debt of the United States, November 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$13,414,000 00	$268,280 00
6 per cent. bonds, 1881 (Oregon,) 1861	711,800 00	14,236 00
6 per cent. 1881 bonds, 1861..	145,786,500 00	2,915,730 00
6 per cent. 1881 bonds, 1863..	67,787,250 00	1,355,745 00
5 per cent. funded loan of 1881	469,651,050 00	5,870,638 12
4½ per ct. funded loan of 1891	250,000,000 00	1,875,000 00
4 per ct. funded loan of 1907.	738,368,600 00	2,461,228 67
Refunding Certificates....	979,200 00	3,264 00
3 per cent. navy pension fund, 1868	14,000,000 00	140,000 00
Aggregate of debt bearing interest	$1,690,698,400 00	$14,704,121 79
Interest due and unpaid		3,000,826 42

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 31
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 00
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
5 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	379,250 00	2,810 00
6 per cent. 5-20 bonds, called June, 1864	67,600 00	641 57
6 per cent. 5-20 bonds, called 1865	114,050 00	50,142 50
5 per cent. 10-40 bonds, called, 1864	1,431,150 00	233,504 67
6 per cent. Consol. bonds, called, 1865	529,900 00	264 84
6 per cent. Consol. bonds, called, 1867	1,830,150 00	249,676 96
6 per cent. Consol. bonds, called, 1868	573,250 00	82,957 26
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	45,955 00	2,303 85
5 per cent. 2 year notes, 1863.	35,7.0 00	1,836 49
6 per cent. compound interest notes, 1863-64	238,830 00	48,600 68
7 3-10 per cent. 3 years' treasury notes, 1864-65	144,750 00	5,353 30
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$5,615,665 26	$751,661 85

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$60,825 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit	8,765,000 00	
Coin certificates, 1865	7,454,5 0 00	
Silver certificates, 1878	27,113,960 00	
Unclaimed interest		8,077 03
Fractional currency, 1862, 1863 and 1864. $15,557,795 37		
Less amount estimated as lost or destroyed, act of June 21, 1879 8,375,934 00		
	7,181,861 37	
Aggregate of debt bearing no interest	$397,257,162 37	$8,077 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.	$217,699,550 00	
Bonds at 5 per cent.	469,651,050 00	
Bonds at 4½ per cent.	250,000,000 00	
Bonds at 4 per cent.	738,368,600 00	
Refunding certificates	979,200 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,690,698,400 00	$17,704,948 21
Debt on which interest has ceased since maturity	5,615,665 26	751,661 85
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,841 00	
Certificates of deposit	8,765,000 00	
Coin and Silver Certificates.	34,567,460 00	
Fractional currency	7,181,861 37	
	$397,257,162 37	
Unclaimed interest		8,077 03
	$2,093,571,227 63	$18,464,687 09
Total debt, principal and interest, to date, including interest due and unpaid		$2,112,035,914 72

AMOUNT IN TREASURY.

Interest due and unpaid	$3,030,823 42
Debt on which interest has ceased	5,615,665 26
Interest thereon	751,661 85
Gold and silver certificates	34,568,460 00
U S. Notes held for redemption of certificates of deposit	8,765,000 00
Cash balance available Nov. 1, 1880	150,843,873 21
	$203,545,486 74
Debt, less amount in Treasury, Nov. 1, 1880.	$1,908,490,427 98
Debt, less amount in Treasury, on the 1st ult.	1,915,594,182 66
Decrease of debt during the month	$7,103,754 68
Decrease of debt since June 30, 1880	$33,661,967 39

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,838,862 81; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,095,799 62.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

A correspondent of the Boston Journal, writing from Montreal, Canada, under date October 29th, says that the Grand Trunk Company have a charter to build a road from a point near Victoria Bridge southwest to the village of Dundee, a little hamlet situated on the Canadian frontier, in the county of Huntington, a distance of 70 miles. There has been built during the past season some 40 miles of this new railway. The line passes through a well-to-do agricultural country, and when completed it will form a connection with the Rome, Watertown and Ogdensburg Railroad at Potsdam Junction, N. Y. The South Shore Company have also obtained a charter for a road to pass over the same route as that now built by the Grand Trunk Company. This fact will doubtless prevent the construction of a new road, as contemplated by the South Shore Company.

John King, Jr., Receiver of the Ohio and Mississippi Railway, has filed his statement for September in the United States Court, showing cash on hand September 1, $301,351 52; receipts for September, $578,897 76; disbursements, $606,544 20; cash on hand September 30, $273,705 08.

Philadelphia Stock Exchange.

Closing Prices for the week ending Nov. 2.

	W. 27	Th. 28.	F. 29	Sa. 30.	M. 1.	Tu. 2.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	33	....	....	....
Camden & Am. 6s, 1883	105½	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	9¼	....	....	....	....	....
Preferred	47¼	48	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	101
7s	....	....	....	....	116	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	34¼	35¼	35¼	35¼	35¼	35¼
6s, 1884	....	108	....	....	....	....
Gold Loan	108¼	108¼	108¼	....	....	108¼
Railroad Loan	....	....	....	....	115	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	....	108¼	....	....	....
Lehigh Valley	53¼	53¼	53¼	54¼	54¼	54¼
1st mort. 6s, coupon	....	....	....	120	....	....
1st mort. 6s, reg.	....	....	....	....	....	....
2d mort. 7s	150	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Little Schuylkill	47¼	....	....	....	....	....
Minehill & Sch. Haven	56¼	....	....	57	....	....
North Pennsylvania	51¼	52¼	52¼	52¼	52¼	....
1st mortgage 6s	....	....	....	....	....	....
2d mortgage 7s	....	....	120	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	38	38	38¼	38¼	38¼	38¼
6s	91	....	91	....	91	....
Northern Pacific	29¾	29¾	29	29¼	29¼	30
Preferred	54	54	53	53	53	53¼
Pennsylvania R. R.	59¼	60¼	60¼	61¼	62	61¼
1st mortgage	....	....	....	102¼	....	....
Gen'l mortgage	122	....	....	....	....	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	....	119	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	21¼	20¼	21¼	23¼	24	24¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	120¼	....	120	....	120	....
Consol. mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	82¼	82¼	81¼	82¼	84	84
Philadelphia and Erie	17¼	17¼	....	....	....	....
1st mortgage, 6s	101¼	....	....	....	....	....
2d mortgage, 7s	114¼	....	....	115	....	115
Pittsb., Cin. & St L. 7s	118¼	118¼	....	....	....	....
Pittsb., Titusv. & Buff.	17¼	17¼	16¼	16¼	16¼	17
7s	79	79	79	80	82	82¼
Schuylkill Navigation	....	....	....	....	....	....
Preferred	9	9	....	9	....	....
6s, 1872	102	....	....	....	....	....
6s, 1882	....	....	....	....	....	....
United Co. of N. Jersey	182¼	183	183	183	183	....
Hestonville, (Horse)	19¾	....	....	....	19¼	19
Chestnut & Wal (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Nov. 2.

	W. 27	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.
Baltimore and Ohio	170	170	....	....	169¾	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	45	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	115	....	....	114¾	....	....
2d mortgage, 7s	80¼	80¼	....	....	....	....
3d mortgage, 8s	40¼	41	41¼	42	....	....
Northern Central ($50)	....	....	38¼	38¼	38¼	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	110	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	50	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	93¼	93¼	....
Pittsb. & Connellsv 7s	....	....	....	....	....	....
Virginia 6s, Consol	60¼	60¼	61¼	61¼	61	....
Consol. Coupons	91	....	....	91	....	....
10-40 bonds	....	41	40¼	....	40¼	....
Deferred Certificates	....	....	....	8	8	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	120	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 3.

	Th.28.	F.29.	Sat.30	M.1.	Tu.2	W.3.
Adams Express	....	....	118½	110	....	118½
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	63¾	64½	64½	64¾	....	65
Atlantic & Pacific Tel.	42¼	41	41¾	41	....	41
Burl., C.R. & Nor.	68¾	68½	68¾	....	....	68
1st mortgage 6s	97	97	97¾	97	....	97¼
Canada Southern	68¼	67¾	68	67¾	....	67
1st mortgage guar.	99½	98¾	....	99	....	99½
Central of N. Jersey	77¼	77¾	78¼	78¾	....	77¾
1st mortgage 1890	....	....	117¾	....	....	....
7s, consolidated, ass.	109¾	110½	....	....	....	110
7s, convertible, ass.	110	111	....	....	....	....
7s, Income	88¾	89½	89	....	....	89½
Adjustment	....	112	....	109¾x	....	109
Central Pacific	75	75½	79¾	79½	....	83
6s, gold	113¾	113¾	....	114	....	114
1st M. (San Joaquin)	....	106¾	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	106½
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	21	20½	....	20¾	....	....
Chicago and Alton	135	130	136¾	138	....	138½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	145	144¾	14[illegible]	146¾	....	148¼
7s Consol. 1903	....	....	....	127½	....	127¾
Chic., Mil. and St. Paul	105¾	104¾	105¾	105¾	....	105¾
Preferred	120	119	119½	119¾	....	119¾
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	120½	121¼	....	....	....	....
1st M. (I. and M. div.	120	121	120½	....	....	120½
1st M. (I. and D. ext	....	....	....	....	....	....
1st M. (H. & D. div.	114¾	114¾	....	....	....	114¾
1st M. (C. & M. div.	....	....	122¾	....	....	....
Consolidated S. F.	120¾	120¾	121	121	....	121
Chic. & Northwestern	115¾	114¾	115¾	115¾	....	115¾
Preferred	140¾	138¾	139¾	138¾	....	139¾
1st mortgage	....	....	110¾	....	....	....
Sinking Fund	107	....	107¾	....	....	108
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	123¾	....	123	124	....	....
Do. reg.	123¾	....	....	124	....	....
Chic., Rock Isl. & Pac	122	121¾	121¾	122	....	121¾
6s, 1917, c.	....	125	....	....	....	....
Clev., Col., C. and Ind.	80¾	81	82¾	82¾	....	82
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	125	....	124¾	....	....	125
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	19¼	18¾	18¾	19	....	19¼
1st mortgage	99¼	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	87¼	86¾	86¾	87¼	....	88
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	115	....	....	....	....	....
Del., Lack. & Western	97¾	97½	99¼	99¼	....	99¾
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	104	....	....
3d mortgage	107¾	107¾	....	....	....	....
4th mortgage	105¾	105¼	105¾	106¾	....	105¾
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	125¾	125¼	....	....	....
Great Western 1st mort	....	....	....	112¾	....	....
2d mortgage	108¾	....	108¾	....	....	....
Hannibal & St. Joseph	41¾	42¼	42¾	42¾	....	42
Preferred	88¾	89½	89¼	89¾	....	90
8s, Convertible	....	109¾	109	109¾	....	....
Houston & Tex. Cent.	78	75	76	75¾	....	76
1st Mortgage	....	110	110¼	....	....	110
Illinois Central	118	117¾	118	117¾	....	118¾
Lake Shore & Mich So.	116	115¾	115¾	116¾	....	116¾
Consol. 7s	125	....	....	....	....	127
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	120½
Louisville & Nashville	172½	170	169	169¾	....	170
7s, Consolidated	....	117	116¾	....	....	117
Manhattan	87¼	87	87	87¼	....	87
Metropolitan Elevated	111	....	....	110¾	....	110¼
1st Mortgage	103¾	103¾	103¾	....	....	103¼
Michigan Central	108¾	108¾	108¾	109¾	....	108¾
7s, 1902	....	....	....	....	....	127
L. S. and M. S. 1st, S. F	112	....	....	....	....	....
Morris and Essex	116¾	116¾	116¾	116¾	....	116
1st mortgage	....	....	....	....	....	....
1d mortgage	....	....	....	....	....	115
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	119¾
N. Y. Cent. & Hud. Riv	137	135¾	136¾	136¾	....	135¾
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	132¾	132¾	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	118	118	119	120	....	120
1st mortgage	114	115	115¼	....	....	116¼
N. York and Harlem	....	....	185	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	130	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 3.

	Th.28.	F.29	Sat.30	M.1.	Tu.2.	W.4
N.Y., Lake Erie & W.	44¾	43¾	44¾	44¾	....	44¼
Preferred	76¾	74¼	74¾	74¾	....	75¼
2d Consolidated	96¾	96¼	96¾	97¾	....	97¼
New 2d 5s fund	91¾	91¼	91¼	....	....	92
N.Y., N. Haven & Hart	....	....	....	172¾	....	....
North Missouri 1st M	....	....	....	....	....	121
Northern Pacific	30	29½	29¾	29¾	....	30
Preferred	53¾	52¾	52¾	53¼	....	54
Ohio and Mississippi	36¾	36¼	37¼	37¾	....	36¾
Preferred	79	78¾	79	80	....	79¾
2d mortgage	120¾	121	....	....	....	116¾
Consolidated 7s	....	120	....	....	....	....
Consol. Sinking fund	....	117	....	....	....	....
Pacific Mail S. S. Co.	45¾	46¾	47	....	....	47¼
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	108¾	108¾	....	....	....	....
2d mortgage	....	113	....	....	....	....
Panama	192	195	....	....	....	....
Philadelphia & Reading	41	42	46	48	....	45¾
Pitts., Ft. W. & Chi. gtd	....	....	124	....	....	125
1st mortgage	....	....	....	....	....	....
2d mortgage	130	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	123	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	13
Preferred	....	....	52	....	....	....
St. Louis & San Fran.	30	40¼	42	42	....	41
Preferred	49	51¾	53	53	....	53
1st Preferred	....	79	79¾	80	....	80
St. L., Alton and T. H.	29	28¾	29	29¼	....	30
Preferred	....	....	90	95	....	100
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	108	....	....	....	....
Income bonds	98¾	98¾	99	....	....	....
St. L., Iron Mt. & S. As	51¾	51¼	52	52	....	50¾
1st mortgage	....	....	....	....	....	....
2d mortgage	109	108¾	....	105x	....	....
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92¼	92¾	93¾	93¼	....	94
1st mortgage	114¼	114¾	114¾	114¾	....	114¾
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	119¾	....	119¾	....	....	119
United States Express	54	54	54	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	109	109	110	106¼x	....	....
7s, Consolidated	....	106¾	....	....	....	....
St. Louis Division	....	....	108	....	....	....
Wabash, St. L. & Pac.	42¾	43¾	44¼	45¼	....	44¼
Preferred	74¾	76¼	78	78¾	....	79
New Mort. 7s	....	....	101¾	....	....	....
Wells-Fargo Express	44	....	....	....	....	114
Western Pacific bonds	....	....	....	....	....	110
Western Union Tel	103¾	101¼	101¾	100¾	....	97¼
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Nov. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
Atch., Top. and San. Fe	130¾	128¼	128¾	129	....	132¼
1st mortgage	120	119¾	....	120	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	118	....	....	....	....	....
Boston and Albany	154	154¼	155	151¼x	....	152
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	97	100	100	....	100¼
Boston and Maine	142¾	....	141¾	142	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	42¼	42¼	42¾	42¾	....	43¾
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb	109	....	....	....	....	....
6s, exempt	86¾	....	....	....	....	....
4s	144¾	145¼	145¾	....	....	148¼
Chi., Burl. and Quincy	19¼	19	18¾	19¾	....	19¾
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	....	....	....	....	....	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	35¾	34¼	....	....	....	34¼
Eastern	99¾	99¾	100	....	....	100
New 4½ Bonds	....	....	133¾	133¾	....	....
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	40	40	40	....	....	42¼
7s	110¾	110¾	110¾	....	....	111¾
Northern, N. H.	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	24¾	....	....	....	....	....
Preferred	....	....	....	70	....	....
Old Colony	123	123¼	124	124	....	124¾
Ph., Wil. & Balt. ($50)	....	71¾	71¾	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arz. Va	....	....	....	....	....	....
7s	114¾	114¾	....	....	....	....
Pullman Palace Car	123¾	123	122¾	....	....	....
Union Pacific	93	92¾	93	93¾	....	112
8s	....	....	....	....	....	....
Land Grant 7s	113¾	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	23	....	23	....	....	23
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	56	....	56	....	....	56
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	67¾	67	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	236	....	....	....	....
Quincy	31	32	31¼	31¾	....	32

New York Stock Exchange.

Closing Prices for the week ending Nov. 3.

	Th.28.	F.29.	Sat.30	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	109¾	109¾	109¾	....	....	110¼
U. S. 4s, 1907, coup.	109¾	109¾	109¾	110	....	110¼
U. S. 4½s, 1891, reg.	110¾	110¾	....	....	....	....
U. S. 4½s, 1891, coup.	110¾	110¾	....	....	....	111¼
U. S. 5s, 1881, reg.	102	....	....	101	....	101¾
U. S. 5s, 1881, coup.	....	....	....	102	....	....
U. S. 6s, 1881, reg.	....	105	104¾	....	....	....
U. S. 6s, 1881, coup.	104¾	....	104¾	104¾	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	99	....	....
Dt. of Col. 3-65s, coup.	....	99	....	99	....	99¼

London Stock Exchange.

	—Closing Prices.— Oct. 22.	Oct. 15
Atlantic & Gt. W. 1st mort., Certs.	— — —	— — —
Do. 2d mort., Certs.	— — —	28¾ — 29¾
Do. 3d mort., Certs.	— — —	12¾ — 13¾
Baltimore and Ohio (sterling)	114 —116	114 —116
Central of New Jersey $100 shares	75 — 78	75 — 80
Do. Cons. Mort. Oct. '79 coupon	111 — 112	110 —112
Do. Adjustment bonds	109 —111	109 —111
Do. Income bonds	85 — 88	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	112 —114	111 —113
Do. Con. M. 5 p.c. till '84 after 6 p.c	105 —107	104 —106
Erie shares $100 Recon. Ass. $6 pd.	44¼ — 44¾	43¾ — 43¾
Do Pref. Shares, R. T. Ass. $3 pd	75 — 77	75 — 77
Do. 1st Con. M. ex-Certs. 6 Cou.	125 —127	124 —126
Illinois Central $100 shares	117 — 119	116 —118
Lehigh Valley Consol. mortgage	116 — 119	116 —119
N. Y. Cent. & Hud. Riv. Mt. bonds	133 — 134	135 —137
Do. $100 shares	138 —140	135 —136
Do. Mort. bonds (ex[illegible]	120 —122	119 —121
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	123 —125	123 —125
Do. do. 2d do.	90 — 92	89 — 91
Do. 2d Consol. Mort. bonds	96 — 98	95 — 97
Do. Gold Income Bonds	88 — 88	88 — 88
Pennsylvania, $50 shares	61 — 62	61¾ — 62¾
Do. Con. Sink. Fund Mort.	118 —122	118 —122
Philadelphia & Reading $50 shares	19 — 20	19¼ — 19¾
General Consol. Mortgage	111 —113	112 —114
Do. Improvement Mortgage	96 — 98	95 — 97
Do. Gen. Mort. '74, ex-deferd. cou.	81 — 83	75 — 77
Do. Scrip for the 6 def. ¼ coupons.	80 — 90	75 — 85
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	113 —115	113 —115
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	115 —117	115 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, November 4, 1880.

The quotations for call loans at the Stock Exchange this afternoon is 4@5 per cent. For money for the remainder of the year stockbrokers are bidding 5 per cent.

The leading drawers of sterling this afternoon reduced their posted rate for demand bills to 4.84. The actual rates are 4.83@4.83½ and 4.81@4.81½. Cable transfers are 4.83¾@4.84¼, and prime commercial bills are 4.79½@4.79¾.

By referring to the public debt statement, given on another page, it will be seen that there has been a decrease in the debt during the month of October of $7,103,754 68, and since 1st July last of $33,681,867 36. The total amount of the debt, principal and interest, is $2,112,035,914 72, and cash in the Treasury $203,545,486 76, leaving net $1,908,490,427 98. Of the bonded debt $217,699,550 bears 6 per cent interest, $469,651,050 bears 5 per cent, $250,000,009 bears 4½ per cent, $789,347,800 bears 4 per cent, (including $979,200 refunding certificates,) and $14,000,000 bears 3 per cent. Interest has ceased upon $5,615,665 26, and $397,257,162 37 bears no interest. In addition to the above there are outstanding $64,623,512 6 per cent bonds, which were issued to the Pacific Railroad Companies. The amount of legal tender, old demand notes, etc., outstanding is $346,741,841, and the amount of fractional currency is $7,181,861 37.

The payments made from the Treasury by warrants during the month of October, 1880, were as

follows: On account of civil and miscellaneous, $6,336,536 84; War, $2,879,575 89; Navy, $1,085,882 71; Interior (Indians), $551,880 26; Interior (Pensions), $4,234,288 09; total, $15,088,113 79. The above does not include payments made on account of the interest or principal of the public debt of the United States.

Offers of bonds to the Government on Wednesday amounting to $1,086,500 were declined by the Treasury Department. The Assistant Treasurer was authorized to accept the 6s of 1880, but the offers were small and the prices were not considered favorable. Notice was given that preference would be given to the 6s which mature at the close of the present year.

The closing quotations on Thursday were: Adams Express, 118@120; American Express, 64@64¼; American Union Telegraph, —@61¾; Am. Dist. Tel., 73@73½; Atlantic and Pacific Telegraph, 39⅞@40½; Canada Southern, 66@66½; Central Pacific, 82⅝@82¾; Chicago, Burlington and Quincy, 147¾@148¾; Chicago and Alton, 133@137; Chicago, Milwaukee and St. Paul, 103⅝@103¾; Columbus, Chicago and Indiana Central, 18¼@18½; Hannibal and St. Joseph 41@41⅛; do., pref., 88¼@88½; Lake Shore and Michigan Southern, 120¾@121¼; Louisville and Nashville, 168½@169; Morris and Essex, 115¾@116; Manhattan Elevated, 36⅛@36¾; Metropolitan Elevated, 108@109; Michigan Central, 107⅝@107⅞; New York Central and Hudson River, 136@136⅛; New York, Lake Erie and Western, 43⅛@43¼; do. pref., —@78⅝; New York, Ontario and Western, 24⅜@24⅝; Northern Pacific, 28½@29; do. pref., 52⅝@52⅞; Ohio and Miss., 35¾@36; do. pref., 78½@79½; Philadelphia and Reading, 45¼@45¾; St. Louis, Iron Mountain and Southern, 48½@48⅞; St. Louis, Alton and Terre Haute, 29¾@30¾; do. pref., —@100; United States Express, 52@53½; Wells Fargo Express, 113@114; Western Union Telegraph, 97¼@97⅜; Wabash, St. Louis and Pacific, 44⅛@44⅜; do. pref., 78⅞@79.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. 7s, ass., 115; Boston and New York Air Line, 43; Boston, Hartford and Erie 1st, 43¾; Buffalo and Erie 7s, new, 122; Cedar Falls and Minnesota 1st, 111; Chicago, St. Louis and New Orleans, 40¾; do. 1st, 114; Chesapeake and Ohio 1st pref., 26¼; do. 2d pref., 21¼; do. cur. int., 41½; do. 1st, Series B, 72½; Cedar Falls and Minnesota, 18; Chicago, St. Paul, Minn. and Omaha, 45⅜; do. pref., 85⅞; do. consol., 102½; Central Iowa, 34½; do. pref., 44½; do. 1st, 108⅜; do. deben. certif., 82¾; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 105¼; do. La. C. and Dav. div., 94¼; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass., sup., 95; do. inc., 45½; Chicago and Eastern Ills. 1st, 102; do. inc., 92; Cleveland and Toledo S. F., 110; Cairo and Fulton 1st, 111¼; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind., 108; Chicago, St. Paul and Minn. L. G. inc., 114; do. 1st, 104½; Chicago, Burlington and Quincy 8s, 110½; Chicago and Milwaukee 1st, 122½; Clev., Col., Cin. and Ind. consol., 115; Dubuque and Sioux City, 80½; Denver and Rio Grande, 74½; do. 1st, 108½; do. consol. 103⅜; Denver, South Park and Pacific 1st, 105; Delaware and Hudson 1st Penn. div., 119⅞; East Tenn., Va. and Ga. 1st, 113½; Frankfort and Kokomo, 36; Houston and Texas Central 2d, M. L., 118; do. 1st, Western liv., 110; Houston and Gt. Northern 2d, pur. com. rec., 35¼; International and Gt. Northern, 43½; do. 1st, 103; do. 2d inc., 85; Indianapolis, Decatur and Springfield 1st, 103¾; Ind., Bloom. and Western inc., 55½; do. 1st, 79⅜; Kansas Pacific, 1st consol., 97; do. Inc. No. 16, 91½; do. 6s, Denver Div. ass., with coup. certif., 110½; do. ex-coupon, 102½; Laf., Bloom. and Muncie inc., 71; Louisville and Nashville, N. O. and Mobile 1st, 102½; do. Gen'l mort., 6s, 105½; Lake Erie and Western, 33¼; do. 1st, 106; do. inc., 66½; Lehigh and Wilkesbarre consol. ass., 101; do. income, 79½; Marietta and Cincinnati 1st pref., 7; Mobile and Ohio, 23½; do. 1st deben., 86; do. 2d deben., 57⅞; do. 4th deber., 43; do. 1st mort., 107; Missouri, Kansas and Texas, 38⅛; do. consol. ass., 112; do. 2d, 69; Memphis and Charleston, 39½; Manhattan Beach Imp. 7s, 96½; Nashville, Chattanooga and St. Louis, 60; do. 1st, 116; New York, Ontario and Western, 25⅛; North Wisconsin 1st, 106½; Ohio Central, 26½; do. 1st, 100; do. inc., 58; Oregon Railway and Nav., 129; do. 1st, 106½; Ohio and Mississippi 1st, Springfield div., 119¼; Pittsburg, Titusville and Buffalo, 34; Peoria, Decatur and Evansville, 27; do. 1st, 104; do. inc., 73½; Rensselaer and Saratoga, 128; Rome, Watertown and Ogdensburg, 22; do. 1st consol., 74½; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 106½; do. Omaha div., 111½; do. Clarinda Branch, 92¾; Southern Pacific of California, 1st, 100½; St. Louis and Iron Mt. 1st pref. inc., 89½; do. 2d pref. inc., 75½; do. 1st, Arkansas Branch, 109; do. Cairo, Ark. and Texas 1st, 108½; St. Paul and Sioux City 1st, 105¼; South Pacific 1st, 105; St. Paul, Minn. and Man., 78¼; do. 1st, 112; do. 2d, 100; St. Louis and San Francisco 2d, class A, 95¼; do. B, 80½; do. C, 79; do. Equip., 104; St. Louis, Jacksonville and Chicago 1st, 115; Texas and Pacific, 35¼; do. inc. L. G., 74¼; do. consol., 99; do. Rio Grande div., 92; Toledo, Peoria and Warsaw 1st, W. D., pur. com. rec., 141; Toledo and Wabash Fund Int. consol. conv., 96¾; Union Pacific, Col. Trust, 105¾; Wabash Gen'l mort., 6s, 97; Winona and St. Peter 1st, 111; Arkansas 7s, R. R., 8¼; Alabama, Class A, 70½; Georgia 7s, new, 111; Louisiana 7s, consol., 49¼; North Carolina 6s, S. T., 3d class, 2¼; Quebec 5s, 104; South Carolina 6s, non-fund., 2⅞; Tennessee 6s, new, 33½; do. old, 40; Virginia 6s, ex-mat. coupon, 65; do. def., 9; American Union Tel., 62; Am. Dist. Tel., 73½; Colorado Coal and Iron, 24½; do. 6s, 82½; Maryland Coal, 18; New Central Coal, 27; Sutro Tunnel, 1⅛; Central Mining, 8; Deadwood, 14; Excelsior, 27; Homestake, 30; Little Pittsburg, 2¼; Ontario, 32½; Standard, 24¼.

Philadelphia.—Am. S. S. Co. 6s, 105; Catawissa new pref., 45; Central Transp., 48½; Erie and Western Transp. 6s, 102¼; Huntingdon and Broad Top Mt. consol. 7s, 68; Morris Canal pref., 163; Nesquehoning Valley, 54¾; Oil Creek 1st mort. 7s, 100; Pennsylvania and New York Canal 7s, 120½; Pennsylvania Canal 6s, 90; Philadelphia, Germantown and Norristown, 105; Pittsburg, Titusville and Buffalo pref., 25; Philadelphia and Reading R. R. scrip, 51; do. consol. gold 6s, reg., 110; Pittsburg Av. 7s, 1885, 107¼; do. 1886, 108¼; St. Paul and Duluth, 31; Steubenville and Indiana 6s, A. & O., 104; Shamokin, Hazleton and Wilkesbarre 5s, 84; Texas Pacific 1st mort, 106½; do. consol. 6s, 99½; do. inc. 7s, 74¾; Union and Titusville 7s, 88½; West Jersey R. R. 6s, 1883, 100; Western Pennsylvania 6s, Pittsburg Br., 107; Warren and Franklin 7s, 105¼. The latest quotations are: City 6s, 110@115; do. free of tax, 125@126; do 4s, new, 105@107; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106½@106¾; do. 5s, new loan, 115@115¼; do. 4s, new, 107@111; Philadelphia and Reading, 24¾@24⅞; do. consol. mort. 7s, coup. 119¾@120½; do. reg., 120@—; do. mort. 6s, 110@—; do. 7s, 1893, 118@—; do. 7s, new conv., 42½@44; United New Jersey R. R. and Canal, 182½@183½; Pittsburg, Titusville and Buffalo R. R., 16⅞@17; do. 7s, 78@82½; Camden and Amboy mort. 6s, 1889, 115½@116; Pennsylvania R. R., 61¾@61⅞; do. 1st mort., 102½@102¼; do. gen'l mort., coupon, 121¾@122¼; do. reg., 122⅜@123⅝; do. consol. mort. 6s, reg., 119@—; Little Schuylkill R. R., 47½@47⅞; Morris Canal, 60@61; do. pref., 162@163½; Schuylkill Nav., pref., 8¼@9¼; do. 6s, 1882, 73@—; do. 1872, 100@103; Elmira and Williamsport pref., 52@55; do. 6s, 109¼@109¾; do. 5s, 82@90; Lehigh Coal and Navigation, 35¼@35⅜; do. 6s, 1884, 108¼@—; do. R. & loan, 115@—; do. Gold Loan, 108⅛@108¼; do. consol. 7s, 108⅜@108⅝; Northern Pacific, 29¾@30; do. pref., 53@—; North Pennsylvania, 52⅜@52⅝; do. 6s, 107@108½; do. 7s, 118@120; do. Gen'l mort. 7s, reg., 115@—; Philadelphia and Erie, 17@17½; do. 6s, 101¼@102½; do. 7s, 114¾@115¼; Minehill, 56½@56¾; Catawissa, 9¼@10; do. pref., 44@46; do. new pref., 45@48; do. 7s, 1900, 114@116¼; Lehigh Valley 54¾@54⅞; do. 6s, coupon, 119½@120; do. reg., 120@—; do. 2d mort. 7s, 130@130½; do. consol. mort., 116@117; Fifth and Sixth streets (horse), 121@—; Second and Third, 110@112; Thirteenth and Fifteenth, —@75; Spruce and Pine, 55½@57; Green and Coates, 100@103; Chestnut and Walnut, 80@81; Hestonville, 19@19½; Germantown, 72@73; Union, 108@115; Lombard and South, 12@18; West Philadelphia, 75@—; People's, 15⅞@16; Continental, 95@99½.

Baltimore.—Atlanta and Charlotte 1st, 97½; Baltimore and Ohio scrip, 163; Baltimore City 5s, 1894, 114; do. 5s, 1916, 116; do. 5s, 1900, 115; do. 6s, 1886, 111; do. 1886, new, 110; do. 6s, 1900, 121½; Canton Co. 6s, 113; George's Creek Coal, 91; People's Pass. R. R. bonds, 104; South Side (Va.) 3d mort., 97½; Wilmington, Columbia and Augusta 6s, 103½. The latest quotations are: Central Ohio, 1st, 110¼@111; Baltimore and Ohio, 169@170; do. 6s, 1885, 106¾@—; Northern Central, 88¼@89; do. 6s, 1900, 113@115; do. 6s, 1904, gold, 108½@110; do. 5s, 1926, 91@92; Marietta and Cincinnati 1st mort., 1892, 115@115½; do. 2d mort. 7s, 80¾@81¼; do. 3d mort. 8s, 42@42¾; Pittsburg and Connellsville 7s, —@117; Orange, Alex. and Manassas 7s, 93@94½; Virginia consol. 6s, 60½@61¼; Virginia Consols coupons, 90⅞@91; Virginia 10-

40 bonds, 40@40½ ; Virginia 10-40 coupons, 95¾ @96 ; City 6s, 1884, 107@— ; do. 6s, 1886, new 110@110½ ; do. 6s, 1890, 116⅛@116⅛ ; do. 5s, 1894, 113½@— ; do. 5s, 1916, 116@116¼ ; do. 5s, 1900, 115@— ; Wilmington, Columbia and Augusta 6s, 103@105 ; Virginia and Tennessee 6s, 102@103½ ; Richmond and Danville R. R., 70¼ @80½ ; Western Maryland 2d pref, 106@110 ; do. 3d guar., 119@120½ ; Union Canal, indorsed by Canton Co., 115⅞@116 ; Chesapeake and Ohio Canal 6s, 74@— ; North Western Virginia 3d guar., 107½@110.

Boston.—Atchison, Topeka and Santa Fe 6s, 1909, 100 ; Atchison and Pike's Peak 1st, 96¾ ; Boston, Clinton, Fitchburg and New Bedford, 19⅞ ; Boston Water Power Co., 9⅝ ; Boston Land, 6 ; Brookline Land, 4 ; Boston, Revere Beach and Lynn, 101 ; do. 6s, 1897, 106⅜ ; Boston and Albany 7s, 1892, reg., 125 ; Boston, Clinton and Fitchburg, 107¼ ; Central Railroad of Iowa, 34½ ; Chicago and West Michigan, 73¾ ; Cincinnati, Sandusky and Cleveland 7s, 102¼ ; Connecticut and Passumpsic Rivers R. R., 70 ; Connotton Valley 7s, 1908, 87½ ; Flint and Pere Marquette, 22 ; do. pref, 72¼ ; Florence, El Dorado and Walnut Valley 7s, 107 ; Framingham and Lowell 5s, 93 ; Grand River Valley 8s, 1886, guar., 112¼ ; Jackson, Lansing and Saginaw 8s, 1891, white, 111½ ; Kansas City, St. Joseph and Council Bluffs 7s, 114¾ ; Kansas City, Lawrence and Southern, 4s, 96½ ; Kansas City, Fort Scott and Gulf, 52 ; do. Branch, 45 ; do. Branch bonds, 106½ ; Little Rock and Ft. Smith, 57½ ; do. 7s, 105¼ ; Louisiana and Missouri River, 10 ; do pref., 30 ; Marquette, Houghton and Ontonagon, 18¾ ; do. pref., 43 ; do. 6s, 95 ; New Mexico and Southern Pacific 7s, 113¼ ; Ogdensburg and Lake Champlain consol. 6s, 1920, 90 ; do. 8s, 101½ ; Portsmouth, Gt. Falls and Conway 4½s, 87¼ ; Philadelphia, Wilmington and Baltimore 5s, 104¾ ; Rutland, 5⅝ ; do. pref., 28 ; do. 6s, 1902, 97½ ; Republican Valley deferred, 73½ ; St. Louis and Northern 7s, 114½ ; Summit Branch, 15¼ ; Southern Kansas and Western 7s, 106½ ; Toledo, Delphos and Burlington, 10¼ ; Vermont Central and Vermont and Canada 8s, equip., 52 ; Wisconsin Central, 11½ ; do. pref. 26 ; Wisconsin Valley, 65 ; do.7s, 109½ ; Aztec Mining Co., 1⅜ ; Atlantic, 17 ; Allouez, 2¾ ; Brunswick Antimony, 15 ; Blue Hill, 3 ; Catalpa, 1½ ; Copper Falls, 13½ ; Duncan, 5 ; Empire 50½c. ; Franklin, 15 ; Huron, 5½ ; Harshaw, 8 ; National, 2 ; Pewabic, 21 ; Osceola, 34 ; Ridge, 6 ; Silver Islet, 43¼.

The Fidelity Trust Insurance and Safe Deposit Company of Philadelphia, the trustees of the consolidated mortgage bonds of the Philadelphia and Reading Railroad Company, have filed a petition in the United States Circuit Court, asking for an injunction restraining the receivers of the Philadelphia and Reading Railroad Company from appropriating the funds in their possession to the payment of interest on the general mortgage bonds of the company, until certain specified sums shall be set aside in the sinking fund for the redemption of the consolidated mortgage bonds, which take precedence of the general mortgage loan. The Court ordered the masters appointed under the receivership to take testimony pertinent to the issues, and directed further that in the proceedings under the petition leave is given for holders of the general mortgage and improvement bonds of the company to intervene.

Delaware and Hudson Canal Co.

The following is a comparative statement of business of the railroads owned and leased by the Delaware and Hudson Canal Company during the month of September :

1879.	Gross Earnings.	Net Earnings.
Pennsylvania Division.	$112,762 04	$62,132 15
Albany and Susquehanna	105,362 00	55,325 75
Rensselaer and Saratoga	181,574 20	132,900 85
New York and Canada	47,294 69	14,218 41
Totals	$447,092 93	$264,577 16
Previous totals	2,685,304 51	1,143,948 45
Totals to date	$3,132,397 44	$1,408,525 61

1880.	Gross Earnings.	Net Earnings.
Pennsylvania Division.	$117,136 09	$49,459 62
Albany and Susquehanna	158,930 36	78,008 00
Rensselaer and Saratoga	196,560 92	118,762 41
New York and Canada	56,959 07	27,090 03
Totals	$529,636 44	$273,320 06
Previous totals	3,285,113 87	1,371,294 88
Totals to date	$3,814,750 31	$1,644,614 94

—showing an increase in net earnings on the Albany and Susquehanna Division of $22,682 55, and on the New York and Canada Division of $12,871 62 ; against a decrease on the Pennsylvania Division of $12,672 53, and on the New York and Canada Division of $12,871 62—making the net increase for the month $8,742 90 ; to which add previous increase in net earnings ($227,343 43), making the total increase in net earnings to the close of September, $236 089 33.

Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of Septembes 1879 and 1880.

	1880.	1879.
Gross earnings	$164,093 30	$126,837 07
Operating expenses.	272,355 61	263,861 95
Net earnings	$191,737 69	$162,975 12

—showing an increase in gross earnings of $37,-256 23, in expenses of $8,493 66, and in net earnings of $28,762 57.

For the nine months ending September 30, 1879 and 1880, the gross earnings, expenses, etc., were :

	1880.	1879.
Gross earnings	$3,584,105 54	$2,902,498 71
Operating expenses	2,419,172 03	2,160,489 69
Net earnings	$1,164,933 51	$742,009 02

—showing an increase in gross earnings of $681,-606 83, in expenses of $258,682 34, and in net earnings of $422,924 49.

Judge Nelson, of the United States Court, at St. Paul, Minn., in rendering his decision upon the application of the Northern Pacific Railroad Company for an injunction to prevent the Moorehead and Barnesville Railroad Company, otherwise the St. Paul, Minneapolis and Manitoba, from building a bridge across the Red River, held that the Court had no authority to prevent the construction of the bridge merely upon the representation of the Northern Pacific that it would cut off trade upon the river from the Northern Pacific. If the bridge is built without legislative authority, or in defiance of legislative matters, that is a matter for the State courts. If it shall hereafter be proved to be a nuisance or an obstruction to navigation, the Federal Courts will interfere, but not otherwise. Accordingly the construction of the bridge will proceed.

Great Western Railway of Canada.

The gross earnings, working expenses and net profit of the Great Western Railway of Canada for the month of September, 1879 and 1880, were :

	1880.	1879.
Gross receipts	$426,600	$347,300
Working expenses, including transfers to reserved funds	257,700	225,400
Net profit	$168,900	$121,900

—showing an increase in earnings of $79,300, in expenses of $32,300, and in net profit of $47,000.

For the two months ending September 30, 1879 and 1880, the receipts, expenses, etc, were :

	1880.	1879.
Gross receipts	$824,700	$671 000
Working expenses	518,200	449,100
Net profit	$306,500	$221,900

—showing an increase in earnings of $153,700, in expenses of $69,100, and in net profit of $84,600.

California Southern Railroad.

Articles of incorporation of the California Southern Railroad Company were filed on the 20th of October at San Diego, according to the terms of the contract with a syndicate of Boston capitalists, who have subscribed $2,000,000 to carry forward the work. The capital stock is $2,-900,000 ; paid in, $116 000. The incorporators are : Benjamin Kimball, of Boston ; Henry B. Williams, of San Francisco ; M. A. Luce, John A. Fairchild, Joseph O. Osgood and George N. Weaver. President, Benjamin Kimball ; Treasurer, Thomas Nickerson, of Boston. The points designated in the corporation papers are from the bay of San Diego to the town of San Bernardino, but it is the purpose to build to a point of junction with the Atlantic and Pacific road, San Bernardino being now named as the nearest known point, the law requiring two points to be named. The preliminary surveys have been completed, and the permanent location is now being made. The grade stakes run from a point on the bay at National City, thence along the bay shore and through the city northerly. The Boston syndicate are under a contract to complete to San Bernardino on or before January 1, 1882. Material is on the way, rails having been shipped from England, and Chief Engineer Osgood will push the work. San Diego will be the terminus of a transcontinental railroad within a year from this date.

The earnings of the Central Pacific Railroad Company for the month of October 1880, were $2,145,000 ; for the month of October, 1879, $1,-809,021 ; earnings first ten months, 1880, $16,-251,694 ; for the first ten months, 1879, $14,329,-151.

The New York, Boston and Chicago Railroad Company, in its report to the State Engineer and Surveyor, says that nothing has been done since the organization of the stockholders. The capital stock by charter is $15,000,000 ; subscribed, $333,000 ; paid, $33,300.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*..100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,569,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. '80 1½
Boston and Albany.....100	20,000,000	M. & N	Nov.'80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar.--100	60,000	J. & D	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov.'80 4
Boston and Providence.100	4,000,000	M. & N.	Nov. '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3.s
" " pref. 50	338,311	quarterly	Apl.'80 3½s
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*.....50	1,159,500	October.	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,350,400	F.M.A.N	Nov.'80 1
" " pref 100	769,600	F. & A	Aug. 80 3½
Central of Georgia.... .100	7,500,600	J & D.	June'80 3
Central of New Jersey.100	18,585,200	quarterly	Apl. '79 2½
Central Ohio*.....50	2,425,000	J & J.	July '80 3
" pref.... ..50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago,Burl. & Quincy.100	31,004,156	M. & S.	Sept '80 2
Chi., Clin., Dub.&Minn.	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi , Mil. and St. Paul...100	15,401,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,988,357	J. & D	June'80 3½
" " pref.100	21,825,353	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Nov.'80 1½
Cin , Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Sept.'80 1½
Columbus and Xenia*.. 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val..100	2,500.000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passum p Riv..1 0	2,175,700	F. & A.	Aug.'80 2
Connecticut River.....10.	2,100,000	J. & J.	July '80 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*....100	1,584,400	quarterly	Aug.'80 1
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref 100	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*.... 50	1,309,200	J. & J.	July 80 3
East Mahanoy*.....50	392,950	J. & J.	July '80 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June 80 2½
Eel River.....100	3,000,000	— & —	Sept.'80 4
Elmira, Jef. & Canand*..00	800,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*.... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,185,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 2½
Housatonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	29,000,000	M. & S	Sept.'80 3
Iowa Falls& Sioux City*100	4,025,000	quarterly	Sept.'80 1
Iowa Railroad Land Co 100	7,650,000	quarterly	Nov. 80 1½
Ia. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	19,460,800	F. & A	Aug.'80 4
" " (guar.).100	533,600	F. & A.	Aug.'80 5
Lawrence*.....50	150,000	quarterly	Oct. '80 2
Lehigh Valley 50	21,332,550	quarterly	Oct. '80 1
" " pref. 50	106,300	quarterly	Oct. '80 2½
Little Miami*.....50	5,871,450	quarterly	Sept. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July 10 2½
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep.'66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738.204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F & A.	Aug.'80 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific.....1 0	42,416,000	quarterly	Oct. '80 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N	Nov.'80 3½
Nashua and Rochester .100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428.330	quarterly	Oct. '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3s
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 6
N. Y.,Provid. & Boston.100	3,000,000	quarterly	Nov.'80 2
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,627,150	quarterly	Aug.'80 1½
Northern Central 50	5 842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,088,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6.733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4.455.0 0	quarterly	Nov.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug.'80 4½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania..... 50	68,570,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	8,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 5
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,760	J. & J	Oct. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	460,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	553,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesse Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I Mt. & South'n.100	14,243,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Steubridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,746,000	quarterly	Oct. '80 1½
United Cos. of N. J*....100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley 100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av.(NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	300,000	J. & J.	July '71 3½
Cambridge.....100	875,000	J.A. J.O.	Oct. '80 4½
Cen. Park, N & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock,E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000.000	J. & J.	July '80 5
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170.000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,855	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200.000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	Nov.'80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,026,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Sept.'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3 000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 Sh.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2 500 000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,893,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mologona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Oct. 80 2
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Nov.'80 2
Quicksilver, common...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,760,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

Boston and Albany Railroad.

From the report of the directors of the Boston and Albany Railroad Company, which was presented at a meeting of the stockholders held in Boston on the 28th ult., we learn that the gross earnings for the year ending September 30, 1880, were $7,741,118, the expenses $5,248,500, and the net income $2,492,618; for the year ending September 30, 1879, the earnings were $6,427,462, the expenses $3,723 824, and the net income $2,703,638—showing an increase in gross earnings of $1,313,655, with an increase in expenses of $1,524,676, making a decrease in the net income of $211,021.

From the net revenue of the year 1880, as above stated, there were paid: for rentals, $75,000; for interest on funded debt, $470,000; and for dividends $1,600,000. In addition to which $300,000 were carried forward to the improvement fund, and $47,618 added to surplus, which with the surplus from previous years, makes a total surplus, September 30, 1880, of $2,531,319. Last year, (in addition to the payment for rentals of $75,000, interest on funded debt $470,000, and dividends, $1,600,000,) the amount carried forward to improvement fund was $450,000; and added to surplus, $108,638. The number of passengers carried the past year was 5,993,297, and the number of tons of freight 3,810,539, against 5,199,160 and 2,738,096 in 1879, being an increase of more than 800,000 passengers and 600,000 tons of freight. The total train mileage was 5,450,729, against 4,889,772 last year. The number of tons of freight carried one mile was 375,452,804, the largest since 1873, and an increase of 50,000,000 since last year. The average rate of passenger fares a mile was 2.08 against 2.14 last year, and the average rate for a ton of freight a mile was 1.207, the rate last year being 1.073.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 23, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	205,195	6,198,092	7,266,600
Schuylkill Canal	21,018	419,515	797,448
Lehigh Valley.....	116,014	3,976,756	3,827,983
Del., Lack. & Western.	94,705	2,779,194	2,049,681
Shamokin Valley	26,532	718,529	736,645
Central New Jersey..	119,262	2,968,058	3,260,339
United R. R. of New Jersey	27,680	901,482	716.015
Pennsylvania Coal ..	23,569	834,969	1,154,530
Delaware and Hudson	72,865	2,365,742	2,731,758
Huntingdon & Broad Top Mt.....	3,923	350,552	256,865
Penn. and New York.	31,084	980,675	1,063,641
Clearfield, Pa.....	40,112	1,352,348	1,289,182

The total tonnage of anthracite coal from all the regions for the week ending October 23, as reported by the several carrying companies, amounted to 636,670 tons, against 607,832 tons in the corresponding week last year, an increase of 29,038 tons. The total amount of anthracite mined for the year is 18,540,744 tons, against 21,233,844 tons for the same period last year, a decrease of 2,693,100 tons. The quantity of bituminous coal sent to market for the week amounted to 86,956 tons against 66,006 tons in corresponding week last year, an increase of 20,950 tons. The total amount of bituminous mined for the year is 3,536,686 tons against 2,785,924 tons for the corresponding period last year, an increase of 750,762 tons. The total tonnage all kinds of coal for the week is 723,826 tons, against 673,838 tons in corresponding week last year, an increase of 49,988 tons, and the total tonnage for the coal year is 22,077,430 tons against 24 019,768 tons to same date last year, a decrease of 1,942,338 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of October was 151,434 tons, of which 119,347 tons were coal and 32,087 tons coke. The total tonnage for the year thus far has been 5,582,676 tons of which 4,204,015 tons were coal and 1,378,661 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Oct. 23 were 35,387 tons, and for the year 1,721,896 tons—an increase of 519,793 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 22,164 tons, year, 1,030,839 tons; an increase over 1879, 324,742 tons. Chesapeake and Ohio Canal—week, 11 688 tons; year 508,566 tons; increase over 1879, 140,816 tons. Pennsylvania Railroad—week 1,536 tons; year, 181,991 tons; increase over 1879, 54,235 tons. The Reading Railroad for the week ending last Saturday, October 30, sent 64,300 tons to Port Richmond, and 45,200 tons shipped from there.—Phil. Ledger, Nov. 1.

Interest and Dividends.

—The Board of Directors of the Pennsylvania Railroad Company have declared upon the capital stock of the company, out of the profits, a semi-annual dividend of 3 per cent, payable clear of State taxes on the 30th of November, to stockholders of record on the 30th of October, and an extra dividend of one per cent, for the purpose of distributing a portion of the shares purchased from the city of Philadelphia. The option is given to the shareholders of accepting the extra dividend of 1 per cent in scrip, convertible into stock of the company at par when presented in sums of $50, provided that the privilege of converting the scrip into shares shall expire Dec 21 next, after which all scrip outstanding shall be redeemed in cash at its face value.

—The Directors of the Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of 2 per cent on the capital stock of $3,500,000, out of the earnings of six months ending September 30. The gross earnings for the six months were $1,473,482, the expenses $1,368,142, and the net earnings, $105,340—leaving a balance, after paying $70,000 for dividend, of $35,340.

—The Receivers of the Philadelphia and Reading Railroad Company will pay, on November 9th, on account, the one-half of the July coupon of the general mortgage bonds of said company, returning the coupons to the holders stamped "half paid." They will also pay, on the same date, the entire July coupon of the general mortgage deferred sterling scrip.

—The Pullman Palace Car Co. has declared the usual quarterly dividend of two per cent on the capital stock of the company, payable Nov. 15, at the Farmers' Loan and Trust Company, New York, New England Trust Company, Boston, and the Company's office Chicago.

—The directors of the Boston and Albany Railroad Company, at their meeting on the 25th ult., declared a semi-annual dividend of four per cent, payable November 15th. They also voted to make dividends hereafter payable quarterly, beginning December 30.

—The Cincinnati, Sandusky and Cleveland Railroad Company has declared a semi annual dividend of 3 per cent on the preferred stock, payable Nov. 1.

—The Receivers of the Lehigh and Wilkesbarre Coal Company will pay, November 15, 3½ per cent interest on the registered income bonds issued for funding coupons of the company's consolidated mortgage bonds.

—The New York, Providence and Boston Railroad Company (Stonington Railroad) has declared a quarterly dividend of 2 per cent, payable Nov. 10.

—The Middlesex (Boston) Horse Railroad Company has declared a semi-annual dividend of 3½ per cent, payable Nov. 15.

—The Somerville (Boston) Horse Railroad Company has declared a semi-annual dividend of 3 per cent, payable Nov. 1.

—The Northwestern Equipment Trust Company of Pennsylvania has declared a semi-annual dividend of 5 per cent, payable on demand.

—The Seaboard and Roanoke Railroad Company has declared a dividend of 4 per cent for the past six months, payable on demand.

—The Boston and Chelsea Horse Railroad Co. will pay a semi-annual dividend of $1 per share on demand.

—The Lynn and Boston Horse Railroad Company has declared an annual dividend of six per cent, payable November 8.

—The Nashua and Lowell Railroad Co. has declared a dividend of 3½ per cent, payable Nov. 1.

Nashua and Lowell Railroad Lease.

The Boston and Lowell and the Nashua and Lowell Railroads were operated together for many years under a joint contract, which expired by its own limitation two years ago. The Boston and Lowell Company at that time declined to renew the old contract, but offered to lease the Nashua Railroad on terms not satisfactory to the latter company. The roads have been operated separately ever since, and although both parties were ready to admit the mutual advantages to both of a single management in many respects, they have till recently been unable to agree upon the terms of such single management. The directors of the two companies have now agreed upon the basis of a lease by the Boston and Lowell of the Nashua and Lowell Railroad for one hundred years at a rental of $60,000 per annum, which is equivalent to 7½ per cent upon the capital stock of the leased road, subject, however, to ratification by the stockholders of both companies who will meet on the 10th inst. to act upon the subject.

The Boston Journal, from which the above is obtained, says there is very little doubt entertained as to the action of the stockholders in both cases. The lessor party will get as rental a little more than it has paid its stockholders the past year by way of dividend (7 per cent), while the lessee company will not only realize the full amount of rental from the earnings of the leased road but can operate the two roads together at a diminished cost, equal to at least one-fifth of the entire rental, thus reducing the rental from 7½ to 6 per cent or thereabouts. The Journal adds:

Prominent railroad men say that it would be highly advantageous, both to the railroad companies and to the travelling public, if this single management could be extended north through the State of New Hampshire to White River Junction, a policy heretofore forbidden by the lawmakers of that State. Until that can be done, these parties say, this line of roads to the West can never compete successfully with the other great through lines, working under joint control as an entire route. New Hampshire now forms the missing link which separates the port of Bos-

ton from the Grand Trunk route, and thus prevents the development of one of the largest and best railroad lines between Chicago and the East. If this difficulty is overcome—as it must be, sooner or later—the port of Boston will again come to the front as a point of shipment to Europe.

Messrs. Walker, Clark, & Co., contractors on the Missouri Division of the Northern Pacific Railroad, having completed the grading to Glendive Creek, have been ordered to turn their entire force of several hundred men on to the Yellowstone Division, and are already at work, and will grade to Fort Keogh, 50 miles, this winter. Large contracts have been let for ties, and the company has already contracted for rails to be made this winter for the whole division, 320 miles. This is said to be the richest division in lands on the whole road.

A circular has been issued announcing the consolidation, October 16, 1880, of the Toledo and Ann Arbor Railroad Company and the Toledo, Ann Arbor and Northeastern Railroad Company resulting in the organization of the Toledo, Ann Arbor and Grand Trunk Railway Company.

The shipment of iron ore from the Menominee Range to Escanaba, which began in 1877, has grown to such immense proportions that a double track railway is seriously needed.

The Marietta branch of the Port Huron and Northwestern railroad will be finished and cars running to Marietta by December 1.

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Pennsylvania R. R. Co.

TREASURER'S DEPARTMENT.

PHILADELPHIA, November 1, 1880.

The Board of Directors has this day declared a semi-annual dividend of THREE PER CENT and an extra dividend of ONE PER CENT on the Capital Stock of the Company, clear of all taxes, payable on and after November 30th to stockholders as registered on the books of the Company at 3 o'clock P. M. October 30th, 1880.

For the purpose of distributing a portion of the shares purchased from the city of Philadelphia, the option is given to the shareholders of accepting the extra dividend of ONE PER CENT in scrip, convertible into the stock of the Company at par when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before December 21st, 1880, after which date all outstanding scrip will be paid in cash.

JOHN D. TAYLOR,
Treasurer.

DIVIDEND NOTICE.

THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY has declared a dividend upon its capital stock of ONE HUNDRED PER CENT, payable in stock to the stockholders of record on the 13th November, 1880, and intend to increase the number of its shares of capital stock to that extent and for that object; and further notice is hereby given that the transfer-books of this company will be closed on the 13th November, and reopened on the 1st day of December, 1880. W. RANNEY, Secretary.

New York, Oct. 13, 1880.

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1 DIPLOMA.

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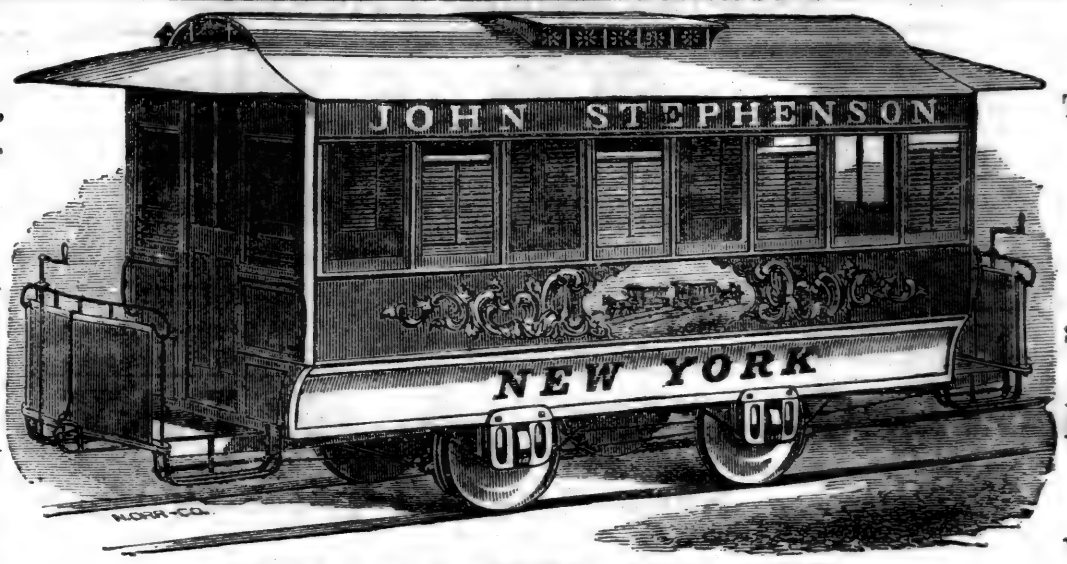
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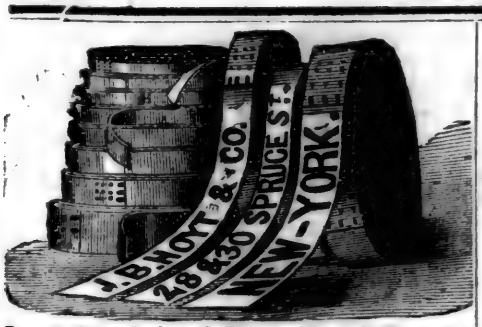
All know it is easy to make a Varnish that has the single quality of DURABILITY; but Varnishes which wear well are generally inferior in color and working quality, uncertain in laying, too slow in drying, or lacking in body or lustre, and frequently they possess ALL these defects.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVI., No. 46.] NEW YORK, NOVEMBER 13, 1880. [WHOLE No. 2,325, VOL. LIII.

Counterfeit $1,000 Coupon Bonds, Acts of July 17, and August 5, 1861.

TREASURY DEPARTMENT,
WASHINGTON, D. C., November 1, 1880.

The following information concerning the counterfeit $1,000 Coupon Bonds, Acts of July 17, and August 5, 1861, has been furnished by experts of the Bureau of Engraving and Printing of this Department, and is published for the information and guidance of all concerned:

BODY OF BOND.

In the 1,000 counter, composed of nine sections at each side of the portrait of Chase, in the section at the left of the lower ball of the figure 1 in 1,000, the letter "S" in "Stat" is entire in the counterfeit. In the genuine only the upper half of the "S" is seen. Also, to the right of the letter "S" in the word "Register's" will be found a break in the hair line surrounding the portrait of Chase, about one-sixteenth of an inch in length, which does not appear in the genuine. The counterfeit differs from the genuine in the mitering in the four corners of the green border. Near the extreme corner, inside of the lathe-work border, a uniform white figure, in the shape of a heart, with the apex pointing towards the corners, will be observed on the counterfeit, and this figure is the same on all four corners; in the genuine these figures are irregular, having no symmetrical form. In the words "are indebted unto," below the portrait of Chase, the heavy black line in the centre of the face of the first letter "A" is omitted in the counterfeit. In the title, "United States of America," in the ruled shade on the left-hand side of the spur of the letter "U" at the bottom on the counterfeit are seven short lines, forming but a slight shade under that part of the letter, while in the genuine there are ten lines, about one-sixteenth of an inch in length, forming a shade the same width as the shade at the bottom of the letter. On the right of the spur at the bottom of the letter "U" on the counterfeit, where the ruled shade touches the bottom of the letter "N" four lines only touch the "N;" on the genuine seven lines touch the "N." On the counterfeit, three lines of the shade on the right spur at the bottom of the letter "t" in "United" touch the bottom of the letter "e;" on the genuine the shade does not touch the "e." The shading in the top loop of the first "S" in "States" fills the loop on the counterfeit, while on the genuine there is a slight blank space in the lower right hand part of the loop. There is a blank space in the shading of the bottom loop of the same letter on the counterfeit in the lower right part; on the genuine the blank space is directly over the point in the bottom of the letter. On the lower loop of the second "s" in the counterfeit the ruled shaded lines fill the whole loop, while in the genuine there is a blank spot free from ruling. In the fringe on the left side of the cravat on the portrait of Chase on the counterfeit there will be observed two deep graver cuts running at right angles across the fringe; these two cuts do not appear on the genuine. On the red seal under the scales is a right-angle bar containing thirteen stars; on the counterfeit these stars are small and badly formed, the points not being well defined, while in the genuine they are larger and well pointed. This also applies to all the stars on the red seal The signature at the lower right hand on the counterfeit is engraved and printed in a grayish-colored ink and afterwards tampered with by the use of writing fluid; while in the genuine bond the signature is written. No reliance can be placed on the relative sises of the bonds, as the genuine vary in size, which is accounted for by the stretch and shrinkage of the paper on which they are printed; nor to differences in the relative positions of portions of the bond printed in different colors, the printing being done by separate impressions for each color. The title, as well as all the engraving on the bond, varies in every particular from the genuine; but the points mentioned are some of the most prominent discrepancies.

COUPONS.

On the counterfeit coupons the hair line of the letter "s" in the word "months" extends above the body stroke of the small script letters; in the genuine the hair line terminates abruptly with the body stroke. Also the letter "t" in the same word is not crossed in the genuine, while in the counterfeit the letter is prominently crossed on the right side. On the counterfeit the hair line of the second "e" in the word "bearer" extends to the dot or ball of the letter "r"; but in the genuine the hair line does not join the dot there, leaving a blank space. On the counterfeit the body stroke of the capital letter "B," in the word "Bond," extends to the top of the upper bow of the letter, while in the genuine the stroke falls considerably short of reaching the top of the bow. On the counterfeit, between the initials "L. E." of the engraved signature, the period is of a triangular shape, with its lower point inclined to the left; on the genuine the period is smaller and more elongated, with its point directed to the bottom of the coupon. On the counterfeit the upper curved hair line of the "$" mark connects with the ball on the top, giving an angular appearance to the ball; on the genuine the hair line curves gracefully, and connects with the ball on the right. The figure "1" adjoining the "$" mark on the counterfeit is in the form of a double curve, while in the genuine it is straight.

It should be stated that only the coupons maturing January 1, 1881, are attached to the counterfeit bonds received at this office, and above comparisons of genuine have been made only with these coupons.

J. K. UPTON,
Acting Secretary.

Rapid Transit Across the Brooklyn Bridge.

Rapid Transit in Brooklyn is likely to be affected by a new feature entering into the influences that tend to hasten it, in the recent election of Mr. William R. Grace as Mayor of New York. The bearings of the incoming New York Mayoralty upon the matter are thus set forth by the *Tribune:*

On October 9, Charles R. Flint, a partner of Mr. Grace in the firm of W. R. Grace & Co., subscribed for all the stock of the Brooklyn Rapid Transit Company. The subscription was made by Mr. Flint for himself and twenty-seven others. The stock may be said to have been snatched up by Mr. Flint, as the subscription books had not been opened longer than five minutes by the secretary of the Brooklyn Rapid Transit Commission when the subscription was made.

It has been the aim of every rapid transit company organized in Brooklyn to obtain permission from the trustees of the Brooklyn Bridge to cross the structure to the New York side. The pressure upon the trustees to obtain this permission will be intensified as the bridge nears completion. The addition of Mr. Flint's company to the list of applicants is likely to greatly embarass the trustees. They will probably think that Mr. Grace's attention has already been called to rapid-transit problems in Brooklyn through the investment of his partner, Mr. Flint, and that he will look with impatience on any delay in the completion of the bridge and the settlement of the question of its occupancy by some railroad company. Mr. Grace will have the power, as Mayor of New York, to influence greatly the future management of the bridge. In the first year of his term, June 2, 1881, the terms of all the present bridge trustees expire. Half the members of the new Board will be appointed by the Mayor, Controller and President of the Board of Aldermen of New York. It is apparent now that Mr. Grace will have as his associates on this appointing Board men in per-

fect sympathy with himself; Mr. Kelly is to be his own successor as Controller, and the Paesident af the Board of Aldermen is likely to be named by him.

Eames Vacuum Brake.

We heard a gentleman (evidently a stranger in New York) ask a friend with whom he was coming down town the other morning, how the elevated roads could have been successfully operated if they had come into general use before the invention of the vacuum brake. The New Yorker who had answered all previous interrogatories readily enough, said, "Oh, we could have—have—why of course they would have to—that is to say, I really dont know." We immediately applied our brain to the solution of the puzzling question without any better success, indeed we were forced to the conclusion that whilst it might be possible to operate an elevated road with the old hand brake, it would certainly be extremely hazardous and highly impracticable. The Eames Vacuum brake is undoubtedly one of the greatest conservators of safety in railway traveling (elevated or surface) that the mechanical mind of the XIXth century has given to the world, and it is not at all surprising that it is being so universally introduced.—[Elevated Railroad Journal.

The Assyrian Monarch.

The following description of this fine steel steamship which has been built for the Royal Exchange Shipping Company, London, by Earle's Shipbuilding and Engineering Company, Hull, Eng., is from the London Times of October 23d:

The Assyrian Monarch is the largest steel steamer which has been built at Hull, and she looked remarkably well as she left the Victoria Dock for her trial trip. She is of the following dimensions: length, 360 feet; breadth of beam, 43 feet; depth of hold, 32 feet 6 inches. Her gross register is 3,316 tons and 2,163 tons net. She has four masts, the fore and main masts carrying yards, a large spread of fore and aft canvas being provided for the mizzen mast and the jigger. The vessel is of the spar deck construction, and all her hatches and steam winches are protected by breakwaters of iron with a teak rail. This inner bulwark is provided at intervals with freeing ports, so that in case a sea breaks over and fills them they may quickly be relieved of the water. The engines by which the steamer is propelled are on the compound surface condensing principle and of 500-horse power nominal, the cylinders being of 46 inches and 87 inches diameter, with a 57-inch stroke. Steam is supplied by three double ended cylindrical boilers, fitted with four of Fox's patented corrugated furnaces, and working to a pressure of 80 pounds per square inch. The engines were built by Earle's Company from specifications by Mr. W. R. Esplen, consulting engineer, Liverpool. The engines, which are fitted with Brown's patent reversing gear, proved very handy, and it is a fact which speaks highly for their construction that from leaving Hull to getting back to that port at 7 o'clock in the evening it was not necessary to stop them once for heated bearings. During the trial on the measured mile at Withernsea the engines ran at a speed of from 55 to 57 revolutions per minute, the steam pressure being 78 pounds and the vacuum 28 inches. The indicated horse power was 2,500 and notwithstanding a strong northeasterly roll, which caused the ship at times to labor heavily, the mean of the four runs over the measured mile was 12.66 knots per hour. The large saloon which is a most sumptuously furnished apartment, with sleeping berths beneath, as well as the officers' quarters, are heated with steam from the main boilers. Steam is supplied to six winches and a windlass from a very large donkey boiler placed in the 'tween decks. In the engine-room there are three large condensers capable of supplying sufficient fresh water for 500 head of cattle, for the emigrants she may carry, and for the crew. There is also a large ventilating fan for supplying fresh air to the 'tween decks when the vessel is carrying cattle or emigrants, and it is anticipated that this, with many other sanitary arrangements, will enable a large cargo of cattle to be carried without loss or depreciation during transit.

Russian Palace Cars.

The following is a description of a pair of palace cars recently constructed at a factory in Bohemia for a Russian Railroad officer:

They are on trucks, like American cars, and about 53 feet long, with entrances at the ends. (The cars belong together.) One has a kitchen, with sleeping accommodations for the cook, a buffet room finished in carved ebony and supplied with elegant table ware, and finally a dining room finished in beautiful woods, with antique carved chairs for twelve persons, an elegant extension table, and lighted with a central chandelier bearing twenty-five wax candles, besides four other lights. Berths can be made up in this room also. In the connecting car is a bath room provided with hot and cold water, a Field boiler heating the water for this and for warming the car also. There is a passage along the side of the car from which open in order a nursery, a music room, a bed room and an office room all connected by an annunciator and speaking tubes with the servants' quarters. In the nursery is a child's bed, with drawers underneath for linen, and a berth opposite for the nurse, with a closet at one end. The music room is reported to be fairy-like in its beauty, with purple carpets, curtains and arm chair, with an ebony piano on one side and on the other an elegant fireplace in the French style, in which in winter a cheerful fire adds to the steam heat which warms the other rooms of the car. There is also in this room a carved wardrobe carrying a chronometer, a round table of ebony and a chandelier, while the ceiling is hung in white satin gathered in the centre with a golden rosette. The bed room is hung with dark blue damask, and the bed on the gilt French bedstead is covered with sky-blue satin and shaded by a canopy held up by gilt hooks. The velvet carpet and the chairs correspond. The curtains are bordered with fine lace (what a chance for sparks and cinders). The walls as high as the bed are hung with dark blue velvet. This bed room opens into a toilet room provided with every convenience. The office has a dark carpet and hangings, and is provided with a simple walnut cylinder desk. Noise is reduced by thick carpet and hangings. Adjoining is a little room with a sofa and a mirror in a carved oak frame over one end, so arranged that when the car is at the end of the train one may lie on the sofa and see in the mirror the reflection of the country which the train has just passed.

Obstructions to Navigation.

In the United States Supreme Court at Washington on the 8th inst. the following decision, among others, was rendered:

No. 32.—The New Orleans, Mobile and Texas Railroad Company, plaintiff in error against the State of Mississippi; in error to the Supreme Court of Mississippi. This was a suit brought by the State against the railroad company to compel the latter to remove a stationary bridge which it had erected over the Pearl River, on the between Louisiana and Mississippi, and to replace it with a draw bridge which would not impede navigation. The action was instituted in a State Court, but early in the proceedings the railroad company filed a petition for an order of removal to the United States Circuit Court. The order was denied. Upon appeal the action of the State Court was approved by the Supreme Court of Mississippi, and the case now comes here on a writ of error. This Court holds that the case was one arising under the Constitution and Laws of the United States; that it was therefore properly removable to the United States Courts; that the petition for an order of removal should have been granted, and that all the proceedings in the State courts subsequent to the filing of the petition were null and void. The judgment of the Supreme Court of Mississippi is reversed with costs, and the cause remanded, with instructions to proceed in conformity to this opinion. Opinion by Justice Harlan, Justice Miller dissenting, and Justice Field not participating.

Canada Pacific Railway.

The pleasant news comes to hand that the Canada Pacific line has been opened west of Winnipeg as far as Portage la Prairie, a distance of some seventy miles. This is a great fact for the prairie country. Present contracts provide for the completion of the road to a distance of one hundred miles west of Winnipeg this year, and a further hundred miles by next Fall. The settlers on this prairie region, embracing in all 200 miles, will thus soon be brought into close communication with the general railway system. This benefit follows as the result of the alteration of the route from that adopted by the Mackenzie Government. Under their instructions the line was laid via the narrows, north of Lake Manitoba. Had this been carried out the fine region lying between Winnipeg and Birtle Creek would have been left without railway facilities, and the road graded through a region comparatively worthless. It was a happy thought to alter the alignment, and by this means afford prompt railway facilities to an important and rapidly growing population.—[London (Ont.) Free Press.

The Report of the Naumkeag Street Railway Company, Salem, Mass., for the year ending September 30, 1880, presents the following facts and figures: Capital stock paid in, $70,000. Funded debt $35,900, of which $35,900 is in six per cent bonds due in 1885, and $30,000 in six per cent bonds due in 1895; unfunded debt, $34,461 04—total gross debt, $149,681 99. The assets are $70,680 05. Amount of permanent investments, $195,064 06. Total property and assets, $244,746 05. Addition to property for year, $4,674 80. Total income from all sources, $66,955 08; total expense of operating, $48,554 23—net income above operating expenses, $18,400 85. Interest for year, $5,966 03; surplus for year, $12,404 82; total surplus, Sept. 30, 1880, $54,885 01. Number of miles run for the year, 219,799 17. Number of passengers 11,000,292. Rate of fare, 10, 7, 6¼, and 6 cents on main road, and 10, 8, 1-3, 5, 4 1-6, and 4 cents on branches.

From Ottawa, November 8th, we learn that the loan negotiated by the Manitoba Southwestern Colonization Railway, of which Dr. Schultz is President, amounts to $12,000,000. The company, it is said, get something over three thousand acres of land per mile in alternate blocks, six miles on either side of the line, and the entire length of the road when completed will be seven hundred miles. The company pay the Government $1 per acre for the land, and place a value of $5 per acre on it, the price at which the Government will dispose of these alternate blocks. The $400,000 paid to the Government recently was only the first instalment.

Work on the main line of the North and West Branch Railroad, extending on the east side of the Susquehanna River from Catawissa to Pittston, which was begun in 1874, is to be completed under guarantees from the Pennsylvania Coal Company.

Track laying has begun on the Utah Eastern Railroad at Coalville, Utah.

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New York, Saturday, November 13, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

MEXICO, it is to be hoped, having passed through its trying revolutionary period, is now entering upon a second stage; that in which commercial enterprises may find guarantee of safety and encouragement. The attention of railroad projectors and capitalists is turned in that direction to a marked degree, and a promising field seems now opened to them, if the government of Mexico does not allow prejudice and corruption to stand as barriers to the development of its resources.

THE underground rapid transit plans are drawing nearer to completion and the perfection of them and the beginning of active work may reasonably be expected at an early day. The stockholders of both the New York Underground Railway Company and the Broadway Uudergrouud Connecting Railroad Company will probably have a definite plan laid before them next Monday for the contemplated consolidation of the two companies. It is proposed to make the capital stock of the consolidated company $11,000,000 of which $10,000,000 is to be contributed by the New York Underground Railway Company.

A NO less important result than the establishment of a new route to the Pacific will be effected by the junction of the Southern Pacific and the Atchison, Topeka and Santa Fe Railroads. Soon after the opening of the new year the junction is likely to be accomplished, the two lines to meet in the vicinity of Mesilla, near the southern border of New Mexico and the line separating Texas from Mexico. Work is being pushed with great vigor by both lines and arrangements will soon be under way for an exchange of traffic. The influence of the new line upon transcontinental traffic will be great, but a still greater and more important feature of its projection and completion will be seen in connection with its timely approach to the fields of the most promising Mexican railway enterprises now springing into activity. The projectors of the new line, with far seeing discernment have undoubtedly secured for it an important part in the proposed system of Mexican railroads.

THE recent decision of Judge Thayer in the U. S. Circuit Court at St. Louis, noted elsewhere, is a very important one with regard to the rights of the public to the use of the telephones and telegraph. Certain telephone patents which were owned by the Western Union conflicted, to a considerable extent, with those owned by the Bell Telephone Company. An arrangement was made by which the Telephone Company obtained control of these patents and agreed to deliver messages for transmission to no telegraph company but the Western Union. Many persons who put telephones into their houses wished to send messages by other companies, but were told that such messages could not be sent owing to a contract by which they were bound not to deliver such messages to any telegraph company. Many patrons of the telephone became restive, and a suit was brought to compel the Bell Telephone Company to connect the office of the American Union Telegraph with its wires, which resulted in an order that such connection be made on the ground that the contract alluded to was contrary to public policy.

CAPTAIN MOTT, of the Rhode Island, which went ashore in Narragansett Bay last Saturday, is deserving of the highest praise for chivalrous and brave conduct during the trying hours of the disaster. His noble action, while being most enthusiastically spoken of by those whose lives he saved, has not received the public recognition it merited. The tendency of the press in matters relating to transportation disasters by rail or water is to throw blame and criticism, oftentimes indiscriminately and unintelligently, upon employers and employees. It is an easy matter for a writer to sit in a snug and comfortable office and give wise after-thoughts and advice to men who have used every possible precaution and have strained every nerve, or it may have been have given up their lives, in an earnest endeavor to avert an impending evil. It is quite another thing in the midst of a desperate death struggle to think wisely, to act bravely and to prove ones self an unselfish hero; and when this is done the press should be as ready to give its hearty recognition as it has been to give its willing criticism. By Captain Motts' cool decision and presence of mind every passenger was saved while the vessel was a complete wreck. Standing with the passengers on the vessel which was known to be fast going to pieces, he cheered and encouraged them by his manly and kind bearing, averting all semblance of a panic among those in his charge, and at last, when daylight came, safely landing them under great difficulties in little groups by small boats commanded by himself. Captain Mott has proved himself one of those men whom emergency sometimes brings forward to demonstrate the possibilities of heroism and self possession under trial.

Railways in Sicily.

A correspondent of the Naples Piccolo, writing from Sicily, says that the line of railway from Messina to Palermo is on the point of completion, and that probably the King and Queen of Italy will be present at its inauguration. The completion of this important and expensive line has been delayed for twenty years, for the concession was granted under the dictatorship of Garibaldi in 1860. Palermo will now be reached from Rome by land (with the exception of the short passage of the Straits of Messina), in thirty-six hours. The writer urges the necessity of completing the chain of railways in Sicily "by continuing the line from Siracusa to Licata—already in course of construction—further west to Girgenti, Sciacca, and Castelvetrano, thus uniting the province of Girgenti and its commercial traffic with the line from Palmero to Trapani. At the same time the various ports ought to be enlarged and improved, especially those of Sciacca, famous for its coral banks; Marsala, where there are important manufactories of wine, under English and Sicilian direction; and Catania, the commerce of which port has lately greatly increased, and may rival

that of Messina. Such completion of railway lines and improvement of ports would put an end to the shameful isolation from the Continent and foreign ports under which till now Sicily has suffered."

Finances of Georgia.

According to the recent message of the Governor of Georgia the balance in the State Treasury at the close of the fiscal year, September 30, 1878, was $295,789 68. During the year, from October 1, 1878, to September 30, 1879, inclusive, the receipts amounted to $1,847,790 54, making a sum total in the treasury of $2,143,580 22. The disbursements during that fiscal year were $1,212,671 60, leaving a balance in the treasury, September 30, 1879, of $930,918 62. During the year from October 1, 1879, to September 30, 1880, inclusive, the receipts were $4,589,015 64, making a sum total in the treasury of $5,519,934 26. The disbursements during the fiscal year amounted to $4,833,683 78, leaving a cash balance in the treasury September 30, 1880, of $686,250 48. One large transaction reported was the item of $2,298,000. This was the funding of the 7 per cent indorsed bonds of the Macon and Brunswick, North, and South, and Memphis Branch Railroads in 6 per cent. State bonds under the act of 1877.

OUR BOSTON LETTER.

[From our Regular Correspondent.]

BOSTON, Nov. 8, 1880.

A fair amount of business and generally advanced prices is the history of the market for the past week. Closing prices to-day over those of Oct. 30 show the following changes:

Advanced.		
Atchison	128½	to 133¾
Boston and Lowell	100	to 102½
Boston and Maine	142	to 142¼
Cheshire	53	to 55
Chic. Bur'l. and Quincy	145½	to 158
Chicago and W. Michigan	71¼	to 73
Cin., San. and Cleveland	19	to 19¾
Central of Iowa	10¾	to 13½
Flint and Pere Marquette	21	to 22
Fitchburg	133	to 135
Fort Scott Gulf, Pfd	111	to 115
Fort Scott Gulf, Com	52	to 55
Little Rock	56⅝	to 58½
New York and New England	40	to 41⅛
(Hartford and Erie 7s)	42¾	to 43⅝
Summit Branch	14⅜	to 18
Wisconsin Central	10¾	to 13⅛
Wisconsin Central, Pref.	26	to 28
Declined.		
Boston and Albany	155	to 154½
Eastern	85	to 84
Lawrence and Southern	90	to 89
Norwich and Worcester	150	to 148
Old Colony	124	to 123
Pullman Palace Car Co.	123¾	to 122

Atlantic and Pacific subscriptions have advanced from $280 to $560 premium.

The most remarkable advance in the last two weeks has been in Summit Branch Railroad which in that time has steadily gone up from $12 to $18 or 50 per cent on its market value. Formerly the road paid dividends of 3 per cent semi-annually, but for the past four years has been conducted at a loss. The railroad is only twenty miles long, and the company depends for its success upon the operations of the Lykens Valley Coal Co., which it owns. The annual report for 1879 showed a large profit and loss account on the wrong side of both the Railroad and the Coal Company. The operations for the past year, however, show increased earnings and decreased expenses, with the greater part of the gain in the last two months of the fiscal year.

The annual statement of the Pullman Palace Car Company for the year ending July 31, 1880, appears as follows:

Earnings from all sources		$2,635,468
Disbursements:		
Operating expenses etc.	$955,047	
Rent of leased lines	264,000	
Interest on bonds	168,979	
Dividends	472 876	
		1,860,902

FINANCIAL STATEMENT.

Assets:		
472 cars including franchises		$8,588,614
Patents, United States and Foreign		184,383
Amount invested in other car Associations controlled and operated by this Co		2,440,621
Cash, supplies, accounts R. E., etc		2,066,695
		$13,280,313
Liabilities:		
Capital stock		$5,990,200
Bonds:		
8s due 1881	$328,000	
8s due 1887	445,000	
8s due 1892	820,000	
7s due 1888	767,000	
7s due 1885	116,000	
		2,476,000
Amt. received form old cars		419,003
Surplus, Guarantee fund		15,728
Depreciation acct. to provide for possible depreciation in patents, etc		800,000
Income account		3,579,382
		$13,280,313

The scheme for a ship canal across the narrow part of Cape Cod has been considerably before the public lately and some extravagant stories as to the cost and size of the canal are in print. The Cape Cod Ship Canal Co. was incorporated in 1870 for the purpose of constructing a ship canal from some convenient point in Buzzards Bay through the town of Sandwich to some convenient point in Barnstable Bay. Under the charter the work was to be commenced within two years. Their charter was renewed three times and finally in 1878, they were required to commence work within two years from March, 1878, and complete the canal within three years after they commenced work. The company had made no preparation to go forward, were in no condition to build the canal, and in fact their charter had been on the street for sale. In 1880 Henry M. Whitney, Hoeum Horsford, and others procured a charter for the Cape Cod Canal Co., and it was provided that unless the Cape Cod Ship Canal Co. should have actually expended $100,000 for work actually performed upon a canal within the l cation before Nov. 1, 1880, then all its interest in lands acquired, materials used, and work done, should be forfeited to the new company. The Cape Cod Ship Canal Co. having failed to do the necessary amount of work have forfeited their charter, and the other company composed of Massachusetts men have now the exclusive right to carry on the enterprise. Engineers are now at work, although it will take some months to make the necessary soundings to determine the final location and to obtain estimates. Then if the work appears feasible, the parties are prepared to go forward and construct the canal. If it should be proved that the foundation is rock, and the engineers should find the work impracticable, that is impracticable as compared with the benefit, it will be abandoned. The distance required to be excavated is about seven miles, and the estimated cost about $4,000,000.

The average difference for 10 years on coal from Philadelphia to Boston and Newport, Fall River and Providence was 42 cents a ton. From New York it was an average of 55 cents a ton, and in winter season it sometimes runs as high as 80 cents a ton.

The cutting of this canal would enable vessels to come through to Boston as cheaply as they can go to ports on the Sound, for the larger quantity of coal to be brought here would compensate for the longer distance. Now the quantity of coal likely to pass through this canal amounts to about three millions of tons, and a saving of 50 cents a ton on that quantity is a basis for a revenue that will warrant the building of the canal.

Interest and Dividends.

—The directors of the North Pennsylvania Railroad Company have declared a Quarterly Dividend of 1½ per cent (less five per cent of the amount retained for contingent fund) payable on the 24th inst.

—The regular quarterly dividend, at the rate of 7 per cent per annum, on the guaranteed stocks of the Cleveland and Pittsburg Railroad Company will be paid Dec. 1 at the office of the Farmers' Loan and Trust Company, No. 26 Exchange place.

—The Ontario Silver Minning Company has declared its sixty-first dividend for the month of October, payable November 15, at Wells, Fargo & Co. The payment of this dividend will make the total amount of the distributions to the stockholders $3,050,000.

—Payment was commenced on the 9th inst. of one-half of the 3 per cent interest on the July coupons of the general mortgage loan of the Philadelphia and Reading Railroad Co, objections formerly made thereto having been withdrawn. The payments will amount to about $295,299, and the coupons are stamped "half paid."

Cincinnati Iron Market Report.

[By E. L. HARPER & Co.]

CINCINNATI, Nov. 9th, 1880.

The increased demand has continued, and sales of several additional round lots have been closed for quick delivery. Prices range about as follows:

FOUNDRY.		
Hanging Rock Char. No. 1	$26@$28	4 mos.
Strong Neutral Coke No. 1	25@ 26	4 mos.
American Scotch No. 1	21@ 23	4 mos.
GREY FORGE.		
Neutral Coke	$21@$23	4 mos.
Cold Short	20@ 21	4 mos.
CAR WHEEL AND MALLEABLE.		
Hanging Rock Cold Blast	$42@$45	4 mos.
Hanging Rock Warm Blast	33@ 35	4 mos.
Southern Car Wheel	35@ 40	4 mos.
Lake Superior Nos. 1 and 2	33@ 35	4 mos.
Lake Superior Nos. 3 to 5	35@ 37	4 mos.

It is expected the George's Creek and Cumberland Railroad will be completed by the 6th of November, and that coal will be shipped over it from the mines of the American and Maryland companies early this winter.

Railroad Earnings—Weekly.

	Month of September.		WEEKLY EARNINGS IN OCTOBER.								Since January 1.	
			First week.		Second week.		Third week.		Fourth week.			
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$35,385	$47,696	$38,125	$48,098	$34,860	$42,528	$63,154	$66,669	$1,210,960	$1,670,733
Chicago & Alton.....	628,811	733,234	161,887	192,508	176,898	199,657	165,074	205,084	164,304	188,866	4,601,562	6,418,943
Chicago & Eastern Ills.	82,049	131,904	23,452	33,278	19,916	30,506	23,247	35,988	26,360	31,119	704,954	1,041,433
Chi., Mil. & St. Paul...	1,018,806	1,257,000	273,358	338,000	278,065	362,000	292,135	341,000	447,180	453,000	7,851,611	10,215,000
Chi., St. Paul, M. & O.	117,810	144,771	25,287	35,918	28,827	44,832	36,779	41,902	56,713	67,752	982,714	1,266,946
Cincinnati & Springf ..	89,373	81,488	23,781	21,274	21,930	23,392	18,462	19,261	31,292	29,579	637,300	724,841
Clev., Col., Cin. & Ind.	410,064	410,103	89,227	100,048	89,319	104,660	90,018	102,221	154,693	137.175	2.975,170	3,536,439
Denver & Rio Grande..	112,823	400,990	30,414	106,576	27,940	101,973	31,762	111,795	59,966	152,973	1,056,420	3,015,202
Flint & Pere Marquette	107,350	146,032	25,900	35,436	26,203	36,246	27,268	37,362	44,199	49,708	917,103	1,291,879
Grand Trunk of Ca.*..	800,857	893,241	212,558	223,452	213,880	238,639	220,230	244,789	220,978	250,639	7,278,518	8,658,204
Great Western of Ca.*.	357,376	436,705	102,504	123,342	112,872	120,335	113,789	123,362	117,280	120.579	3,605,814	4,203,992
Hannibal & St. Joseph.	176,810	209,058	53,698	54,062	53,698	53,738	53,699	53,579	76,640	78,980	1,550,947	2,048,363
Ind., Bloom. & West...	122,406	110,622	33,609	35,843	26,612	28,379	28,982	30,347	.....	.....	930,828	995.065
International & Gt. N.	178,949	195,057	39,647	55,155	46,315	64,399	52,080	66,967	90,758	90,125	1,312,780	1,450,095
Lake Erie & Western..	68,102	109,852	15,270	30,096	14,956	28,760	14,744	27,456	23,065	85,612	562,573	1,106,293
Louisville & Nashville.	527,214	891,000	126,800	226,000	123,862	223,200	135.009	222,500	211,639	317,100	4,621,274	7,508,347
Marq , Hough. & Onto.	†50,699	†82,918	16,692	25,118	13,283	19,215	12,844	22,470	.....	.....	492,205	723,167
Memphis & Charleston.	35,395	104,734	12,991	31,391	15,175	30,493	16,924	31,469	20,976	32,379	599,758	878,408
Mo., Kansas & Texas...	380,758	369,065	74,595	89,260	84,226	94,600	93,419	93,300	135,468	130,400	2.576,275	3,433,330
Northern Pacific.....	270,893	332,810	70,253	88,500	70,253	66,000	.....	.....	.....	.....	1,453,830	1,796,559
St. Louis, Alt. & T. H..	114,229	129,603	24,714	36,442	24,715	32,591	24,715	29,580	42,538	38,432	829,169	1,164,552
Do. Branches.....	.....	.....	16,207	15,950	16,087	17,570	.....	.....	‡31,492	‡35,030	448,310	531,530
St. L., Iron Mt. & So...	591,076	661,400	180,146	175,800	172,910	175,900	182,576	155,700	189.081	180 619	3,980.366	4,966,429
St. Louis & San Fran..	199.129	277,817	48,118	70,427	46,617	75,108	46,845	72,471	72,100	92,500	1,240,700	2,186,400
St. Paul, Minn. & Man.	224,830	274,145	71,530	81,026	60,996	76,499	62,694	69,346	95,981	118,186	2,143,211	2,559,429
St. Paul & Sioux City.	110,433	152,700	28,400	37,957	27,220	38,063	28,183	26,434	.....	.....	841,557	1,121.095
Scioto Valley	28,125	31,733	6,557	5,992	6,234	6,252	6,418	6,697	11,040	11,231	235,778	262,992
Texas & Pacific.....	240,361	264,085	63,563	63,794	.....	.....	.....	.....	.....	.....	.....	.....
Tol., Peoria & Warsaw	112,374	127,228	34,140	33,119	.....	.....	.....	.....	.....	.....	926,905	1,060,538
Wab., St. Louis & Pac.	936,222	1,177,134	247,384	318,774	302,053	433,067	283,000	404,000	336,017	370,599	7,266,104	10,267,873

* For four weeks ended Oct. 2, and each succeeding seven days. † Three weeks only of September in each year. ‡ Third and fourth week.

New York, Lackawanna and Western Railroad.

The line of the New York, Lackawanna and Western Railroad from Binghamton to Buffalo is described as follows in the official documents filed in the counties through which the road is to pass:

The line runs parallel with the New York, Lake Erie and Western track from Binghamton to the east line of Steuben county; thence continuing on in the county last mentioned in a northwesterly direction up the Cohocton river through the town of Corning to the village of Painted Post; thence up the valley of the Cohocton river on the south side of the New York, Lake Erie and Western Railroad, through the towns of Erwin, Campbell and Bath to the village of Bath; thence continuing on in the same course in said county through the towns of Avoca Cohocton and Wayland to a point on the line of Livingston county; thence in a westerly direction through the northeasterly corner of the town of Dansville in the county last mentioned to a point in said town three-fourths of a mile east of the village of Dansville; thence in a westerly direction through the towns of Sparta and Groveland in the county last mentioned to Shakers' Crossing on the Dansville and Mt. Morris Branch of the New York, Lake Erie and Western; thence crossing the track of said railroad and the Genesee river and continuing on in a north by westerly course through the towns of Leicester and York in the county last mentioned to a point in the county line between Livingston and Genesee counties, about five miles east of Pavilion; thence in a westerly direction through the town of Pavilion, crossing the Rochester and State Line Railroad at Pavilion Center and continuing in the same course through the towns of Bethany and Alexander, crossing the Attica branches of the New York, Lake Erie and Western Railroad about two miles north of the village of Alexander, thence on the same course through the towns of Alexander and Darien in said county to the county line of Erie county; thence through the towns of Alden, Lancaster, Cheektowaga, Amherst and Tonawanda in the county last mentioned, crossing Tonawanda branch of the New York, Lake Erie and Western near the line of the city of Buffalo, thence continuing on in said town of Tonawanda crossing the Niagara Falls branch of the New York Central near the line of the city of Buffalo; thence due south about 1¾ miles to the tracks of the International Bridge. The route is almost alongside of the Erie or one of its branches for its whole length, with probably no station more than three or four miles from an Erie station.

The Cape Cod Canal.

Mr. Henry M. Whitney writes to the Boston Journal the following letter in refutation of certain statements which had previously appeared in that paper in reference to the Cape Cod Canal.

First—I have not been present at any "conference of New York and Boston capitalists," and to the best of my knowledge and belief no such conference has been held.

Second—No "practical consolidation of the Boston and New York companies" has been "effected," and to the best of my knowledge and belief none is likely to be, if by the "New York Company," the organization known as the "Cape Cod Ship Canal" Company is intended.

Third—Neither Messrs. Driesbach & Skillman nor any other contractor has received any assurances from me that they will have the contracts.

Fourth—It is not expected by myself, or any of my associates, that "by the first of January several hundred Italians will be at work again on the line of the canal," nor that "when spring opens fully eighteen hundred men will be at work in the big trench."

Fifth—It is not "expected" by us that "$10,000,000 or $12,000,000 will be expended in excavating the immense basin."

The simple facts in reference to the proposed Cape Cod Canal Company are these:

The Legislature granted to myself and associates a charter for building this canal, in case of failure by the former company, this charter to take effect Nov. 1. We did not say to the Legislature that we would absolutely build the canal, but we said that if we were granted the charter we would have careful investigation made into the cost and the practicability of the enterprise, and if these investigations were satisfactory, we would endeavor to find the necessary means to do the work. As yet the company has not been organized, the difficult engineering questions have not been determined, no effort has been made to raise capital for the work, and so far as I am aware, none is likely to be made at present. This much has already been done; we have consulted eminent engineers like James B. Francis, of Lowell, George S. Green, Jr., of New York, and Clemens Herschel of Boston, and others, and their general opinion is that the engineering questions can be satisfactorily solved, and that the cost of a suitable ship channel will not exceed such a sum as will render impracticable the building of the canal. But the enterprise is not one that will warrant the expenditure of $10,000,000 or $12,000,000.

When the engineers have made their report, it may be of interest to the public to know their conclusions, and I shall take pleasure in communicating the same. Until that time nothing further can be said in relation to the project.

A large locomotive has recently been constructed for use on the New York Central and Hudson River Railroad. It is named "William H. Vanderbilt." It is an "eight-wheeler," with driving wheels six and a half feet, thirty-three inch truck wheels, fifty inch boiler, and cylinders eighteen by twenty-four inches, and is furnished with air brakes and the "new spark arrester," somewhat improved. It is claimed that this locomotive can draw twenty loaded coaches.

The Old Colony Steamboat Company has decided to build a new iron steamboat to run between New York and Fall River. She is to be constructed on the cellular system (double hull), and of the best materials. She will be 390 feet long on the water line, 404 feet on deck, 52 feet breadth of hull, 89 feet extreme breadth, 18½ feet depth of hold, and will have a single beam engine of 15 feet stroke and 110 inches diameter of cylinder.

The Richmond and Allegheny Railroad Company has notified the Board of Public Works of Virginia of the completion of fifty miles of its road and its desire that the same should be inspected.

The work of grading on the extension of the Delaware, Lackawanna and Western Railroad at Binghamton by Messrs. Smith & Ridley, contractors was commenced on the 20th ult.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	.....	.....	.....	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116.950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	.....	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	.....	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	428,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	.....	.....	....
Chicago and Northwestern:													
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,326,957	1,716,409	1,896,073	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	.....	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	.....	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	102,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	.....	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,387	797,232	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,318	217,833	221,892	258,659	306,330	380,759	387,701	385,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,932,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	.....	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,.81	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	.....	.....	.....	. .....
Philadelphia and Reading:													
1878	610,768	462,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	.....	.....	....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,290	365,300	442,000	543,555	661,400	678,200	.. ....	. .....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,544	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	... ...	... ...	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	.....	.....	.....
1880	786,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	.....	.....	... . ..

Ontario Pacific Junction Railway.

A general meeting of the shareholders of the Ontario Pacific Junction Railway Company was held in Toronto on the 21 inst., Mr. J. D. Edgar, President of the Company, in the chair. The President stated that he had received official information from Ottawa that the main line of the Canada Pacific would be at once proceeded with from Lake Nipissing westward. The feeling of the meeting was strongly in favor of securing the immediate construction of the line from Gravenhurst to Lake Nipissing, and the following resolution, offered by Mr. John Stuart, President of the Hamilton and Northwestern Railway Company, seconded by Mr. Robert Jaffray, Director of the Midland Railway Company, was unanimously adopted—both the mover and the seconder having expressed themselves in favor of united and earnest action on the part of the railways interested in the connection with the Canadian Pacific:

Resolved, That this company is in a position to undertake the construction of a line of railway from Gravenhurst to connect with the eastern terminus of the Canadian Pacific Railway at Lake Nipissing on receiving from the Lieutenant Governor in Council a bonus or subsidy of $8,000 per mile; and that in view of the absolute necessity for the immediate construction of the line in order to place the Ontario system of railways in connection with the Canada Pacific Railway, this company do apply to the Lieut.-Governor in Council to grant such bonus or subsidy and to impose as a condition of such grant just and fair conditions for securing full running powers and other rights of use for the other railways over the line of this company, and such other conditions as are contemplated by the twenty-fifth section of Charter 166 of the Revised Statutes of Ontario; and this company hereby agrees to accept such grants, subject to the conditions which may be imposed by the Lieut.-Governor in Council.

Messrs. Fisk & Hatch have just issued a pamphlet giving a detailed description of the Chesapeake and Ohio Railway. The holders of securities of the company, and others will find in the pamphlet much of interest concerning the improvements in the road and its new connections which are nearing completion.

Legal Notes.

TELEPHONE AND TELEGRAPH CONTRACT AGAINST PUBLIC POLICY.

In State ex rel. American Union Telegraph Co. vs. Bell Telephone Company of Missouri, Judge Thayer, of the St. Louis Circuit Court, has delivered an interesting decision. There was an application for mandamus to compel the defendant to connect the plaintiff's office with its wires, and give it the use of telephonic facilities. The defendant contended that it could not be compelled to do so, because by the terms of its license from the patentee of the invention it was forbidden to connect with any telegraph office or permit any telegraph company to become one of its subscribers. The court observed: "Bearing in mind that the respondent serves the public as a common carrier of messages, not by keeping offices and agents of its own to which the entire public may resort, but by applying instruments to private residences and offices, and thereby enabling its subscribers to communicate directly with each other, and it becomes evident that this clause of the contract, if enforced as a valid provision, would compel the respondent to discriminate against a class of individuals or corporations engaged in a particular calling, to the extent of denying them any telephonic facilities whatsoever. In other words, a corporation created under the laws of this State, and endowed with large privileges, among others with the right to appropriate private property (presumptively on the theory that such a corporation is a public servant), is compelled by the natural operation of this provision of the contract, to withhold facilities for the transaction of business from one class of citizens which it accords to others. In my judgment, this clause of the contract is indefensible when called in question by any person or corporation injuriously affected thereby. In so far as the contract between the respondent and the patentee compels the former to discriminate against one class of its would be customers, and to deny them the same privileges and service which it accords to others, the contract is invalid. It is not possible to admit the principle that a railroad, telegraph or telephone company may avoid the performance of any part of the paramount duty they owe to the entire public, by contract obligations which they may enter into even with the patentee of an invention. If the principle were conceded, it is quite obvious that such corporation might readily avoid the performance of any public duty that became inconvenient or burdensome. It would become possible to discriminate at pleasure both against individuals or classes." "If the relator, owing to the peculiar nature of its business as a telegraph company, shall attempt to make such use of the telephone as the respondent seems to anticipate, the question as to the legality of such use can only be tried and determined when the emergency arises, and in some appropriate form of proceeding."—[Albany Law Journal.

PROMISSORY NOTE—ALTERATION OF.

HAMILTON VS. WOOD.

NIBLACK, J.—Action upon a note of which the following is a copy:

"$160.00. No.——.Due this September 12, 1874. December 25, 1875. One day after date, we promise to pay, etc., with interest at the rate of ten per cent per annum after maturity," etc. The note was executed on the 12th of September, 1874. The words "December 25, 1875," were written in the note, and it was verbally agreed by the parties that this last named date was the date from which interest on the note should be computed, and one day after which the same should become due. The note passed by indorsement by the payees to the appellee, who, while he was the owner and holder of the same, struck out and erased therefrom the words "December 25, 1875," without the knowledge or consent of appellants or either of them.

Held, The 25th day of December, 1875, was the day from which interest on the note should be computed, and the note was to be considered as due one day after that date. This date, written in the note by the parties with such understanding, constituted the real date of the note and that the intentional erasure of such words by the appellee, without the knowledge or consent of the appellants, amounted in legal effect to a destruction of the note itself. Judgment reversed.

CHECK—EXTENSION OF TIME.

BOWEN VS. POLARD.

HOWK, J.—A contemporaneous verbal agreement between the payee and drawer of a check, that the former will not present it to the drawer for payment until he wishes to use the money, was held to be valid and binding on a former presentation of this case to the court; also, that such agreement was a sufficient excuse for delay in presenting such check for payment. In an action on such a check, an answer that the check was not paid because not presented for payment within a reasonable time is not sufficient.—[Indiana Supreme Court.

ENDORSEMENT OF TREASURY DRAFTS.

Among the regulations prescribed by the Treasury Department are the following:

"Treasury or post office drafts must not be paid until the endorsements conform to the following regulations:

* * * * * * * *

"8. Drafts will be paid to any one of several joint holders or co-trustees, executors, administrators, or guardians, but in the execution of a power to a third party to collect, all must join. In case of the death of either, the survivors will be recognized as having full authority, upon due proof of such death and survivorship."

In a recent case it was held by William Lawrence First Controller that:

1. It may sometimes be advisable to require treasury drafts to be endorsed in such forms as would transfer similar negotiable instruments by the law of the State where the claimant resides.
2. But the rights of creditors of the government are to be determined by the laws of the United States, and "regulations" made by the head of a department in pursuance of an act of Congress, are law.
3. The regulations of the Treasury Department of October 22, 1878, as to the indorsement of drafts, adopt the common law rules applicable to (1) executors and administrators, (2) guardians, and (3) partners. They (1) modify common law usages in some cases; (2) they do not provide for all cases which may arise; and (3) cases will arise in which it may require construction to determine if they are applicable.
4. Joint owners of a draft who are not partners are within the regulations which authorize the payment of such draft on the endorsement of the payees.
5. When a draft is issued to a partnership firm by name, and all the partners subsequently and successively die intestate, the administrator of the last surviving partner has the legal title in and is authorized to endorse the draft.
6. He will in such case be required to show by proper evidence (1) who were all the members of the firm, (2) their death, (3) that the last survivor died intestate, and (4) who the administrator is.
7. If the last survivor die testate his executor can endorse.
8. The proper fiscal officer of municipal corporations, quasi corporations, and similar political bodies, will be required to produce evidence of his authority, unless he be such officer as that he may be recognized from public notoriety. But executive officers will sometimes require record evidence of authority, when local courts would take judicial notice of the official character of many such officers.
9. The "regulations" authorize one of several ordinary trustees to endorse drafts.—[Washington Law Reporter.

Manufacturing Notes.

—The Harrisburg Car Works have secured an order from the New York Central Railroad for the building of 1,000 cars of various kinds, which will keep them busy for weeks.

—Mr. Chas. T. Holloway, of Baltimore, has just completed 13 of his patent chemical fire engines of large size and handsome finish for the Pennsylvania Railroad Company. The engines will be used at different stations along the line of the road.

—A contract has been made with the Edgar Thomson Steel Works and with an English company for 13,000 tons of steel rails, to be used on the Selma, Rome and Dalton, East Tennessee, Virginia and Georgia and the Memphis and Charleston railroads. About 4,000 tons of rails will be put upon the Selma road as soon as possible.

—Swift's Iron and Steel Works, Cincinatti, are rolling rails for a standard gauge road in Kentucky and have just finished large orders for Illinois roads. They are doing a large business not only in rails, but also in sheet and bar iron, and they report better prices, having sold within the past few days several thousand tons of pig iron at prices advanced over those prevailing a month ago.

—The Chester Steel Casting Co., of Chester, Pa., (office 407 Library-st. Philadelphia.) are manufacturing large quantities of crank shafts, crossheads, gearings, piston heads, etc., among their various other castings, making a specialty of railroad work. They turn out castings weighing from ¼lb. to 10,000 lbs. The introduction of their steel seems to be eminently successful; it is said that 15,000 crank shafts and 10,000 gear wheels made of it are now in use.

The Monday Creek branch of the Columbus and Hocking Valley Railroad is nearly completed. This branch will form a junction with the main line at Nelsonville and with the Straitsville branch at Oreville, including in its route the several stations of Bessemer, Orbiston, Lee, Longstreth, Carbon Hill and Crafts. It is designed to run passenger trains over this branch.

The President has appointed Charles W. Slaigle, of Fairfield, Iowa, Otis P. G. Clark, of Newport, R. I., and A. B. Nichols, of Philadelphia, Penn., Commissioners to examine and report upon fifty miles of railroad constructed by the Northern Pacific Railroad Company west of the Missouri River.

Personal.

—Sir. Alex T. Galt was in New York last week, to sail for Liverpool from this port.

—Mr. A. Pope has been appointed general passenger agent of the "Associated Railways of Virginia and the Carolinas."

—The name of Hon. Levi P. Morton has been mentioned as a not improbable member of the next Cabinet; as Secretary of the Treasury.

—Colonel H. C. Lemmert is said to be the man for the new office of General Manager of the Ohio Central Railroad Company.

—Col. J. Richardson of the Utah and Northern Railroad, says that standard-gauge railroad from Ogden to Boise City, Idaho, is going to be built right away.

—Mr. Hungerford, formerly of the Ogdensburg and Lake Champlain railroad, has taken the position of Superintendent of the Denver and Rio Grande Railway, and will be located at Denver, Colorado.

—Mr. Samuel Nott has been elected Superintendent of the Hartford Water Board. Mr. Nott is well known among railroad men, having for many years been Superintendent of the Hartford, Providence and Fishkill Railroad.

—Mr. Thurlow Weed, New York's venerable encyclopœdia as well as one of her most respected citizens, is the original of one of the profiles in that familiar silhouette of the first railroad passenger train that ever ran in this country.

—Baron Alphonse Rothschild, the chief financier of his famous family, is said to be a most untiring worker. He is the head of the French branch of the house and can usually be found at his bank in the morning earlier than his employees.

—Colonel Thomas A. Scott and Messrs. William T. Walters, of Baltimore, and Jay Gould and Russell Sage, of New York, with a dozen or more other railroad men and capitalists are off on an extended tour of inspection of the Texas and Pacific Railway and its branches in Texas and adjacent states.

—Mr. Moberly, who has just returned to Huntsville from Lake Nipissing, Ontario, reports that the work of the preliminary survey of the Ontario and Pacific Junction Railroad is being rapidly pushed toward Lake Nipissing, with the location party closely following up the surveyors.

—Mr. John Donohoe, who died at Susquehanna, Pa., November 2, was probably the oldest locomotive engineer in this country. He was ninety-eight years of age. For twenty-six years he had been in the employ of the Erie road, and was familiarly known as "Uncle John" by many railroad men in this country and Europe.

—Hon. William J. Sewell, formerly Superintendent of the West Jersey Railroad, has been elected Vice-President, of the company; a position which, in this case, entails about the same duties and responsibilities as the office of President: Pres. Roberts being also President of the Pennsylvania and the Northern Central.

—Gov. Long and Council, of Massachusetts, and the State Railroad Commissioners, who have been recently examining the state railroad property at Hoosac Tunnel and vicinity, have given Hon. G. Clinton Gardner very complimentary expression of their appreciation of his able management of the important railroad interests entrusted to him, as manager of the tunnel and State road.

—Hon. Dr. Schultz, President; David Sutherland, Director; John Young, Secretary, and Mr. P. J. Brown of the Southwestern Manitoba Railway were in consultation with the Government officials at London, Ontario, last week, concerning the location and plans of the road to run from Winnipeg to Headingly. Work upon the road has been commenced, about six miles having been already constructed.

—Mr. E. H. Green, of New York, Vice-President of the Louisville and Nashville Railroad Company, has been making an extended southern trip. He left New Orleans on his return Wednesday noon. Last week Friday he and his travelling associates were banqueted at Nashville by the merchants of that city, Col. John C, Burch, Secretary of the United States Senate, presiding.

—The report that Mr. H. Victor Newcomb has retired from the presidency of the Louisville and Nashville Railroad Company, which we have seen quoted among our exchanges, is inauthentic. Mr. Newcomb thought seriously of retiring from active work, on account of ill health, last spring, but fortunately since that time it has not proved necessary to take any action upon his contemplated resignation.

—Mr. William D. Hatch, son of Mr. A. S. Hatch, of Messrs. Fisk & Hatch, who has received his business education in that well known banking house, is intending, it is said, to go into business for himself the first of January. He has many friends in financial circles and will start in his business enterprise with substantial elements and most encouraging prospects of success. He has just been unanimously admitted to membership in the Stock Exchange.

A Large Locomotive.

The Syracuse Herald says that the Schenectady Locomotive Works have just completed for the New York Central and Hudson River Railroad a powerful locomotive which is designed to accomplish the work of two. The locomotive now finished is called the William H. Vanderbilt. She is an eight-wheeler, with driving wheels six and a half feet, thirty-three inch truck wheels, fifty inch boiler and cylinders eighteen by twenty-four inches, and is furnished with the Westinghouse air brakes and the new spark arrester, somewhat improved. This locomotive was an experiment, and upon her success much depends. In the event of success three or four others of the same model were to be built at once in the Schenectady shops. It is claimed that this locomotive can draw twenty loaded coaches, which certainly would be a vast improvement, as the old model engines have had trouble with sixteen, even when two engines were drawing the train. Colonel Reuben Allen, the veteran engineer, who has charge of the new engine, says that she works to a charm, and he seems decidedly proud of her, and he has a right to be, for she is a perfect beauty.

The Pleasantville and Ocean City Railroad, a narrow-gauge railroad eight miles long, extending from Pleasantville, on the Philadelphia and Atlantic City Railroad, to Somer's Point, N. J., was formally opened on the 26th ult. It is to be operated in connection with the Philadelphia and Atlantic City narrow-gauge Railroad.

The gross earnings of the Philadelphia and Erie Railroad for the month of September, 1880, were $322,736 62; expenses, $212,870 51; net earnings, $109,866 11. The net earnings for the nine months of 1880 were $970,228 18; the net earnings for the nine months of 1879 were $592,093 12—increase, $379,135 06.

Philadelphia Stock Exchange.

Closing Prices for the week ending Nov. 9.

	W.2.	Th.4.	F.5.	Sa .6.	M.8.	Tu.9.
Allegheny Val.73-10s	....	....	....	....	....	....
7s, Income	33	....	....	....	....	32
Camden & Am.6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	113	....	....	....	113	114
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	10	11	11	12
Preferred	....	....	....	48	48½	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	101	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	8	....	....	....	....	....
Preferred	13	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	35½	34½	35½	35½	35½	34½
6s, 1884	108½	....	....	....	....	....
Gold Loan	108½	108½	108½	....	108½	108½
Railroad Loan	....	....	....	....	116½	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	109	....	109	109	109	
Lehigh Valley	54½	54½	55	54½	54½	54½
1st mort. 6s, coupon	121½	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	116½	116½
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	48½	....	....	....	....	50
Minehill & Sch. Haven	57	....	....	....	....	56½
North Pennsylvania	53	....	53	54	....	....
1st mortgage 6s	....	....	....	....	....	108
2d mortgage 7s	....	....	....	....	117x	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	38½	38½	39	39½	38½	39
6s	....	....	....	....	....	91½
Northern Pacific	29½	29½	29	29½	29	29½
Preferred	54½	53	52½	53	53½	53½
Pennsylvania R. R.	61½	60½	61½	61½	61	60½
1st mortgage	....	....	....	102½	....	102½
Gen'l mortgage	....	....	....	....	122	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	119
Consol. mort. 6s, reg	....	....	....	....	....	118
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	106½	....	....	106½	....	....
do. 5s, new	....	....	....	....	....	115
do. 4s	....	....	....	....	....	....
Phila. and Reading	24½	22½	25½	27½	26½	25½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	120½	....	....	....	....	120
Consol mortgage reg	....	....	....	....	....	....
Gen'l mortgage 6s	85	82½	85½	87½	88	86½
Philadelphia and Erie	17½	16½	17	....	17	....
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	115	115	....	....	....	115
Pittsb., Cin. & St L. 7s	118½	118½	....	118½	118½	....
Pittsb., Titusv. & Buff	16½	16½	16½	16½	16½	16½
7s	....	....	....	83	83½	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	9½	....	9½	10½	10½	10½
6s, 1872	....	....	....	....	....	104
6s, 1882	74	....	....	....	80	80
United Co. of N. Jersey	183½	....	....	....	....	182½
Hestonville, (Horse)	....	19	....	19	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore stock Exchange.

Closing Prices for the week ending Nov. 9.

	W 3	Th 4.	F.5.	Sat.6.	M.8.	Tu.9.
Baltimore and Ohio	169	....	169	169	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	45
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	....	....	....	115
2d mortgage, 7s	81½	....	....	....	82½	82
3d mortgage, 8s	42½	42	42	42	....	42½
Northern Central ($50)	38½	38½	39½	39½	39½	39½
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	42½	....	....
6s, 1900, Gold	....	....	113	....	113	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	52	....	55	....
O., Alex. & Manassas 7s	....	....	....	94½	....	94
Pittsb. & Connellsv 7s	....	....	....	....	....	....
Virginia 6s, Consol	64	64	65½	65½	65½	66½
Consol. Coupons	91	91½	91½	91½	91½	92
10-40 bonds	42½	42½	42½	42½	42½	43½
Deferred Certificates	8½	....	9	....	10	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 10.

	Th.4	F.5.	Sat.6.	M.8.	Tu.9	W.10.
Adams Express	118	....	118	....	118½	119
Albany and Susq.	117	....	....	....	116½	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	108½	....	....	....
American Express	64	63	63	63	64½	63
Atlantic & Pacific Tel.	40	40	41	41	41	40
Burl., C.R. & Nor.	....	67	66½	....	66½	....
1st mortgage 5s	97½	....	97½	97½	97	96½
Canada Southern	66½	65½	67	67½	67	66
1st mortgage guar.	99½	99½	99½	99½	99½	99
Central of N. Jersey	76½	76½	78	78	76	76½
1st mortgage 1890	....	118	....	118	118	....
7s, consolidated, ass.	....	109½	110	110½	110½	....
7s, convertible, ass.	....	....	110½	....	....	....
7s, Income	87x	86	88½	88½	88½	....
Adjustment	109	108	....	....	109½	109½
Central Pacific	82½	84	86½	86½	84½	85
6s, gold	113½	114	....	....	113½	....
1st M. (San Joaquin)	....	....	107	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	19½	19½	19½	19½	20	....
Chicago and Alton	....	136	143½	140½	137½	136½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	147½	148	158	157½	156½	156½
7s Consol, 1903	127½	....	130	....	128½	128½
Chic., Mil. and St. Paul	103½	104½	104½	104½	103	103½
Preferred	....	....	117½	118	118½	117½
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	124½
1st M. (La Crosse div.	....	....	....	....	....	120½
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	....	118	....	....
1st M. (H. & D. div.	....	113½	....	....	....	114½
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	120½	120	120½	120½	....	....
Chic. & Northwestern	112½	113½	114½	114½	113½	112½
Preferred	136	136½	139	139	138½	137
1st mortgage	109½	....	....	....	....	....
Sinking Fund	108	....	....	....	107½	105½
Consolidated 7s	....	....	....	....	....	....
Consol. Gold bonds	124	....	123½	....	....	124
Do. reg.	....	....	....	....	123½	124
Chic., Rock Isl. & Pac	121	120½	121½	121½	121½	121
6s, 1917, c.	125	125	....	125½	....	125
Clev., Col., C. and Ind.	80½	81	81	82	81	79
1st mortgage	121	....	....	....	....	....
Clev. & Pittsburg guar	125½	125	125½	125	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	18½	18	18½	18½	18½	18½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	87	87½	89	90½	88½	88½
Reg. 7s, 1891	111	....	....	....	....	112½
Reg 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	97½	98½	99½	99½	97½	98½
1d mortgage 7s	101½	....	....	....	....	....
7s, Consol. 1907	122	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1d mortgage	....	....	....	....	....	....
3d mortgage	....	....	103	103	....	....
4th mortgage	105½	105½	106½	106½	106½	105½
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	125	....	....	....	124	....
Great Western 1st mort	....	....	....	....	....	....
1d mortgage	105x	105	105½	....	....	105
Hannibal & St. Joseph	41½	41	41½	41½	40½	39½
Preferred	88½	88	89	89	87½	87½
8s, Convertible	109½	109½	109½	....	....	....
Houston & Tex. Cent.	72	72	75	76	75	....
1st Mortgage	....	....	110½	110½	110½	....
Illinois Central	116½	117	119	119½	117½	117½
Lake Shore & Mich So.	114½	114½	115½	115½	114½	114½
Consol. 7s	....	....	....	127	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	120	....	....	....	....
Leh. & W.B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	169	167½	172	173½	173	171½
7s, Consolidated	....	....	118	118	....	....
Manhattan	36½	36½	38½	41½	40	38
Metropolitan Elevated	108	108	113	117½	116½	114
1st Mortgage	103½	103½	103½	104½	104	104
Michigan Central	107½	107½	108½	109½	108½	103
7s, 1902	....	....	....	....	....	129½
M. S. and N. I. 1st, S.F.	....	....	....	....	....	....
Morris and Essex	115½	....	116½	116½	116	117
1st mortgage	....	120	....	....	....	....
1d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	116	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	136	136½	136½	138½	137	136½
6s, Sinking fund, 1883	....	103½	103½	104	....	....
6s, Sinking fund, 1887	....	112	112½	112½	....	112½
1st mortgage	....	....	....	....	135	....
1st mortgage, reg.	....	133	....	....	....	....
N. Y. Elevated	119½	119	119	125	123	....
1st mortgage	116½	....	....	....	....	....
N. York and Harlem	....	....	....	....	102	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 10.

	Th.4	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
N.Y., Lake Erie & W.	43½	45½	44½	44	43½	43
Preferred	74½	74½	74½	74	73½	72½
2d Consolidated	96½	97½	97½	97½	96½	97½
New 2d 5s fund	91½	91½	....	92½	92½	91½
N. Y., N. Haven & Hart	....	....	....	....	....	....
North Missouri 1st M	....	....	....	121½	....	....
Northern Pacific	29	28	29	28½	29½	28½
Preferred	52	53	53	54	53½	52½
Ohio and Mississippi	35½	36	36½	36	36½	34½
Preferred	79½	79	78½	79½	79	77½
2d mortgage	....	....	....	....	....	119½
Consolidated 7s	....	....	....	....	118	117½
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	46½	47½	47½	47½	46½	46½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	....	108½	108½	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	200	....
Pullman Palace Car	....	....	....	....	128	....
Quicksilver Mining Co	....	....	13½	13½	13½	....
Preferred	50	50	....	....	....	....
St. Louis & San Fran.	40½	39½	....	41	....	40
Preferred	50½	51½	52½	53	53	51½
1st Preferred	77	80	80½	....	81	80½
St. L., Alton and T. H.	30½	30	32	36	36	....
Preferred	96	100½	....	108	108	108
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	97½	98	....
St. L., Iron Mt. & S. As	49½	49½	48½	49	47½	47½
1st mortgage	....	....	117	117½	....	....
2d mortgage	104½	104½	104½	104½	104½	104½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	92½	92½	93	93½	92½	93½
1st mortgage	....	114½	114	114½	114½	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	118½	....	119	....	119	118½
United States Express	53	....	54½	....	54½	54½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	106½	....	....	....
7s, Consolidated	105½	105	105	105½	104½	105½
St. Louis Division	108	....	....	....	....	....
Wabash, St. L. & Pac.	44½	42½	42½	42½	4	41½
Preferred	77½	78	77½	77½	76½	74½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	113½	114	....	113½	....	....
Western Pacific bonds	....	110½	....	....	....	111
Western Union Tel	97½	98	98½	98½	97½	98½
7s, S.F. conv., 1900	....	....	....	117½	118½	....

Boston Stock Exchange.

Closing Prices for the week ending Nov. 10.

	Th.4	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Atch., Top. and San. Fe	129½	129½	130	133½	133	131½
1st mortgage	....	....	....	119½	....	....
2d mortgage	....	....	....	130	....	....
Land Grant 7s	....	....	....	118	....	118
Boston and Albany	152½	....	152½	151½	155	154½
7s, reg.	....	....	....	....	....	....
Boston and Lowell	101	101	101½	101½	....	....
Boston and Maine	....	142½	....	....	....	....
Boston and Providence	....	....	....	....	141½	....
Boston, Hart. & Erie 7s	42½	41½	42½	42½	43½	43
Burl. & Mo. R. L. G. 7s	....	....	....	111	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	109½
6s, exempt	....	86½	....	86½	86½	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	147	147	151½	157	157½	155½
7s	....	....	....	....	125½	125½
Clin., Sand. and Clev.	18½	18½	18½	19½	19½	18½
Concord ($50)	....	....	....	....	92	....
Connecticut River	....	....	....	....	....	....
Eastern	33	33	33	....	34½	....
New 4½ Bonds	....	....	....	59½	99	99
Fitchburg	....	....	....	....	....	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	40½	40½	40½	41½	42½	....
7s	....	111½	....	112	112	....
Northern, N. H.	....	106	106	....	....	107
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	22	22	22½	23	23	....
Preferred	....	....	....	....	....	....
Old Colony	123½	123½	....	....	....	123
Ph., Wil. & Balt. ($50)	71½	71½	71½	71½	71½	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	114	....	....	114½	....	....
Pullman Palace Car	122	122	122	122	123	123
Union Pacific	92½	92½	93	93½	94½	93
8s	112	112	....	111½	112	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	117½	....	117½	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester an l Nashua	57	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	68	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	240	240	....	....	238	....
Quincy	32	32	34	34½	34½	32½

New York Stock Exchange.

Closing Prices for the week ending Nov. 10.

	Th.4.	F.5.	Sat.6	M.8.	Tu.9	W.10.
Federal Stocks:—						
U. S. 4s, 1907, reg.	110	109½	109½	109½	110	....
U. S. 4s, 1907, coup.	110	....	....	109½	....	110½
U. S. 4½s, 1891, reg.	....	....	....	109½	....	....
U. S. 4½s, 1891, coup.	....	....	....	....	....	111½
U. S. 5s, 1881, reg.	....	....	101½	....	....	....
U. S. 5s, 1881, coup.	101½	....	101½	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	104½
U. S. 6s, 1881, coup.	104½	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	99	....	99½	99½	99½	....
Dt. of Col. 3-65s, coup.	99½	....	....	....	....	....

London Stock Exchange.

	Closing Prices Oct. 22	Oct. 29
Atlantic & Gt. W. 1st mort. Certs.	— — —	— — —
Do. 2d mort., Certs.	— — —	— — —
Do. 3d mort., Certs.	— — —	— — —
Baltimore and Ohio (sterling)	114 — 116	115 — 117
Central of New Jersey $100 shares	75 — 78	77 — 80
Do. Cons. Mort. Oct. '79 coupon	111 — 112	112 — 113
Do. Adjustment bonds	109 — 111	110 — 112
Do. Income bonds	85 — 88	88 — 92
Det., Gd. Haven & Mil. Equip. bds.	112 — 114	112 — 114
Do. Con. M. 5 p.c. till '84 after 6 p.c	105 — 107	106 — 108
Erie shares $100 Recon. Ass. $6 pd.	44½ — 46½	46 — 48½
Do Pref. Shares, R. T. Ass. $3 pd	75 — 77	77 — 78
Do. 1st Con. M. ex-Certs. 6 Cou.	125 — 127	127 — 129
Illinois Central $100 shares	117 — 119	121 — 122
Lehigh Valley Consol. mortgage	116 — 119	117 — 120
N. Y. Cent. & Hud. Riv. Mt. bonds	133 — 135	135 — 137
Do. $100 shares	138 — 140	141 — 143
Do. Mort. bonds (ex. Certs.	120 — 122	120 — 122
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds	123 — 125	125 — 127
Do. do. 2d do.	90 — 92	94 — 96
Do. 2d Consol. Mort. bonds	98 — 98	99 — 101
Do. Gold Income Bonds	83 — 88	85 — 88
Pennsylvania, $50 shares	61 — 62	62 — 63
Do. Con. Sink. Fund Mort.	118 — 122	119 — 122
Philadelphia & Reading $50 shares	19 — 20	21½ — 22½
General Consol. Mortgage	111 — 113	112 — 114
Do. Improvement Mortgage	96 — 98	97 — 99
Do. Gen. Mort. '74, ex-defend. cou.	81 — 83	84 — 86
Do. Scrip for the 6 def. coupons	80 — 90	86 — 90
Pittsbg, Ft. W. & Chic. Equip. bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	113 — 115	113 — 115
Do 1st pref. stock	67 — 71	69 — 71
Union Pacific Land Grant 1st mort.	115 — 117	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, November 11, 1880.

The rate for call loans at the Stock Exchange during the day has been from 4@6 per cent., chiefly 5 per cent, while as high as 6 per cent has been paid; but a small part of the loans to-day were made as low as 4 per cent. At the close, loans on stock were offered down to 2 per cent.

The posted rates of the prime drawers of sterling are 4.81½@4.83½. The actual rates are 4.80½@4.81 and 4.82½@4.83. Cable transfers are 4.83@4½. Prime commercial bills are 4.79¼@¾.

Up to noon to-day none of the United States 6s which mature Dec. 31st next had been offered to the United States Assistant Treasurer here for the sinking fund at any price, so that the amount of bonds bought by the Treasury since November 1st is only $13,000, at 102¾.

The following circular relative to the payment of United States 6 per cent bonds, issued under the act of Feb. 8, 1861, and known as "6s of 1880," was issued by the Secretary of the Treasury on the 10th inst.:

Notice is hereby given to the holders of United States 6 per cent bonds issued under the act of February 8, 1861, and commonly known as the "6s of 1880," that said bonds, with the accrued interest thereon, will be paid at this department Dec. 31, 1880, and that the interest on said bonds will cease on that day. These bonds which are in denominations of $1 000, with coupons, and $1,000, $5,000, and $10,000, registered, bear the inscription "Loan of 1861," but should not be confounded with the bonds known as "6s of 1881,"

issued under the acts of July 17 and Aug. 5, 1861, and March 3, 1863. Holders of these 6s of 1880 are advised that if the bonds are received at this department within a sufficient time prior to their maturity to admit of the necessary examination payment therefor can be made more promptly at maturity. The department will receive the bonds at any time, and hold them for that purpose, redeeming them in the order of the,r receipt. All bonds forwarded for redemption should be addressed to the "Secretary of the Treasury, Loan Division, Washington, D. C.," and all registered bonds should be assigned to the "Secretary of the Treasury for redemption." Where parties desire checks in payment for registered bonds, drawn to the order of any one but the payee, they should assign them to the "Secretary of the Treasury for redemption for account of [here insert the name of the person or persons to whose order the check should be made payable]" The bonds of this loan (6s of 1880) will also be purchased meanwhile in the usual manner, at the office of the Assistant Treasurer of the United States at New York, each Wednesday, in such amounts as the surplus revenues will permit, provided they can be procured upon satisfactory terms.

The Governing Committee of the New York Stock Exchange have admitted to dealings at the Board the following securities:

Atchison, Topeka and Santa Fe Railroad Company. Capital stock $25,000,000, divided into 250,000 shares of $100 each (244,036 shares issued). Road expands from Atchison, Kan., to boundary of the State, single track, 470.58 miles, also operating a number of short branch roads, making the aggregate mileage of road controlled 885.14 miles. It also operates and controls in the State of Colorado the Pueblo and Arkansas Valley Railroad 148.72 miles; from a junction with the above at La Junta, southwesterly to the southern boundary of Colorado, 96.37 miles. There is also completed from Pueblo westward to the Canon City Coal mines about 40 miles, making a total completed in Colorado of 285.09, miles and in the Territory of New Mexico, the New Mexico and Southern Pacific Railroad, from the eastern boundary of the Territory to San Marcial, with a branch to the city of Santa Fe, 374 miles, making a total mileage of 1,544.23 miles.

International and Great Northern Railroad Company. First mortgage six per cent gold bonds; additional issue of $400,000, in bonds of $1,000 each, for forty miles of road completed since February, 1880.

Chicago, Milwaukee and St. Paul Railway Company. Bonds of the Hastings and Dakota Division; additional issue of $525,000, in bonds of $1000 each, for thirty-five miles of road completed since May last.

New York and Texas Land Company, Limited, 30,000 shares ($50 each) of capital stock, $1,500,000, and $6,000,000 of Land scrip, which is receivable by the company in payment of 75 per cent of the price for the company's land. The property of the company consists of about 5,000,000 acres of land in the State of Texas. The stock of the company is now all owned by the company. Holders of second mortgage and convertible bonds of the International, and the Houston and Great Northern Railroad Companies, and Purchasing Committee certificates, are entitled to receive for each $1,000 of said bonds, with unpaid coupons, or certificates, six shares of $50 each ($300), stock of the New York and Texas Land Company, Limited, and $1,200 Land scrip.

The closing quotations on Thursday were: Adams Express, 119@120; American Express, 63@64; American Union Telegraph, 60@61; Am. Dist. Tel., 75@76; Atlantic and Pacific Telegraph, 40@41; Canada Southern, 66⅛@68; Central of New Jersey 77¼@77⅜; Central Pacific, 85¼@85¾; Chicago and Northwestern, 113⅛@113¾; do. pref., 137@137¼; Chicago, Burlington and Quincy, 137@148; Chicago and Alton, 137¼@137½; Chicago, Milwaukee and St. Paul, 103⅜@103⅛; do. pref., 117⅛@117¾; Chicago, Rock Island and Pacific, 120@120¾; Chicago, St. Louis, and New Orleans, 39@40; Cleveland, Columbus, Cincinnati and Indianapolis, 79¼@80¼; Columbus, Chicago and Indiana Central 19⅜@19¾; Delaware and Hudson Canal, 89@89¾; Delaware, Lackawanna and Western, 98⅛@98¼; Hannibal and St. Joseph 40@40⅜; do. pref., 87⅞@88¼; Illinois Central, 118@119; Lake Erie and Western, 32⅜@32½; Lake Shore and Michigan Southern, 114⅜@114½; Louisville and Nashville, 172¾@173; Morris and Essex, 116@116¾; Manhattan Elevated, 37¾@38¼; Metropolitan Elevated, 114@115; Michigan Central, 108½@105⅝; New York Elevated, 120@123; New York Central and Hudson River, 137@137⅛; New York, Lake Erie and Western, 43@43⅛; New York, Ontario and Western, 25⅞@26⅛; Northern Pacific, 29@29½; do. pref., 52¾@53¼; Ohio and Miss., 35¾@35⅜; do. pref., 78@79; Pacific Mail, 47¾@48; Philadelphia and Reading, 51⅞@52; St. Louis San Francisco, 39@40; do. pref., 61½@52; do. 1st pref., 81@82; St. Louis, Iron Mountain and Southern, 48@48¼; St. Louis, Alton and Terre Haute, 33@35; do. pref., —@108½; Union Pacific, 94⅞@95; United States Express, 51@52; Wells Fargo Express, 113@114; Western Union Telegraph, 98¼@98⅜; Wabash, St. Louis and Pacific, 41⅝@41⅞; do. pref., 75⅝@75¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, ass., 115½; Boston and New York Air Line, 46; Buffalo, New York and Erie 1st, 1916, 123; Boston, Hartford and Erie 1st, 43⅞; Chicago, St. Louis and New Orleans, 39¼; Chesapeake and Ohio 1st pref., 27; do. 2d pref., 20½; do. cur. int., 41; do. 1st, Series B, 71¼; Chicago, St. Paul, Minn. and Omaha, 43½; do. pref., 83½; do. consol., 103½; Central Iowa, 34½; do. pref., 76¾; do. deben. certif., 88; Chicago and Eastern Ills. inc., 95; do. 1st, 104½; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass., sup., 96½; do. inc., 46¼; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 104¾; do. La. C. and Dav. div., 94½; do. C. and P. div., 106¾; do. I. and D. div., 120; Chicago, St. Paul and Minn. L. G. inc., 115½; Cairo and Fulton 1st, 111¼; Cedar Falls and Minnesota 1st, 111½; Cleveland and Toledo S. F., 111; Dubuque and Sioux City, 75; Denver and Rio Grande, 78½; do. 1st, 108⅜; do. consol. 104; Denver, South Park and Pacific 1st, 105¼; East Tenn., Va. and Ga. 1st, 114; Galveston, Houston and Henderson 1st, 67; Galveston, Harrisburg and San Antonio 1st, 101; Houston and Gt. Northern 2d, pur. com. rec., 37; Indianapolis, Decatur and Springfield 1st, 103¾; Iowa Midland 8s, 122; Ind., Bloom. and Western inc., 58; do. 1st, 79¼; do. 2d, 68; International and Gt. Northern, 44; do. 1st, 105; do. 2d inc., 88; Kansas Pacific, 1st consol., 97; do. 6s, Denver Div. ass., with coup. certif., 110⅜; do. 6s, 1896, with coupon certif., 122½; do. ex-coupon, 102½; Louisville and Nashville Gen'l mort., 6s, 105½; do. N. O. and Mobile 1st, 102¼; Laf., Bloom. and Muncie inc., 69; Lake Erie and Western, 32½; do. inc., 78; do. 1st, 106; Lehigh and Wilkesbarre consol. ass., 101¼; do. income, 78; Louisiana and Missouri River 1st, 115; Mobile and Ohio, 22¼; do. 1st deben., 85; do. 2d deben., 55; do. 3d deben., 41; do. 1st mort., 106½; Missouri, Kansas and Texas, 37¾; do. consol. ass., 111; do. 2d, 67½; Marietta and Cincinnati 1st pref., 7; do. 2d pref., 4¼; Memphis and Charleston, 40¼; Mississippi Bridge 1st, 105½; Metropolitan Elevated 2d, 95; Michigan Central 8s, 107; Manhattan Beach 7s, 96; Nashville, Chattanooga and St. Louis, 60; New York, Ontario and Western, 26; New York Central R. E. 7s, 104½; Ohio Central, 25⅝; do. 1st, 100; do. inc., 57; Oregon Railway and Nav., 125; do. 1st, 106½; Ohio and Mississippi 1st, Springfield div., 113; Peoria, Decatur and Evansville, 26½; do. inc., 73; do. 1st, 104; Pittsburg, Titusville and Buffalo, 84; Quincy and Toledo 1st, 108; Rome, Watertown and Ogdensburg, 1st consol., 73; St. Paul and Sioux City 1st, 107; St. Louis and Iron Mt. 1st pref. inc., 89; do. 2d pref. inc., 73; Southern Pacific of California, 1st, 100¾; South Pacific 1st, 105; St. Louis and San Francisco 2d, class B, 82½; do. C, 80; do. A, 95; do. Equip., 104; St. Louis, Kansas City and Northern R. E. 7s, 1895, 109½; do. Omaha div., 112; St. Paul, Minn. and Man., 1st, 112; Texas and Pacific, 35; do. inc. L. G., 71; do. Rio Grande div., 92½; Union Pacific, Col. Trust, 107; Wabash 6s, Gen'l mort., 96⅝; Arkansas 7s, R. R., 8; Alabama, Class A, 69; do. C, 79¼; Louisiana 7s, consol., 50½; Missouri 6s, 1886@1887, 108½; North Carolina 6s, S. T., 2d and 3d class, 4; do. 6s, issued to C. R. R., 3⅞; Tennessee 6s, new, 45; do. old, 48½; South Carolina 6s, non-fund., 4½; Virginia 6s, consol. ex-mat. coupon, 64; do. 6s, def., 14¾; Am. Dist. Tel., 76½; American Union Tel., 60¼; Sutro Tunnel, 1; Colorado Coal and Iron, 25; do. 1st, 80; Maryland Coal, 19½; New Central Coal, 27; Pennsylvania Coal, 212½; Central Mining, 9; Deadwood, 12; Excelsior, 7⅜; Elk Lick, 86; Homestake, 81½; Little Pittsburg, 2½; Ontario, 32; Standard, 20½; Starmont, 4¼.

Philadelphia.—Am. S. S. Co., 29⅜; do. 6s, 107; Connecting R. R. 6s, 114; Central Transp., 48; Delaware Division Canal, 86½; Elmira and Williamsport 6s, 110; Erie and Western Transp. 6s, 102¼; Huntingdon and Broad Top Mt. consol. 7s, 72½; Oil Creek 1st mort., 100; Philadelphia and Reading scrip, 63; do. Income 7s, 67; Pennsylvania and New York Canal 7s, 120½; Pennsylvania Canal 6s, 90; Pennsylvania Co. 6s, 106¼; Philadelphia, Germantown and Norristown, 105; Pittsburg Av. 7s, 103½; Pennsylvania Car Trust, Series E, 101½; Schuylkill Nav. 7s, B. L., 70; do. 6s, B. L., 60; Steubenville and Indiana 6s, F. & A., 105½; Texas and Pacific, 30; do. 1st, 106½; do. consol. mort, 6s, 99½; Union and Titusville 7s, 88½. The latest quotations are: City 6s, 110@115; do. free of tax, 127@—; do. 4s, new, 105@107; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106⅛@106¾; do. 5s, new loan, 115@115¼; do. 4s, new, 107@111; Philadelphia and Reading, 25⅝@25¾; do. consol. mort. 7s, coup. 125@126; do. reg., 125@126; do. mort. 6s, 110@—; do. 7s, 1893, 118@—; do. 7s, new conv., 47@50; United New Jersey R. R. and Canal, 182@183½; Pittsburg,

Titusville and Buffalo R. R., 16⅛@16⅞; do. 7s, 83@83½; Camden and Amboy mort. 6s, 1889, 113@116; Pennsylvania R. R., 60⅜@60½; do. 1st mort., 101¾@102⅛; do. gen'l mort., coupon, 121¾@122¼; do. reg., 122⅜@123⅛; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 49⅞@50⅛; Morris Canal, 60@61; do. pref., 162@163½; Schuylkill Nav., pref., 10½@10¾; do. 6s, 1882, 78@74; do. 1872, 103¾@104¼; Elmira and Williamsport pref., 52@55; do. 6s, 109¼@109¾; do. 5s, 82@90; Lehigh Coal and Navigation, 34⅜@34⅞; do. 6s, 1884, 108¼@108¾; do. R. R. loan, 115⅜@115⅝; do. Gold Loan, 108⅜@108⅝; do. consol. 7s, 108⅞@109⅛; Northern Pacific, 29¼@29⅜; do. pref., 53¼@53½; North Pennsylvania, 53@54; do. 6s, 107¾@108¼; do. 7s, 118@120; do. Gen'l mort. 7s, reg., 115@—; Philadelphia and Erie, 16½@16⅞; do. 6s, 101¼@102¼; do. 7s, 114¾@115¼; Minehill, 56⅛@56¾; Catawissa, 10¾@11¼; do. pref., 44@46; do. new pref., 48¼@48¾; do. 7s, 1900, 114@116¼; Lehigh Valley 54⅞@55; do. 6s, coupon, 119⅛@121¼; do. reg., 120@—; do. 2d mort. 7s, 130@130½; do. consol. mort., 116@117; Fifth and Sixth streets (horse), 121@—; Second and Third, 110@112; Thirteenth and Fifteenth, —@75; Spruce and Pine, 55½@57; Green and Coates, 100@103; Chestnut and Walnut, 80@81; Hestonville, 19½@—; Germantown, 72½@73; Union, 108@115; Lombard and South, 12@18; West Philadelphia, 75@—; People's, 16⅜@16⅝; Continental, 95@99½.

Baltimore.—Baltimore and Ohio 2d pref., 115; Baltimore and Cantonville 6s, 105; Baltimore City 6s, 1900, 121¾; do. 6s, 1890, 116½; do. 6s, 1886, new, 110; do. 5s, 1894, 114½; do. 5s, 1916, 115½; Central Ohio pref., 52½; Chesapeake and Ohio Canal 6s, 83; Maryland Defense 6s, 109; People's Pass. R. R. bonds, 104; Parkersburg Branch, 7½; Virginia 10 40 coupons, 98⅛; Virginia and Tennessee 2d mort. 6s, 103¼; Wilmington, Columbia and Augusta 6s, 105. The latest quotations are: Central Ohio, 1st, 110½@111; Baltimore and Ohio, 167@—; do. 6s, 1885 107@108; Northern Central, 89⅜@89½; do. 6s, 1900, 114@115; do. 6s, 1904, gold, 109@110; do. 5s, 1926, 91@92; Marietta and Cincinnati 1st mort. Sterling, —@115; do. 1st mort., 1892, 114¾@115¼; do. 2d mort. 7s, 81½@82½; do 3d mort. 8s, 41½@42½; Pittsburg and Connellsville 7s, 116@—; Orange and Alexandria 4th, 53@56; do. 3d, 95@95½; Orange, Alex. and Manassas 7s, 94@95¼; Virginia consol. 6s, 66⅝@67; Virginia Consols coupons, 91¾@92; Virginia 10-40 bonds, 43¼@43⅜; Virginia 10-40 coupons, 96⅜@96½; City 6s, 1900, 121¾@122; do. 6s, 1886, new, 110@110½; do. 6s, 1890, 116¼@—; do. 6s, exempt, 119@121; do. 5s, 1894, 114@114½; do. 5s, 1916, 115½@—; do. 5s, 1900, —@115¼; Wilmington, Columbia and Augusta @—; do. 8s, 118@—; Richmond and Danville R. R., 81½@—; Western Maryland 2d pref., 106@110; do. 1st, 110@111½; do. Washington Co. guar., 110@—; Union Canal, indorsed by Canton 6s, 104¼@105; Virginia and Tennessee 6s, 103¼ Co., 115½@116; Chesapeake and Ohio Canal 6s, 74½@80; Charlotte, Columbia and Augusta 1st, 107@108½; do. 2d, 95½@97; George's Creek Coal, 91½@95.

Boston.—Atchison, Topeka and Santa Fe 7s, Dutch Stamp, 117½; do. 5s, 1909, 100; Boston and Albany 7s, 1892, 125½; Boston and Lowell 5s, 1894, 104⅝; Boston and Maine 7s, 1893, 124⅝; Boston, Clinton and Fitchburg, 18; Boston Land, 6; Boston Water Power, 9⅜; Burlington and Missouri River in Nebraska 6s, non-exempt, 103¼; Boston, Revere Beach and Lynn, 102; Berkshire R. R., 105; Connotton Valley 7s, 1908, 84½; Connotton Northern 7s, 1908, 79; Cape Cod 7s, 1881, 102; Chicago, Milwaukee and St. Paul, Wisconsin Valley div., 101¾; do. 7s, 101½; do. Dubuque div., 7s, 104; Chicago and West Michigan, 73; Central of Iowa 2d pref., 51; Cincinnati, Sandusky and Cleveland pref., 46; do. 7s, 1890, 102½; Cincinnati, Indianapolis, St. Louis and Chicago, 90; Chicago, Clinton, Dubuque and Minnesota, 83; Connecticut and Passumpsic Rivers R. R., 72; Cedar Rapids and Missouri River R. R., 140; Chicago and Michigan Lake Shore 8s, 1889, 115; Detroit, Lansing and Northern 7s, 114½; Flint and Pere Marquette, 21; do. pref., 73; Florence, El Dorado and Walnut Valley 7s, 107¼; Fitchburg 5s, 1889, 106⅜; Grand River Valley 8s, 1886, 112½; Ionia and Lansing 8s, 1889, 112½; Jackson, Lansing and Saginaw 8s, 1885, white, 111⅛; do. green, guar., 115⅞; Kansas City, Lawrence and Southern, 4s, 86⅝; Kansas City, Fort Scott and Gulf, 57; do. pref., 115; do. 7s, 108; Kansas City, St. Joseph and Council Bluffs 7s, 114¾; Little Rock and Ft. Smith, 59½; do. 7s, 105¾; Louisiana and Missouri River, 11; Marquette, Houghton and Ontonagon pref., 44; Maine Central, 83; New Mexico and Southern Pacific 7s, 118⅜; Omaha and Southwestern 8s, 1896, 124½; Ogdensburg and Lake Champlain consol. 6s, 1920, 90; Portsmouth, Gt. Falls and Conway 4½s, 89⅞; Philadelphia Wilmington and Baltimore 5s, 104⅞; Rutland, 53⅜; do. pref., 27; do. 6s, 1902, 98½; Republican Valley 6s, E. D., 103⅜; do. W. D, 104; Summit Branch, 17¾; Southern Kansas and Western, 68; St. Louis and Saginaw Valley 8s, 1902, guar., 116; Vermont Central 8s, 1891, guar., 60⅞; Wichita and Southwestern, 61½; Wisconsin Central, 18¼; do. pref., 29; do. 2d series, 41½; Wichita and Southwestern 7s, 108¾; Aztec Mining Co., 1½; Allouez, 2⅞; Atlantic, 17½; Brunswick Antimony, 15; Blue Hill, 3⅛; Catalpa, 2; Copper Falls, 15⅜; Duncan, 4½; Douglass, 2½; Empire 35c.; Franklin, 15¾; Huron, 6; Harshaw, 8⅛; National, 2¼; Osceola, 37; Pewabic, 23; Phœnix, 2¼; Ridge, 6⅛; Sullivan, 6; Silver Islet, 38.

A dispatch from Portland, Oregon, via San Francisco, November 6, says: "Col. J. Richardson, one of the leading spirits of the Utah Northern Railroad, was in the city this week, and he brings information, which may be accepted as authentic, that Jay Gould and associates of the Union Pacific Railroad have raised all the necessary funds and completed all the arrangements for building a standard gauge railroad from Ogden to Boise City, Idaho Territory, a distance of about 250 miles. The narrow-gauge road already built from Ogden to a point 40 miles north, will be utilized by laying a third rail. The railroad will be completed within eight months. The Grande Ronde branch of the Oregon Railway and Navigation lines to Baker City, Oregon, will be completed about the same time, and there will then remain only 100 miles to complete another transcontinental railway.

Pennsylvania Railroad Dividends.

The Pennsylvania Railroad Company paid 6 per cent interest on all installments of subscriptions to its capital stock up to October 30, 1855, and since that date has declared and paid the following dividends:

	Per cent.
1856—May, 4 per cent; Nov., 4 per cent...	8
1857—May, 4 per cent; Nov., passed.....	4
1858—May, 3 per cent; Nov., 3 per cent...	6
1859—May, 3 per cent; Nov., 3 per cent..	6
1860—May, 3 per cent; Nov., 3 per cent..	6
1861—May, 3 per cent; Nov., 3 per cent..	6
1862—May, 4 per cent; Nov., 4 per cent..	8
1863—May, 4 per cent; Nov., 5 per cent..	9
1864—Feb., 30 p. ct. in stock; May, 5 p. ct. in cash; Nov., 5 per cent. in cash 10 per cent stock subscription privilege at par, making total pure dividend of.....	40
1865—May, 5 per cent; Nov., 5 per cent...	10
1866—May, 5 per cent; Nov., 4 per cent..	9
1867—May, 5 per cent in stock and 3 per cent in cash; Nov., 3 per cent in cash	11
1868—May, 5 per cent in stock and 8 per cent in cash; Nov., 5 cent in cash.....	13
1869—May, 5 per cent; Nov., 5 per cent..	10
1870—May, 5 per cent; Nov., 5 per cent...	10
1871—May, 5 per cent; Nov., 5 per cent...	10
1872—May, 5 per cent; Nov., 5 per cent...	10
1873—May, 5 per cent in cash; Nov., 5 per cent in scrip	10
1874—May, 5 per cent; Nov., 5 per cent...	10
1875—May, 4 per cent; Aug., 2 per cent; Nov. 2 per cent....	8
1876—Feb., 2 per cent; May, 2 per cent; Aug., 2 per cent; Nov., 2 per cent.....	8
1877—Feb, 2 per cent; May, 1½ per cent	3½
1878—Nov., 2 per cent	2
1879—May, 2 per cent; Nov., 2½ per cent	4½
1880—May, 3 per cent; Nov., 3 per cent in cash, 1 per cent in scrip.....	7
Making a total of.....	229
To this should be added the bonus received by stockholders on stock received at par in payment of dividends and in privileged subscriptions	32½
A grand total of.....	261½

It will be seen by reference to the above statement that the company never passed a dividend previous to 1877, except in November, 1857. In August, 1877, the dividend was passed in consequence of the loss of property and revenue by the great riots of that year, and there were no declarations of dividends from that date up to November, 1878. Up to May, 1875, the dividends were half-yearly, but in August of that year they were made quarterly, and so continued up to the suspension in August, 1877. Since then the company has returned to the half-yearly system.

The capital stock of the new Parallel Railroad of Connecticut, $5,000,000, it is claimed has all been subscribed for by New York and Connecticut parties. The following are the directors of the company: Sheldon Collins, Walter Webb, Charles D. Ingersoll, and C. V. Sidell, of New York City; W. W. Douglass, of Providence; William T. Minor, of Stamford; H. R. Parrott and A. L. Winton, of Bridgeport; S. E. Olmstead, George R. Cowles and Edward K. Lockwood, of Norwalk, and Thomas C. Ingersoll, of New Haven.

The Citizens' National Bank, the new bank recently organized at Cincinnati, with a capital of $1,000,000, opened for business last week.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 1
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'80 4
Bos., Clin., F. & N. Bed.100	1,237,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	July 80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov.'80 4
Boston and Providence.100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 2
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3, 8
" " pref. 50	838,311	quarterly	Apl.'80 3½a
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'79 ½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref..... 50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,350,400	F.M.A.N	Nov.'80 1
" " pref.100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J & J.	July '80 3
" pref.... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	880,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,085,400	M. & S.	Sept. 80 3½
" " pref.100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	81,004,456	M. & S.	Sept '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	April '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	June'80 3
" " pref.100	21,625,353	quarterly	Sept. '80 1½
Chicago, R. I. & Pacific.100	30,000,000	quarterly	Nov.'80 1½
Clin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,957,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Aug. '80 2
Connecticut River.....100	2,100,000	J. & J.	July '80 4
Cumberland Valley 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk .. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*.....50	1,230,950	J. & J.	July '80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,503,350	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania* 50	1,300,200	J. & J.	July 80 3
East Mahanoy *..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,860	J. & D.	June'80 2½
Bel River.....100	3,000,000	— & —	Sept.'80 1
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Gannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	20,000,000	M. & S	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Sept.'80 1
Iowa Railroad Land Co 100	7,640,000	quarterly	Nov. 80 1½
Ia. So. & Mo. Northern. 25	000,300	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May '80 1½
Kentucky Central 1 0	4,500,000	J. & D.	June'78 3
" pref.100	800,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,460,600	F. & A	Aug.'80 4
" " (guar.).100	533,500	F. & A.	Aug.'80 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,565	quarterly	Oct. '80 1
" " pref. 50	106,300	quarterly	Oct. '80 2½
Little Miami*..... 50	5,871,450	quarterly	Sept. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July 80 2½
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '76 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738 204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific.....1 0	2,416,000	quarterly	Oct. '80 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J & J	July '80 2½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800,000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	5,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 1½
N. Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	3,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,101,700	.....	.....
" " pref.100	8,149,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov.'80 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5 842,000	A. & O.	April '76 3
Northern N. Hampsh... 100	3,068,400	J. & D.	June'80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,080,000	J. & D.	Mar. '75 3½
Old Colony.....100	6.733,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4.455 0.0	quarterly	Nov.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug.'80 1½
Panama.....100	7 000,000	quarterly	Sept.'80 2
Paterson and Hudson*.100	682,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Oct. '80 1½
" Special Imp..100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab....100	1,008,600	J. & J.	July '79 2
Roch. & Genesse Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½a
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	189,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*..100	438,800	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	443,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,600,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*....100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....100	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref...100	2,200 shs	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N.Y.)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 2½
Cambridge.....100	875,000	J.A. J.O.	Oct. '80 4½
Cen. Park, N & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl.*00	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	400,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.).....25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	902,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'86 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat. 50	10,348,550	J.S D.M.	Sept. '76 1½
Monongahela Navigat.. 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '75 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Sept.'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3.000 000	J. & D.	Dec. '9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,336,600	.....	.....
" pref.....100	5,698,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Mohegona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Oct. 80 2
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 5
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car....100	5,990.200	F.M.A.N	Nov.'80 2
Quicksilver, common..100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & L. F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express....100	7,000,000	F.M.A.N	Nov.'80 2
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 30, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	211 912	6,410,001	7,389.514
Schuylkill Canal	20,816	440,332	815,148
Lehigh Valley	109,820	4,086,551	3,913,130
Del., Lack. & Western.	86,364	2,865,559	3,143,308
Shamokin Valley	32,017	750,647	756.255
Central New Jersey..	131,249	3,099,309	3,368,286
United New R. R. of Jersey	29,351	930,833	747,198
Pennsylvania Coal ..	23,918	908,587	1,187,591
Delaware and Hudson	80,300	2,446,043	2,808,194
Huntingdon & Broad Top Mt.....	9,934	360,486	263,104
Penn. and New York.	33,220	1,013,895	1,091,480
Clearfield, Pa.....	38,582	1,890,930	1,330,728

The total tonnage of anthracite coal from all the regions for the week ending October 30, as reported by the several carrying companies, amounted to 641,789 tons, against 577,060 tons in the corresponding week last year, an increase of 64,729 tons. The total amount of anthracite mined for the year is 19,183,119 tons, against 21,811,807 tons for the same period last year, a decrease of 2,628,688 tons. The quantity of bituminous coal sent to market for the week amounted to 100,880 tons against 99,304 tons in corresponding week last year, an increase of 1,496 tons. The total amount of bituminous mined for the year is 8,637,714 tons against 2,885,263 tons for the corresponding period last year, an increase of 752,451 tons. The total tonnage all kinds of coal for the week is 742,619 tons, against 676,394 tons in corresponding week last year, an increase of 66,225 tons, and the total tonnage for the coal year is 22,820,838 tons against 24,697,070 tons to same date last year, a decrease of 1,876,237 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of October was 144,925 tons, of which 112,585 tons were coal and 32,340 tons coke. The total tonnage for the year thus far has been 5,727,601 tons of which 4,816,600 tons were coal and 1,411,001 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Oct. 30 were 49,610 tons, and for the year 1,771,006 tons—an increase of 519,165 tons as compared with the corresponding period of last year. The coal was carried as follows : Baltimore and Ohio Railroad —week 22,503 tons, year, 1,053,341 tons ; an increase over 1879, 318,000 tons. Chesapeake and Ohio Canal—week, 21 084 tons ; year 529,649 tons ; increase over 1879, 143,687 tons. Pennsylvania Railroad—week 6,025 tons ; year, 188,016 tons ; increase over 1879, 57,479 tons. The Reading Railroad for the week ending November 6, carried 132,700 tons of coal, of which 10,800 tons were sent to Elizabethport and 11,000 tons shipped from there, and 34,400 tons sent to Port Richmond and 34,500 tons shipped from there.—Phil. Ledger, Nov. 8.

The North Atlantic City Railroad Company has been incorporated and chartered, and the $2,000 per mile required by the law of New Jersey deposited with the State Treasurer. The road will run north from the Inlet at Atlantic City three miles to North Atlantic City. The directors are George W. Stever, William Smedley, Isaac A. Braddock, E. Z. Collings, John S. Doughty, David Headley and Henry Fowler. The officers are: President, Wm. Smedley, of Byrn Mawr ; Secretary, David Headley, of Philadelphia ; Treasurer, Isaac A. Braddock, of Haddonfield.

It is said that the Dominion Government has changed the terminus of the Thunder Bay branch of the Canada Pacific Railway from Fort William to Prince Arthur's Landing.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of October, were :

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$1,037,831	$893,150
" cotton .	867,690	1,069,600
" silk	2,138,109	1,880,877
" flax	795,043	792 833
Miscellaneous dry goods.	554,481	617,491
Total	$5,393,154	$5,162,851

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$468,289	$854,696
" cotton..	121,454	234 696
" silk.....	296,112	510,562
" flax	292,580	382,382
Miscellaneous dry goods.	157,166	206,560
Total	$1,335,601	$2,188,896
Add entered for consump.	5,393,154	5,162,851
Thrown upon market...	$6,728,755	$7,351,747

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool ..	$485,669	$611,678
" cotton .	183,060	202,578
" silk	385,276	512,766
" flax	287,813	371,702
Miscellaneous dry goods	141,754	268,415
Total	$1,483,572	$1,967,134
Add entered for consump	5,393,154	5,162,851
Total entered at the port.	$6,876,726	$7,129,985

The imports of dry goods at New York for ten months from January 1, were :

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool..	$13,108,140	$17,234 559
" cotton...	13,590 413	19,107,103
" silk	21,659,863	26,304,272
" flax.....	9,430,046	11,549,538
Miscellaneous dry goods	5,362,164	7,397,425
Total	$63,150,626	$81,592,897

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$5,271,677	$6,962,627
" cotton ..	2,399,658	3,477,000
" silk	3,486,066	5,193.796
" flax	2 812,131	3,855,083
Miscellaneous dry goods.	1,447,213	1,696,466
Total withdrawn from warehouse	$15,416,775	$21,184,912
Add entered for consump.	63,150,626	81,592,897
Total thrown on the market	$78,567,401	$102,777,809

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$5,318,944	$9,200.602
" cotton .	2,480,757	3.916,509
" silk	3,797,216	5,735,302
" flax....	2,894,378	5,362,395
Miscellaneous dry goods	1,886,542	1,123 049
Total entered warehouse.	$15,872,832	$26,337,857
Add entered for consump.	63,150,626	81,592,897
Total entered at port....	$79,023,458	$107,930,754

In regard to the payment of lost Government bonds, Judge Lawrence, First Comptroller of the Treasury, has rendered a decision holding that when a Government bond payable " to bearer " has been lost, the Government may, after a sufficient time, make payment thereof on clear proof of the ownership and upon the execution of a proper bond of indemnity.

The Pittsburg, Cincinnati and St. Louis Railway will receive, until Nov. 20th, proposals from contractors for the excavation of a tunnel near Gould's Station on the line of the r ad, seven miles west of Steubenville, Ohio. The tunnel is to be 3,300 feet long and the contract is to include the partial timbering of the tunnel and the excavation of its approaches. Proposals or letters of inquiry should be sent to Chief Engineer M. J. Becker, Columbus, Ohio.

The Dakota extension of the Chicago and Northwestern Railway has been completed to Fort Pierre, on the Missouri River, 750 miles west of Chicago. The company has built about 320 miles of road in Dakota Territory during the year. The company is also building 276 miles of new road in Iowa, 129 miles in Wisconsin and 44 miles in Michigan. It purchased the Toledo and Northwestern Railroad, two miles long, and has added 274 miles of new track to it.

The Pittsburg and Chicago Railroad Co., in which General James Negley, of Pittsburg, and Delos E. Culver, of New York, are the prime movers, is making active preparations to build extensions into the rich ore fields of Lawrence county.

Roswell P. Flower has been elected President and James W. Hyatt Vice-President of the Danbury and Norwalk Railroad Company.

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TREASURER'S DEPARTMENT.

PHILADELPHIA, November 1, 1880.

The Board of Directors has this day declared a semi-annual dividend of THREE PER CENT and an extra dividend of ONE PER CENT on the Capital Stock of the Company, clear of all taxes, payable on and after November 30th to stockholders as registered on the books of the Company at 3 o,clock P. M. October 30th, 1880.

For the purpose of distributing a portion of the shares purchased from the city of Philadelphia, the option is given to the shareholders of accepting the extra dividend of ONE PER CENT in scrip, convertible into the stock of the Company at par when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before December 21st, 1880, after which date all outstanding scrip will be paid in cash.

JOHN D. TAYLOR,
Treasurer.

DIVIDEND NOTICE.

THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY has declared a dividend upon its capital stock of ONE HUNDRED PER CENT, payable in stock to the stockholders of record on the 13th November, 1880, and intend to increase the number of its shares of capital stock to that extent and for that object; and further notice is hereby given that the transfer-books of this company will be closed on the 13th November, and reopened on the 1st day of December, 1880. W. RANNEY, Secretary.

New York, Oct. 13, 1880.

PITTSBURG, CINCINNATI AND ST. LOUIS RAILWAY COMPANY,

OFFICE of the CHIEF ENGINEER, COLUMBUS, Ohio, Nov. 5, 1880.

NOTICE TO CONTRACTORS.

Sealed propoposals will be received at the office of the undersigned until Saturday, November 20, 1880, for the excavation of a tunnel 3,300 feet long and the partial timbering of the same, together with the excavation of the approaches near Gould's Station, on the line of the Pittsburg, Cincinnati and St. Louis Railway, 7 miles west of Steubenville, Ohio.

Plans and specifications of the work can be seen at this office after November 1, 1880, or they will be sent by mail to parties applying for the same.

M. J. BECKER, Chief Engineer,
Pittsburg, Cincinnati and St. Louis Railway Co.

OFFICE OF THE ONTARIO SILVER MINING CO., No. 18 WALL ST., NEW YORK, Nov. 5, 1880.

DIVIDEND NO. 61.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for November, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst.

Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

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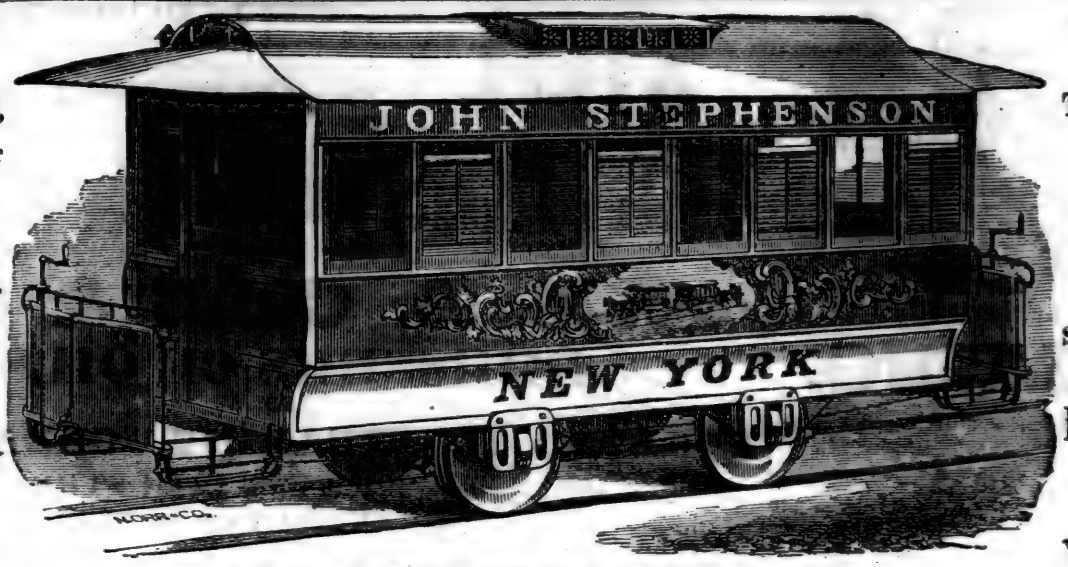
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTUR.

SECOND QUARTO SERIES, VOL. XXXVI., NO. 47.] NEW YORK, NOVEMBER 20, 1880. [WHOLE NO. 2,326, VOL. LIII.

Railroads in Mexico.

GENERAL GRANT ON MEXICO'S VALUABLE RESOURCES AND PROMISING FIELDS FOR AMERICAN ENTERPRISE.

A number of prominent railread men and capitalists met General Grant in New York last week, at a dinner tendered to him at Delmonico's by Mr. Romero, formerly Mexican Minister to the United States. Mr. Romero in a brief speech laid before his guests the question of the establishment of closer commercial relations between the United States and Mexico, and the desirability of perfecting railroad systems that should more closely unite the interests of both countries. He gave strong assurances of Mexico's willingness to give all encouragement possible to the building of railroads, and of her anxiety to receive the help of American capital and enterprise. General Grant, in a very comprehensive speech, made a strong and practical presentation of the needs of Mexico, of the causes which have retarded her development, and of the inducements now offered to capitalists and railroad projectors for developing her valuable but much neglected resources. His views were based largely upon personal obervations made last winter, and, coming from so practical and experienced an authority, have attracted much attention, and will have great influence upon the important subject.

He mentioned as one of his chief objects in going to Mexico last winter that of trying to learn in what ways relations of friendship and commerce might be established between the two nations. In speaking of the advantages offered to the United States in an interchange of commerce with Mexico, he said: "I found that we were large consumers of tropical products and that that was increasing in a double ratio—first, by an increase in our population, and then again by an increase in the wealth of our inhabitants. All these products—sugar, coffee and tobacco being the leading articles—we derive from countries that trade but very little with us—countries that collect their revenues to a larger degree by levying duties on their exports, which we have to pay, and then forcing us to ship our products to a European market to get the sterling in exchange with which to pay these bills. If I remember correctly—four years ago I could have told you accurately—but if my memory serves me right we are paying out annually $300,000,000 in current exchange yearly, all of it in sterling exchange, for such products. I believe, and was convinced after my visit to Mexico, that that country was capable of producing all that we have to import now of this character and with a large surplus to provide for our increased consumption. It is a neighboring Republic, with institutions like our own, and her wants which must be supplied from abroad, are just such as we could furnish her. If Mexico were developed so as to have an incentive to cultivate her soil she would want agricultural implements and many such articles. As the people became wealthy they would want carriages and wagons, all sorts of machinery, all of the rolling stock for railroads—iron probably would come from England, because they would get it from there cheaper—harness, boots and shoes, clothing and a thousand and one other articles we could furnish, so that we could pay largely for what we received in the produce of our manufactories, thereby adding to the commerce of our country and benefitting the two Republics alike. While I was there I was met with this subject all the time. I found the people there very much interested in the development of their own resources."

He discovered during his conversations with Mexican people, that some of them entertained a feeling of hostility to a connection with the United States, and a suspicion on the part of some of them that they would be in danger of constantly losing territory. His answer to expressions of this kind was that while twenty years ago such apprehensions would have been well founded, now the local incentives being removed through the change in our Southern tendencies and institutions, "ninety-nine out of every hundred people in the United States, who think upon the subject would be indignant at the suggestion of an acquisition of territory from a friendly power by any unfair or filibustering means; and further that if there was any danger whatever of the United States ever wanting to take territory from our neighbors, the best method in the world to secure themselves against such a result would be to cultivate friendly and commercial relations with us and not to seek to go abroad to establish relations with nations beyond the seas, keeping aloof from their neighbors. That might lead to hostilities and hostilities might lead to the acquisition of territory, even where people were not in favor of it at the time." He found that these views and explanations were well received by the people, who showed an earnest desire to have railroads built in their country to develop it.

He spoke at some length of the obstacles that for many years had retarded the development of Mexican resources, under the oppressive and monopolizing power of Spain, the frequent revolts and wars, and internal political strifes that have marked the history of that country, and said that when her trials and difficulties were taken into consideration, Mexico was entitled to a great deal of credit for the position which she now occupies among civilized nations. He dated the time which her republican institutions have had for growth and development from 1867, the close of her last war, and thought that the results of the thirteen years of growth were certainly creditable. Of the safety of capital invested in enterprises there and of what the opening of railroads would do for the development of the country, he said: "I am perfectly satisfied that with the building of railroads and of telegraphs there need be no more apprehension for the safety of capital invested in Mexico than in our own country. The building of railroads will give employment to labor and will give them rapid transit from one part of the country to another; the telegraph will give them instantaneous information of what is going on in all parts of the country and anything like an uprising can be suppressed at once—suppressed in the bud. I look for a bright and prosperous and rapid future for Mexico and it must result in a very large commerce with some part of the world. If we take advantage of the time, it will accrue to the benefit of the United States more than to that of any other country except Mexico,

and Mexico will be necessarily the most benefited of any other country. At present, owing to the lack of railroads, they have very little to export that will bear transportation, except their bullion. Their exports now, as I learned while I was there, amount to about $35,000,000 a year. Of that sum quite or near $30,000,000 a year is in bullion, and only about $5,000,000 of all her exports are from the products of her soil. Even that is raised somewhere near the coast, where they can easily get transportation. As I have said, I have no doubt that with the building of railroads they will be able to export $200,000,000, not a dollar of which will be bullion."

In regard to the Mexican government being able in the present condition of the country to pay anything toward the building of railroads, he thought it was not to be expected, however willing the government might be to do so. The revenues of the government are very limited, about $21,000,000 being the maximum receipts of one year, under a heavy rate of taxation, though they are increasing somewhat. In relation to what might be expected of the government in the future he said that "after the railroads are built and the country has had time to develop as a consequence of these roads, then the country will in all probability be rich so that she can pay. But at present it would be impossible for her to pay any considerable amount in the shape of subsidies to be used in the building of these roads. If there is anything incoming from that source it is something that will have to be waited for. The money will have to be furnished by the builders of the road, and they will have to wait for the development of the country for their subsequent returns."

The population of Mexico is about nine millions, of which probably seven millions are of the old Aztecs. General Grant describes them as being a home loving people, who do not like to take their families with them away from the house of their ancestors, many of them probably occupying the same place which their ancestors did a thousand years ago. Of the fitness of these 7,000,000 Aztecs for such labor as would be needed in opening railroads he said; "They are a peaceable, quiet, innocent, inoffensive, very religious and virtuous people, and they are willing to work and very industrious where they can see the wages coming in Saturday night. They are a good class of labor for developing the country around near where they live. They furnish as good labor as can be found—as industrious and willing workmen as can be found anywhere in the world—and the men will go a considerable distance from their homes and stay at work, without moving their families, however. But then, as they are scattered all over the country, as you advanced you could get a new set of workmen. You could not commence at the northern border of Mexico with a set of workmen and keep them until you get all through but you could get new sets in the villages as you went along. Labor is now very cheap. It will of course enhance in value and very rapidly as the country developes. I visited, while I was there, some of the mines, and the labor is all performed there by natives. A Mexican mining camp is a very much pleasanter sight than one of our mining camps. There is an entire absence of the drinking saloons and the gambling houses and the theatres, and the absence of the bowie knives and revolvers is very noticeable. As it is now labor would vary from thirty cents to fifty cents a day in silver. But it will enhance. Then, when you came to the labor in the terras calientas—that is, in the low lands—where there is the yellow fever, labor would be scarce, and it would not do half the work it does on the table-lands above, and you would have to pay $1 a day. It would not average fifty cents a day—probably not as much as that."

In the opening part of his speech General Grant invited the asking of any questions that might occur to those present, and several inquiries were made in an informal manner, among others one by Mr. Dillon as to whether it would not be desirable for American capitalists interested in the construction of roads there to receive liberal charters and legislation and build without any expectation of subsidies. In reply and closing his speech General Grant said: "That is a matter of which railroad men have to be judges. But if they wanted to build the railroad rapidly they would have to furnish the money to build it at first and trust to the development of the country enabling it to pay the subsidies. They cannot expect to build the road with the subsidies. In getting your Pacific road built you built twenty miles of road and turned that right in, and that could be used in the construction of another twenty miles. You had to furnish the capital only for twenty miles of road. If I were going to build a road there I should say get a right of way without charge, exemption from taxation and the introduction of all material used in the construction of the road free from duty for a certain number of years, have the entire control of fixing tariffs, &c., after it was built, and let the government come in only when the road paid more than ten per cent. over cost, and say how the surplus over ten per cent. should be divided between the government of Mexico and the owners of the road."

A decision has been rendered by Justice Miller, in his capacity as Circuit Court Judge for the district of Kansas, in the case of the Missouri, Kansas and Texas Railroad Company, argued before him some time since. The directors of the railroad company asked that the control of the road, which went into the hands of the Union Trust Company of New York, as receiver, about six years ago, be restored to them. Justice Miller decides that the railroad company will be entitled to the possession of their road upon payment of the past due interest coupons upon their bonds. These the directors of the railroad company offered in their cross bill to pay.

The Fitchburg Railroad's Terminal Improvements.

Since the Fitchburg Railroad secured its seven years' contract with the State for the operation of the Troy and Greenfield Railroad between North Adams and Greenfield, it has taken measures to increase its facilities at this end of the Tunnel Line for landing traffic that will very largely add to its capacity to increase the business of this city, especially in exports. Some time since the managers of the road purchased Hittinger's wharf in the Charlestown District. Since then they have purchased the wharf next south of the above mentioned wharf, from the Tudor heirs. This leaves only the wharf owned by the Tudor Company, between the property of the road and Charles River Bridge. A large gang of men has recently commenced work for the purpose of changing the Hittinger and Tudor wharves, so that ocean steamships can use them. This will require the widening of the dock between them. It is probable that a large grain elevator will be built at the head of the wharves, fronting upon Water street, the street leading to the Navy Yard entrance. This site will be an excellent one for the purpose, as grain for export can be carried down to vessels at either wharf, and that for the local trade can be delivered upon the Water street side of the elevator. Application has been made to the Harbor Commissioners by the road for leave to build a pile structure over a large portion of the space lying between Warren Bridge and the new freight stations. This is for the purpose of increasing the capacity of the yard room of the Charlestown freight yard. An addition of 400 feet is also being made to the outward freight depot, which will make this depot 1400 feet in length, or the longest in the country. It is also contemplated to make one of the depots for inward freight, which is parallel to the outward one, and is now 1,000 feet long, of the same length as the first one.

Preparations have also been commenced within a few days for the construction of a new yard for depots for hay and lumber and other freights, which will be one of the most extensive in the country. This new yard will extend from the Lowell Road to the Eastern, alongside of the tracks of the Fitchburg Road, and will measure some 2500 feet in length. The site of the new yard is now under water, which will require the construction of a wall its whole length, and the area between this wall and the present tracks is to be filled up before the new depots can be built. The work of constructing the driveway to connect the yard with Prison Point Bridge has been in progress for some time. Directly opposite the site of this new yard, upon the other side of the main tracks of the railroad, in the triangle formed by the Fitchburg, Eastern and Grand Junction tracks, gravel trains are now at work filling in the flats recently purchased for the Fitchburg Railroad. Room was made here last spring for several additional freight tracks, but within a few days the work of filling in these flats has recommenced with the intention of filling up the whole area, thus making room for the construction of several miles of track and accommodations for several thousand freight cars, which will be received here and retained until they are wanted at the different depots or wharves.—[Boston Journal, Nov. 10.

—The commencement of work upon the New York Underground Railway, which was considered probable before the middle of November is delayed by the taking of necessary steps effecting the consolidation of the New York Underground Railway Co., and the Broadway Underground Connecting Railroad Co. The two companies were to consider plans for the consolidation last Monday, but the time of meeting was postponed for one week, when it is thought the details of the consolidation will be completed.

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New York, Saturday, November 20, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AMONG the new features adopted by the AMERICAN RAILROAD JOURNAL, as appears on another page of this issue, is a department on counterfeit money It is intended to make this a permanent and authentic feature of the paper, and we believe it is one that will prove of great service and value to our readers. We are to receive from the U. S. Secret Service Division at Washington immediate notice of the discovery of counterfeits, which will be promptly published in the JOURNAL, and information in various forms will be given, through facilities which we have, so that this department may be taken as a trustworthy guide and assistant in checking the circulation of bogus money.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

THE forthcoming report of Controller Knox will be looked for with interest. The present scarcity of bank bills will lead many persons to examine the tables showing the extent to which the circulating medium of the country has decreased within a year. That it should have decreased in spite of the large influx of gold from abroad, and the large production from our own mines, is a singular fact. Bank bills of a small denomination have been held within the past few days at a premium, and many banks have been obliged to compel their customers to take coin. Heretofore the volume of the currency has been measured with considerable accuracy, but it seems to many people as though two or three hundred millions of dollars had mysteriously disappeared from circulation and could not be accounted for. What has become of it?

THE New York Court of Appeals has affirmed the decision of the lower court, that the structures of the elevated roads are for all purposes of taxation real and not personal property. The counsel for the roads held that as the structures were erected in public streets which were not taxed, and that therefore iron standing or lying in them was no more a realty than iron in a public warehouse, but this view was overruled. During the last few years elevated roads have come into existence, and telegraph poles and telephone wires have increased with great rapidity. It has long been evident that legal assistance would be needed to determine new and existing rights and privileges of such roads and telegraph and telephone companies. The decision referred to establishes an important principle that will often be quoted in suits analagous that will undoubtedly arise hereafter.

THE growth of Boston's export and import trade stimulates activity among leading railroad and shipping managers of that port in improving terminal and shipping facilities, and important water front alterations are under way and proposed. Among the principal improvements being made are those recently begun by the Fitchburg Railroad, as described in another column. This road, whose important western connections via the Hoosac Tunnel, brings to it a large and rapidly increasing amount of traffic, is one of the greatest feeders that will throw freight into the Boston ocean steamships. It has valuable terminal facilities and the increasing number of shipping lines proposed from Boston whence the Allen line has just started, and where two or three more companies are said to be seeking dock room, are likely to bring this water front and others, not so easily available perhaps, into full requisition.

THE society of associated miners of the Bouches de Rhone, in the south of France, are to have a tunnelling machine for the purpose of constructing a tunnel nearly 10 miles long between their mines in the basin of Fuveau and the sea. During the last three years they made many experiments with machinery intended for tunneling, at an aggregate expense of about $40,000, and recently they have made some trials with the tunneling machine of J. Dickinson Brunton, invented for the purpose of cutting the tunnel beneath the Channel. The machine consists of revolving cutting disks placed at different angles, and so directed as to remove the rock in considerable quantities directly without the use of explosives. Mr. Brunton has estimated that in a tunnel of 7½ feet in diameter, he could progress at the rate of about two feet an hour through calcareous rock. We will simply say to the miners of the Bouches de Rhone, that if they will visit the Hoosac Tunnel, they will find some interesting hieroglyphics cut into the Hoosac Mountain that will speak to them more eloquently of tunneling machines than any words of ours. The early contractors of the Hoosac Tunnel, can no doubt relate some very interesting experience with regard to such machines, and the State Treasurer of Massachusetts can point to some items of expense incurred in the trial of such machines, that convinced the inhabitants of that State at least, of the uselessness of such contrivances. The contractors of the Mont Cenis and St. Gothard reaped the benefit of the Massachusetts experiments, and threw away tunneling machines working without explosives, forever. It is said that there are "serious objections to the use of explosives for removing the rock," in the prospective tunnel in the south of France; this may be true, but we apprehend that the difficulty will at length be surmounted by an adjustment of explosive forces in a suitable compound, and not by tunneling machines with revolving cutters.

Minneapolis and St. Cloud Railroad.

At the annual meeting of the Stockholders of the Minneapolis and St. Cloud Railroad Company, held at Minneapolis, Minn., on the 4th inst., the following Board of Directors was elected: H. T. Welles, Isaac Atwater, H. C. Burbank, J. H. Corkey, Chas. A. Gilman, H. O. Cowles, L. W. Collins, J. A. Wilson, S. Mills, R. J. Mendenhall, J. P. Wilson and R. S. Underhill.

This company has a swamp land grant of ten sections of land per mile, from St. Cloud to Pigeon river, on the north shore of Lake Superior, which is within a short distance of the line of the Canadian Pacific railway. The company also has a land grant from the United States of ten sections per mile for the same distance, making in

all a land grant of twenty sections per mile, amounting to about 4,000,000 acres.

The road when completed will form a connection between the Northern Pacific and other Minnesota railroads with the Canadian Pacific on the north shore of Lake Superior. It will also open up that great lumber and mineral region on the north shore and beyond. It will, without doubt do a large lumber and other business and will also take some business from the Canadian Pacific, east and west from the point of junction.

The company has a perpetual charter, and one of the best ever granted in any State. It has the right to connect its branches with all the railroads without any further legislation.

The charter of the company, together with all its rights and franchises, it is understood, are for sale to any party who will build the road.

Hoosac Tunnel and Troy and Greenfield Railroad.

The grading for the second track between North Adams and Vermont is nearly finished, but it will be some time before the steel rails arrive. The State has begun to straighten the highway near Braytonville so as to make a straight crossing there. It will require the removal of from 300 to 400 yards of rock, which will be broken up for ballast. Engineer Locke thinks that the work of laying a second track in the tunnel, part of last winter's appropriation being for that purpose, will begin as soon as the grading toward Vermont is done. The grading and ballasting in the tunnel will be on the north side of the present track, and from 70,000 to 80,000 yards of ballast will be necessary, that obtained at Braytonville being taken to the tunnel. There is a good deal of rock in the tunnel which can also be broken up for that purpose. Part of the work at least can be done this winter. The steam-shovel will be kept at work as long as the weather permits.

The appropriations of last year contemplated double tracking the road only from the Eastern portal, through the tunnel to the Vermont line a distance of about thirteen miles, but estimates are now being made for double tracking the remainder of the road to Greenfield, thirty-one miles further. If this meets the approval of the legislature it will not be improbable that within a year the State of Massachusetts will have another double track road running through its entire length.

Nashua and Lowell Railroad.

A meeting of the stockholders of the Nashua and Lowell Railroad Company was held in Boston on the 10th inst. to ratify the lease of their road to the Boston and Lowell Railroad Company, which had been previously agreed upon by the directors of both companies. The meeting was called to order by the President, F. A. Brooks, who read the call for the meeting; after which the lease was read by the clerk. The lease is for 99 years, at the rental of $60,000 annually, and includes the Stony Brook, Peterboro' and Wilton Railroads. Whenever $100,000 shall be added to the gross receipts of the road for the year ended Oct. 1, 1880, an additional sum of $2,000 for every six months of each year of such increased earnings shall be paid as rental. Another provision is that in case of thirty days' default in the payment of any semi annual installment of the interest the lessor corporation may seize its property. The equipment of the Nashua and Lowell is inventoried as follows: 16 locomotives, 16 passenger cars, 7 baggage cars, 4 milk cars, 38 eight-wheeled box cars, 118 short box cars, 71 long platform cars, 55 short platform cars, 186 coal cars, 2 snow plows and derricks and wreck cars all valued at $207,325.

The President stated that no unpleasant relations had existed between the two corporations, and that if the proposed lease was effected the stockholders would have a small cash balance in their treasury, and their road under lease at 7½ per cent on its capital stock. The expense of managing the road as it had been managed this last year was $8,000, or one per cent more than the expense of managing it as a part of another line. For these and other reasons Mr. Brooks thought it extremely desirable that the action of the directors should be ratified.

A motion being then made to ratify the lease, voting was commenced, which resulted in 6,236 votes being cast, of which all but 58 were in the affirmative. The lease is therefore ratified, so far as this corporation is concerned. The meeting then adjourned.

OUR BOSTON LETTER.

(From our regular correspondent.)

BOSTON, Nov. 15, 1880.

Another week with a fair amount of business and generally advanced prices. Closing prices compared with those a week ago show the following changes:

Advanced.		
Boston and Albany	154½	to 156
Boston and Maine	142¼	to 142¾
Cedar Rapids and Mo.	137¾	to 140
Central of Iowa	34	to 34½
Chic. Burl. and Quincy	158	to 158¾
Concord	90½	to 92
Conn. and Passumpsic	72	to 80
Connecticut River	150	to 155
Detroit, Lans. and Northern	105½	to 106
Eastern	34	to 34⅞
Fort Scott and Gulf, Com	55	to 56½
Fort Scott and Gulf, Pfd	115	to 119
Flint and Pere Marquette, Pfd	71½	to 74
Little Rock and Ft. Smith	58½	to 59½
Louisiana and Missouri River	10	to 11
Manchester and Lawrence	153¾	to 157
Nashua and Lowell	130	to 135
Iowa Falls and Sioux City	45	to 50
Metropolitan Horse	68	to 69½
Middlesex	113¼	to 115⅛
Northern	106	to 110¼
Old Colony	123	to 123½
Port., Saco and Ports	107	to 108¼
Revere Beach and Lynn	102	to 103
Vermont and Massachusetts	23	to 23¼
Wisconsin Central, Com	12	to 13⅓
Wisconsin Central, Pref.	26	to 29
Declined.		
Atchison, Topeka and Santa Fe	133¾	to 133⅜
Cin., San. and Cleveland	19¾	to 18⅜
Chicago and W. Michigan	73	to 72½
Norwich and Worcester	148	to 147⅞
Pullman Palace Car Co.	122	to 121½
Rutland, Pfd	28	to 27
Sc. Kansas and Western	69	to 68

Mexican Central subscriptions which entitle the subscriber on payment of $4,250 in instalments to $5,000 in 1st Mortgage Bonds, $1,000 in Income Bonds and 40 shares of stock of The Mexican Central Railroad Company, have advanced during the week from a premium of $255 to a premium of $850. These subscriptions carry with them the privilege of subscribing to any future subscriptions that may be offered by this same company under the same grant.

The accounts of the Kansas City, Ft. Scott and Gulf Railroad made up to the first of October show that the net earnings of the road up to that time will provide for all bond interest and 8 per cent dividends on the preferred stock for the year and leave a surplus of 1 per cent for the common stock. This leaves the net earnings for October, November and December to be applied to dividends on the common stock. Last year the earnings for those three months were $96,456, $91,989 and $94,682 respectively, or a total of $283,127. The earnings for the month of October, 1880, are 25 per cent greater than those for October, 1879, which if continued for the remaining two months will swell the earnings of the fourth quarter of the year 1880 to $350,000. The capital stock of the road is $4,000,000, but the stock of the "Fort Scott Branches" to the amount of $662,500 is guaranteed the same dividends as the stock of the main line and will doubtless eventually be exchanged for it. If the expenses for the last quarter of 1880 are not over 50 per cent of the receipts there will be $145,000 besides the 1 per cent previously earned to be applied to the common stock. These facts may account for the recent activity of the stock in our market and its advance from 50 to 56½.

The Southern Kansas and Western railroad is soon to be bought up by the Atchison, Topeka and Santa Fe in the same manner as the Kansas City, Lawrence and Southern was purchased, and in whose interests the Southern, Kansas and Western was built.

The bonds of the Southern Kansas and Western are already guaranteed by the Atchison, and now it is proposed to exchange the stock of this road for the 5 per cent bonds of the Atchison at 75 per cent of its par value. The amount of stock is very limited, and like all the good things is entirely controlled by the syndicate of railroad gentlemen in Sear's Building.

The earnings of the Eastern railroad are published this week, but fall short of our estimate made October 30. We estimated $3 000,000; the company report earnings of $2,905,056. The gross and net earnings of the Eastern railroad for the past five years are as follows:

	Gross.	Net.
1876	$2,470 971	$185,418
1877	2,508.107	597,230
1878	2,452 935	629,792
1879	2,485,977	994.785
1880	2,905,056	1,084,927

and the percentages of total net income to capital stock and net debt for the same years are as follows:

1876.	1877.	1878.	1879.	1880.
2.47	3.025	3 21	5.00	5.50

The interest charge on the $13,000,000 mortgage certificates, which is now about $585,000, will be raised after September, 1882, to $780,000 by reason of the rate being changed from 4½ per cent to 6 per cent. Besides the above mentioned indebtedness the road owed according to the last published statement of its finances about $2,000,000, divided between bills payable, current accounts and accrued interest.

Railroad Earnings—Weekly.

	Month of September.		Month of October.		WEEKLY EARNINGS IN NOVEMBER.						Since January 1.	
					First week.		Second week.		Third week.			
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$171.524	$204,991	$34,262	$41,698	.....	.....	.....	.....	$1,245,222	$1,712,432
Chicago & Alton.....	628,811	733,234	668,163	786,116	.....	.....	.....	.....	.....	.....	4,601,562	6,418,943
Chicago & Eastern Ills.	82,049	131,904	92,975	130,891	.....	.....	.....	.....	.....	.....	704.954	1,041,433
Chi., Mil. & St. Paul...	1,018,806	1,257,000	1,290,739	1,494,000	283,825	349,000	.....	.....	.....	.....	8,135,437	10,564.000
Chi., St. Paul, M. & O.	117,810	144,771	147.605	190,403	68.897	77,326	.....	.....	.....	.....	1,051,611	1,344,272
Cincinnati & Springf ..	89,373	81,488	95.465	93,506	17,940	20,587	.....	.....	.....	.....	655.240	745.428
Clev., Col., Cin. & Ind.	410,064	410,103	423,257	444,104	81.725	94,114	.....	.....	.....	.....	3,056,895	3,630,553
Denver & Rio Grande..	112,823	400,990	140,083	473,318	29.386	110,287	31,315	95,397	.....	.....	1,027,005	2,900,542
Flint & Pere Marquette	107,350	146.034	123,570	158.752	28,285	34,782	.....	.....	.....	.....	945,388	1,326.661
Grand Trunk of Ca.*..	800,857	893,241	867,646	957,519	219,262	226,991	220,128	230.245	.....	.....	7,717,908	9,115,440
Great Western of Ca.*.	357,376	436,705	446,445	487,618	102,010	115,201	.....	.....	.....	.....	3,707,824	4,319,193
Hannibal & St. Joseph.	176,810	209,058	239.735	240,359	46.504	48,337	.....	.....	.....	.....	1,597,451	2,:21,090
Hous. & Tex. Central.	.....	.....	406,565	476,866	92,779	97,526	.....	.....	.....	.....	2,486,430	2,961,653
Ind., Bloom. & West...	122,406	110,622	120,785	121,343	.....	.....	.....	.....	.....	.....	962,410	1,021,451
International & Gt. N.	178,949	195,057	228,300	276,646	54,446	60,409	.....	.....	.....	.....	1,367,226	1,507,767
Lake Erie & Western..	68,102	109,852	68,036	170,925	.....	.....	.....	.....	.....	.....	552,572	1,106,293
Louisville & Nashville.	527,214	891,000	609.578	1,000,000	153,700	215,300	.....	.....	.....	.....	4,774,974	7,723,647
Marq , Hough. & Onto.	†50,699	†82,918	60,000	91,000	.....	.....	.....	.....	.....	.....	509,386	747,364
Memphis & Charleston.	35,395	104,734	66,066	125,731	.....	.....	.....	.....	.....	.....	599,758	878,408
Mo., Kansas & Texas...	380,758	369,065	387,710	407,549	85,220	79.900	.....	.....	.....	.....	2.651,498	3,513,219
Northern Pacific.....	270,893	332,810	295.260	364,474	46,665	70,300	46,665	60,690	.....	.....	1,772,167	2.201,213
St. Louis, Alt. & T. H..	114,229	129,603	116,682	137,045	21,601	23,855	.....	.....	.....	.....	850,770	1,188,407
Do. Branches.....	.....	.....	63,786	68,550	.....	.....	.....	.....	.....	.....	448,310	531,530
St. L., Iron Mt. & So...	591,076	661,400	724,713	678.200	172.196	178,760	.....	.....	.....	.....	4,152,562	5,145,209
St. Louis & San Fran..	199,129	277,817	213,713	310,582	47,300	65,000	46,100	72,300	.....	.....	1.334,100	2,323,700
St. Paul, Minn. & Man.	224,830	274,145	291,202	345,057	60,034	74,507	.....	.....	.....	.....	2,203.245	2.633,936
St. Paul & Sioux City.	110,433	152,700	121,618	153,344	28.478	35,602	.....	.....	.....	.....	936,033	1,231,453
Scioto Valley	28,125	31,733	30,249	30,172	5,932	5,990	.....	.....	.....	.....	241,710	268,982
Texas & Pacific.....	240,361	264,085	*192,482	*196.449	.....	.....	.....	.....	.....	.....	.....	.....
Wab., St. Louis & Pac.	936,222	1,177,134	1,198,076	1,526,475	257,144	243,723	.....	.....	.....	.....	7,509,827	10,525,017

* For three weeks only of October in each year. † Three weeks only of September in each year.

Manufacturing Notes.

—The Niles Iron Company's rolling mill is to be removed from Niles to Hazleton, near Youngstown, Ohio.

—The Topeka rolling mills, Kansas, are busy turning out rails for the Santa Fe and Kansas Pacific roads.

—The Pottsville Iron and Steel Company, having a capital of $450,000, is soon to locate works at Pottsville, Pa.

—The Pittsburgh Locomotive Works are constructing thirty heavy locomotives for the Texas and Pacific Railroad.

—The Lehigh Car Wheel & Axle Works at Catasauqua, Pa., have completed 1000 box cars for the New York, Lake Erie and Western, and are now at work on 300 drop-bottom coal cars for the same road.

—Riehle Bros., proprietors of the Philadelphia Scale and Testing Machine Works, report brisk business. They are at work on large contracts for the South and West and also for work nearer home.

—Preparations are being made by Park, Bros. & Co., for casting the first steel shaft ever manufactured for a steamboat in America, at their Black Diamond Steel Works, Pittsburgh, Pa.

—The use of iron sleepers is becoming general in Germany. The Berg-Mark Railway exchanges all the old worn-out wooden sleepers for iron ones. Tenders were recently received by the Royal Prussian Railway Board for nearly 5000 tons of iron sleepers.

—The Baldwin Locomotive Works, Philadelphia, have recently entered orders for about 100 first-class locomotives; of which twenty are for the Chicago and Northwestern Railway Co, thirty-four for the Denver and Rio Grande, and thirty for the Philadelphia and Reading.

—A company has just been formed in Chicago for the manufacture and sale in the state of Illinois of the Orvis Smoke Consumer. The name of the company is the Orvis Smoke Consuming and Fuel Saving Co. and its President is H. C. Grannis, vice-president of the Union National Bank.

—Since the first of January, 1880, the Fairbanks Scale Works, at St. Johnsbury, Vt., have turned out on an average over one railroad track scale for each working day. Their production thus far this year is said to be much in advance of any previous year. They are smelting 30 tons of iron per day and are behind their orders.

—The Low Moor Furnace, at Low Moor, Alleghany Co., Virginia, on the 20th of October cast 75 tons of foundry pig iron; and was put in blast on the 11th of October. This furnace is said to be one of the most active in Virginia. Its manager is Mr. William Richards, formerly assistant to Mr. Julian Keanedy of the Edgar Thomson Steel Works Pittsburg.

—A remarkable activity is being shown in Virginia iron interests, among other indications of which is the firing up this week of a new furnace in Lynchburg, built by a company which will mine its own ores a few miles down the river, and will work about 400 hands in all. Another company have made a contract to ship 30,000 tons of ore to Pennsylvania. The Virginia Midland Railroad will have its utmost capacity tested in accommodating the demand for the transportation of ores.

—A manufacturer whose business requires the use of large amounts of emery has been trying an experiment with the ashes of Anthracite coal, and he affirms that he has got good results from the ashes as a substitute for the finer grades of emery. He took ashes and saturated them with water, the liquid being poured off after standing an hour or two, then being poured off again, and so on until he obtained several grades, down to a substitute for emery flour. When dried the deposit cuts readily and leaves a satisfactory surface.

—The number of recent railroad accidents resulting from misplaced switches draws a great deal of attention to the necessity of providing the most perfect system possible for switching and signaling. The utmost care may be taken by railroad officials, it would seem, in selecting a competent class of switch tenders, and yet the liability to accidents is not averted. The desirability of mechanically moved switches is thus brought prominently forward, and now it seems to be demanded that a most thorough trial of a switch like the Wharton Switch, one that has been accessible for years, should be made. If any invention will take the moving of switches out of the hands of careless or incompetent men the public are entitled to have its merits carefully considered. The Railroad Commissioners of Massachusetts have just severely reprimanded the management of an eastern road for not providing a better system of switches and signals.

Organization.

—The directors of the Hannibal and St. Joseph Railroad have re-elected the following officers:—William Dowd, president; Myron P. Bush, first vice president; John A. Hilton, secretary; Walter J. Hilton, treasurer.

—The stockholders of the Union Ferry Company (Brooklyn) have elected the following directors:—Henry E. Pierrepont, Nathan D. Morse, Charles E. Bill, Abraham B. Baylis, Abiel A Low, Samuel McLean, James S. T. Stranahan, Horace B. Claflin, Simeon B. Chittenden, James How, Walter N. Degrauw, Bryan H. Smith, Ripley Ropes, Peter C. Cornell and James A. Perry.

—The officers of the Manhattan Elevated Railway Company recently elected, are:—President, William R. Garrison; Vice President, R. M. Galloway; Secretary, F. E. Worcester; Treasurer, John E. Body. The directors are C. K. Garrison, Wm. R. Garrison, Geo. J. Forrest, John Baird, John P. Kennedy, Arthur Leary, Jose F. de Navarro, Horace Porter, E. F. Winslow, Wm. Foster, Jr., H. F. Dimock, R. M. Galloway, and Mortimer Ward.

—The Ohio Central Railroad Company having accepted the road from the contractors, Brown, Howard & Co., are now operating the same with the following general officers: Daniel P. Eells, President, Cleveland; Samuel Thomas, Vice President, Columbus; B. G. Mitchell, Secretary and Treasurer, New York; A. P. Eells, Assistant Secretary and Treasurer, Cleveland; G. G. Hadley, General Manager, Columbus; Calvin S. Brice, General Counsel, Lima. Mr. G. G. Hadley, General Manager, has announced the following appointments: W. H. Vanoegrift, Superintendent; W. H. Andrews, Auditor and Cashier; Hudso Fitch, General Freight and Ticket Agent; J. B. Mogan, Master Mechanic; S. A. Trowbridge, Paymaste Joseph Burwell, Car Accountant.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,825

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES,

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

Counterfeit Note List.

HOW TO USE THE LIST.

All Paper Money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

Railroad Law.

MAIL AGENT ON RAILROAD A PASSENGER.

PHILADELPHIA COMMON PLEAS, Sept. 4, 1880.

PRICE VS. PENNSYLVANIA RAILROAD CO.

Where a railway company received a gross sum for transporting the mails and route agents over its lines, held, that such route agent was a passenger and the company were liable where he was killed by reason of its negligence while traveling on its trains.

ACTION for the death of plaintiff's husband, who was killed while travelling as mail-route agent on one of defendant's trains, by a collision caused by defendant's negligence. The jury found for plaintiff for $5,000, subject to the opinion of the court upon the question whether deceased was, at the time of his death, a passenger or employee of defendant. Other facts appear in the opinion.

Barton & Sons, for plaintiffs.

Hampton & Dalzell, for defendant.

EWING, P. J. While lawfully on the train of the defendant company on the way from Blairsville to Pittsburgh, the husband and father of the plaintiffs was killed by a collision of trains resulting from the gross negligence of defendant's agents. He was not an employee of the company; he was in his proper place, guilty of no misconduct or negligence. The plaintiffs are clearly entitled to recover unless precluded therefrom by the terms of the first section of the act of 4th April, 1868 (P. L. p. 58), which is as follows:

"That when any person shall sustain personal injury or loss of life while lawfully engaged or employed on or about the roads, works, depots and premises of a railroad company, or in or about any train or car therein or thereon, of which such person is not an employee, the right of action and recovery in all such cases against the company shall be such only as would exist if such person were an employee. Provided, that this section shall not apply to passengers."

The plaintiff's husband was "route agent" for the United States post-office department, travelling daily over defendant's road from Allegheny city to Blairsville and return, in charge of the United States mails, receiving and delivering mails at intermediate stations, and assorting and delivering the mails at the termini of the trip.

Under the statutes and regulations of the post-office department the defendant company received a gross sum for transporting the mails and the route agent; likewise furnishing a car properly fitted for the purpose. Is the case governed by the act of assembly above quoted?

At common law the action would have abated at the death of A. J. Price. If plaintiffs are entitled to recover it is by virtue of the 26th section of the act of 21st April, 1846, chartering the company and the act of 15th April, 1851. The right to recover in such cases being a statutory right, the Legislature had power to modify and restrict that right as to any or all classes of persons. We are, therefore, unable to see that the fact that Mr. Price was at the time of the injury in the employ of the United States government has any effect on the question. We know of no sanctity or superior right created by such employment, nor do we conceive that it would affect the question had the deceased been on an inter-State route. The right to recover is based wholly on the laws of Pennsylvania. This act of 1868 has received authoritative construction in Kirby vs. Penn. R. R. Co. 76 Penn. St. 506, and in Richard vs. U. Pa. R. R. Co., 7 W. N. C. 77. The terms of the act are very broad. It includes all persons lawfully employed in or about the roads, trains, cars, etc., of the railroad company. The terms of the section being so broad the minds of the Legislature seem to have been directed to the danger of going beyond the supposed evil intended to be remedied and the proviso is added: "This section shall not apply to passengers."

To our minds it is very clear that Price was lawfully employed on the train of the defendant, at the time of his injury, and unless saved by the proviso as to passengers, the plaintiffs cannot recover.

Was Price a passenger? Webster defines a passenger: "One who travels in some conveyance as a stage coach or steamboat." The fact that a man is employed on his travels does not exclude him from being a passenger in the popular acceptation of the term, nor does it in view of the statute, else why the proviso excepting passengers? While in our view of the case the deceased was carried for hire, in view of the many authorities, some of which will hereafter be referred to, we deem it immaterial as to whether or not he was carried for hire or carried free, nor is it material that he was carried on the contract of another with defendant.

In the case of Collett vs. L. & N. W. Railway, 16 Q. B. 984, plaintiff was a mail agent travelling in the course of his employment on defendant's train. The mail and agents were carried under the directions of the act of Parliament and regulations similar to those of our case—except that the agent was to be carried free. Plaintiff was injured by negligence of defendant's servants. It was held to be immaterial that he was carried under a contract with the government. That he was a passenger carried by consent of the company, to whom they owed the duty to carry safely.

In the case of Nolton vs. Western R. R. Co. 15 N. Y. 444, plaintiff was a mail agent carried under the same statute and orders as was Price, when he (plaintiff) was injured by the gross negligence of defendant's employees. Held, that he was entitled to recover as a passenger to whom the company owed a duty.

In Yeomans vs. Contra Costa Steam Nav. Co., 44 Cal. 71, the plaintiff was agent or passenger for Wells, Fargo & Co., and was carried under a contract of the express company with the defendant, whereby the defendant agreed to carry the freight and messenger for a fixed monthly compensation. The plaintiff, while on the car of the defendant company, was injured by reason of the negligence of defendant's servants. Held, that the plaintiff was a passenger and entitled to recover.

In Blair vs. Erie R. R. Co., 66 N. Y. 313, the plaintiff was an express agent on the train in the course of his business in pursuance of a contract, whereby the railroad company contracted to transport the freight of the express company for a certain consideration, and to transport the money safes and messengers free of charge. Plaintiff was allowed to recover. In argument of the case the court treated the agent as a passenger, carried without hire.

In Hammond vs. N. E. R. R. Co., 6 Richardson (D. C.), 130, the plaintiff was a route agent in performance of his duty when injured by the negligence of the defendant's employees. The conditions were precisely similar to those of our case. The court held plaintiff entitled to recover, clearly putting it as a case of a passenger, although not in terms calling him such.

In Penn. R. R. Co. vs. Henderson, 1 P. G. Smith, 315, plaintiff's husband was a drover in charge of his cattle on defendant's train, he riding on a drover's pass, directing the conductor of the passenger car attached to stock train to pass the bearer in charge of his stock in certain cars. In an exhaustive opinion the court held the plaintiff entitled to recover for the death occurring by the negligence of defendant's agents. Throughout the whole opinion the decedent is treated as a passenger; numerous other cases are to the same effect. In most of these cases the person injured was employed on the train, the travel being but an incident of the employment.

In the case before us, while Price was employed, he was not in any way responsible for the running of trains. The conductor had no more power over him and no less than over any other passenger on the train. He had his proper place on the train, but that and his regular travel was all that distinguished him from the other passengers.

The case of the Penn. R. R. Co. vs. Henderson and several of the other cases cited, had been decided before the passage of the act of 1868. It is a fair presumption that the Legislature had this class of cases in view when the proviso excepting passengers was inserted. Being of the opinion that the deceased, at the time of his injury, was a passenger on defendant's train within the meaning of the proviso of the act of 1868, the plaintiff is entitled to recover.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,589	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	.....	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,336,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	.....	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,361	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	489,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	.....	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,326,957	1,716,409	1,896,073	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	.....	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,963	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,513	8,451,768
1879	591,176	476,667	632,698	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	.....	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,819	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	.....	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,387	797,232	860,124	.....	.....	.....
Lake Shore & Mich. South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	.....	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,421
1880	1,296,.81	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	.....	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	.....	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	.....	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,558	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	359,161	353,147	318,196	302,640	281,920	352,167	403,316	591,076	724,713	656 195	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	.....	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	82,044	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	83,224	103,843	102,282	112,374	152,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	.....	.....	.....
1880	780,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	.....	.....	.....

Railroads in Vermont.

The annual report of Railroad Commissioner D. P. Webster, of Putney, Vt., contains the following facts concerning Vermont Railroads:

There are now operated in the State 728.71 miles of road, 75.37 miles of sidings. The total earnings of all the roads from July 1878, to July, 1880, are as follows: From passengers, $1,811,828 65; freight, $4,117,255 71; mails, $173,959 45; express, $75,433 14; other sources, $256,829 77; making the total $6,439,306 72; miles run by passenger trains reported, 2,455,449; freight trains, 3,778,311; other trains, 177,560; total number of passengers carried one mile, 12,314,558; tons freight one mile, 284,789,442; total operating expenses, $4,416,541.05. As to dividends, the Passumpsic Road has earned and a dividend paid of $90,048 on its preferred stock; the Vermont Valley 2 per cent. on its common stock, $20,000; the Montpelier and Wells River 2 per cent. on its common stock, $16,000; the Rutland and Burlington, on its preferred stock, $66,500.

The Pennsylvania Railroad Company has now in the field a party of engineers surveying a route for a line of railroad on the Atlantic coast of New Jersey, commencing at the terminus of the Freehold and Jamesburg Railroad, at Manasquan, thence along the beach to Seaside Park, crossing Barnegat Bay to Sheepshead Point on the mainland, and thence westward to Whitings on the New Jersey Southern Railroad, whence there is now a railroad to Pemberton, Mount Holly and Philadelphia. Most of the right of way between Whitings and Barnegat Bay has been secured, and it is believed the road will be put under contract next week. It is probable that trains from Philadelphia to Long Branch will be run over the new line in June next. The time required by this route from Camden to Seaside Park will be one hour, the distance being twelve miles less than from Camden to Atlantic City.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Ohio Central Railroad Company (branch line to be known as Mineral division), from Corning in Perry county to South Shawnee,

COUNTERFEIT COIN LIST.

GOLD COINS.

$1.

Standard weight 25.8 grains, least current weight 25.67 grains.
There are some counterfeits dated 1851-1852, light in weight. The new gold dollar 11-20th of an inch in diameter as counterfeited is dated 1861, light in weight, but very deceptive.

$2 50.

Standard weight 64.5 grains, least current weight 64.18 grains.
Some coins dated 1846, weighing only 48 grains instead of 64½—are in circulation.

$3.

Standard weight 77 4 grains, least current weight 77.02 grains.
Excellent counterfeits of this denomination have been issued and circulated.

$5.

Standard weight 129 grains, least current weight 128.36 grains.
The issues of 1844-1845-1847 have been imitated. The 1845 piece is 10 grains too light ; the 1847 coin is 13 grains too light.

$10.

Standard weight 258 grains, least current weight 270 grains.
The issues of 1801 and 1810 have been extensively counterfeited.

$20.

Standard weight 516 grains, least current weight 513.42 grains.
This coin has been sawed in two pieces, the center taken out and platinum or some other metal substituted. The *ring* is not perfect. Experts have also bored holes in the side and taken out about seven dollars worth of gold and then soldered the holes with gold.

The English Sovereign

has been imitated by plating so that the counterfeit is worth about three dollars and nearly as heavy as the genuine.

SILVER COINS.

Ten Cents.

Standard weight 38.58 grains.
Spurious dimes dated 1853 and 1875 are in circulation, the date 1875 has the appearance of a genuine coin.

Twenty-five Cents.

Standard weight 26.45 grains.
There are many deceptive quarters. Those bearing dates 1828 and 1860 are the most dangerous ; others bearing dates 1853, 1857, 1861 are not so well executed.

The Canadian 25 Cent Coin

has been extensively counterfeited. Large quantities of them have been circulated in the South and West.

Fifty Cents.

Standard weight 192.9 grains.
Half dollars have been successfully counterfeited. The one most likely to deceive is dated 1842, thickly plated ; another good imitation is dated 1876, plated with silver, exact weight, and good ring. The counterfeit bearing date 1874 is not likely to be taken.

One Dollar.

Standard weight 412.5 grains.
Counterfeits of the new one dollar silver coin first appeared about the first of April, 1878. The general appearance is good, the milling is well done, but the color is such as to readily distinguish it from the genuine. Look out for other new counterfeits better executed.

The Trade Dollar.

Standard weight 420 grains.
This coin has been variously and extensively counterfeited. One early imitation was dated 1876, made of a composition formed principally from type metal. The milling on the edge of the piece is very well done, but the piece is too thick and the inscription IN GOD WE TRUST, beneath the figure of Liberty, upon the obverse, is imperfect. This counterfeit was extensively circulated in the East Indies, China, Japan and other Oriental countries.
Many other imitations of the trade dollar have been produced and the latter specimens appear almost perfect. One of the last imitations is finely finished ; the various devices of the impress are accurate and distinct. and the ring is perfect. The piece is very deceptive, but it is about 1-32 of on inch undersize, and 115.5 grains underweight. It is of a dark color after having been handled, and has a smooth, greasy or quicksilvery feeling when rubbed between the thumb and fingers.

Note.

The Trade Dollar authorized to be coined by act of Congress February 12. 1873, has been formally recognized as a coin of the United States. The Trade Dollar was demonetized July 22, 1876, and its coinage was suspended by order of the Secretary of the Treasury, February 22 1878. The circular of the Treasury Department of July 25, 1878, declares : "The United States Trade dollar also is not a legal tender, and therefore has only a bullion value." The average bullion value, of full weight trade dollars, is ninety-three cents and two tenths of a cent each. The Trade Dollar was intended for exportation abroad. It excels the Mexican silver dollar by two-tenths of a cent, and is of equal finoness (900) with the United States legal tender silver dollar and contains seven and one half grains more standard silver. At present though demonetized and refused by many banks and all Government offices, trade dollars are generally taken in trade without discount and may be commercially rated at the price they command for exportation. There is no allowance for abrasion in silver coins.

Tests.

Counterfeit silver pieces made of block tin washed over with quicksilver are easily detected by the ring. A genuine silver piece will feel rough enough under rubbing, while the counterfeit feels smooth and oily. Experienced persons detect spurious coins by the weight. The jeweler uses nitric acid for the detection of debased gold and silver. Scratch the coin with the knife and then apply the acid to the scratch. If the acid boils up greenish, the coin is bad ; but if it turns white the coin is good. The following test for determining whether silver is good or bad is known as the "Mint Test," although the tests employed at the Mint are weight and size :

24 grains nitrate of silver.
30 drops nitric acid.
1 ounce water.

A drop of this mixture will have no effect upon genuine silver but will blacken a debased coin. Persons handling large amounts of coin must rely upon the eye and the sense of touch.

New York and New England Railroad.

The Bostor Journal says that the time for the completion of this railroad line through to the Hudson River at Fishkill, where by a ferry it will make a connection with the Newburg branch of the Erie Railway, is rapidly approaching, and then adds:

The work of preparing for the crossing of the river at this point is being rapidly prosecuted, and the managers of the railroad have advertised for the excavation of some 200,000 cubic yards of material from the flats in the river at this point, which is to be used in preparing the extensive terminal grounds that will be required at this end of the road.

Although there are only some eight or ten miles of rails remaining to be laid upon the new extension between Waterbury and Brewster's, it is now expected that this extension will not be opened for traffic until about the first of January, instead of the present month, as at first contemplated, the necessity of thoroughly ballasting the new section before opening it, accounting for most of the delay.

From Brewster's to New York City the road will have the option of two different routes, one via the Harlem Railroad to the Grand Central Depot, and the other via the Northern New York, running from Brewster's to the Harlem River at High Bridge, where the Elevated Railroad will enable passengers to go to any part of the city. As the elevated roads are soon to establish a baggage service over their lines this line will offer a favorite route to the public.

Nearer home the work of developing the capacity of the New York and New England Railroad to handle a large traffic is being actively carried on, especially upon the extensive terminal grounds upon the South Boston Flats. The piles for the foundation of the new grain elevator, some two thousand in number, are nearly all driven, and large quantities of stone, brick, &c., are accumulating near its site for the construction of the elevator. A large gang of carpenters are also at work upon the warehouse or shed, 800 by 200 feet, which is to be erected between Docks One and Two. The floor, which consists of two layers of plank, one of them creosoted, is nearly completed, and the work of erecting the huge girders for the room, 200 feet in length, will be commenced in a few days. Besides the above work, important additions to the accomodations upon the 25-acre lot have been made and others are underway. The work of filling in the 50 acres of flats purchased of the Boston and Albany Railroad is also being actively pushed. A portion of this lot has already been filled up and leveled off, and can be made available for tracks and depots, upon the opening of the road through to the Hudson, an event which is confidently looked for next spring. The work of completing the section from Brewster's to the Hudson is now in the hands of contractors. Taken in connection with the work upon the new passenger station at the foot of Summer street, which is now partially completed and in use, and the construction of a second track and sidings along the line, together with large additions constantly being made to the equipments of the road, it will be seen that the managers of the corporation will be fully prepared to handle the traffic which is now so rapidly developing, and which must result in this road securing its share of the prosperity now dawning upon the whole country.

At a meeting of the stockholders of the Cincinnati Northern (formerly Miami Valley Narrow-gauge) railroad held in Cincinnati on the 15th inst., the action of the Directors in issuing bonds to the amount of $1,000,000 for completing and equipping the road was ratified. A large force is employed now in the completion of the road from Cincinnati to Waynesville.

Justice Miller, of United States Supreme Court at Washington has rendered a decision in the Missouri, Kansas and Texas Railroad case which is to the effect that the Missouri, Kansas and Texas Company is entitled to possession of its road on the payment of coupons, which in their cross bill they have offered to pay.

Personal.

—Capt. J. B. Eads with his engineering party were at Galveston, Texas, Tuesday, en route for Vera Cruz.

—Mr. N. K. Ackerman, of Chicago, President of the Illinois Central Railroad was at the Windsor Hotel New York, this week.

—The venerable Peter Cooper is said to be the oldest voter in New York, casting his first vote for President Monroe.

—Mr. Willard Black, formerly of Philadelphia, and Miss Annie Scott, niece of Col. Thos. A. Scott, were married at Cedar Rapids, Ia., last week.

—The recent death of Sir Thomas Bouch, the engineer of the Tay bridge, is ascribed to grief and anxiety, caused by the fearful disaster last December.

—Mr. Charles Crocker, President of the Southern Pacific Railroad, and his family have been stopping in New York for several weeks at the Windsor Hotel.

—Mr. H. B Richardson submitted the plans which were finally adopted by the commissioners for the proposed new City Hall at Albany, and he has been appointed architect to the commission.

—Among the railroad men who were conspicuous in the late campaign was Mr. William Dowd, President of the Hannibal and St. Joseph Railroad, who came very near being elected Mayor of New York.

—Hon. Thurlow Weed celebrated his eighty-third birthday, Monday, when he received a large number of his friends of a public and private life, in an informal manner.

—Mr. H. F. Gillig, general manager of the American Exchange in London, is coming to New York early in December to complete the organization and extension of that undertaking.

—The directors of the Massachusetts Central Railroad Company have organized with Hon. George S. Boutwell, president, and George F. Seymour, treasurer and clerk.

—Capt. John Routh, who for twenty years has been a conductor on the Pennsylvania Railroad, is to take charge of the railroad switches, side tracks, engines, cars., etc., of the Lucy furnace, Pittsburgh.

—The number of Prussian millionaires is said to be only 1195. The richest of them are the Rothschilds of Frankfort, Krupp of Essen, and Bleichbroder of Berlin. Prince Bismarck is also reckoned among the millionaires.

—Mr. Emmons Blaine, the second son of Senator Blaine, a graduate of Harvard College and for the last two years a member of the Harvard Law School, has accepted a position in the office of the General Manager of the Chicago and Northwestern Railroad, at Chicago.

—Governor Foster and others with him who were interested in the building of the Ohio Central railroad from Toledo to the coal mines at Corning, Ohio, just completed, left $12,000 behind them on a recent visit to the Corning mines toward building two schoolhouses and a church apiece for the white and colored miners.

—Mr. Wm. W. Griscom, of Philadelphia, read a paper, at the Franklin Institute, in that city, Wednesday night, setting forth the nature of his new electric motor, the principal novelties of which are in the construction of the electro-magnet and some mechanical details, whereby the power is said to be very much increased.

—Mr. Loring S. Richardson, for several years the general passenger and ticket agent of the Ogdensburg and Lake Champlain Railroad, where he was very popular and esteemed as an executive officer of marked capacity, has taken the position of auditor of the Denver and Rio Grande Railroad, with headquarters at Colorado Springs, Col.

—Hon. Thomas Allen, President of the St. Louis, Iron Mountain and Southern Railway has been elected to Congress from St. Louis. The large majority given him shows the confidence which the city on the Mississippi has in his fitness for the position, and in his ability to champion the river improvements and railroad and other interests of much importance to St. Louis.

Construction.

—The Central Vermont Railroad Co. have fitted up a very handsome depot at Montpelier, Vt.

—2,800 tons of steel rails have been laid on the Indianapolis and St. Louis road within the last four months.

—An extensive depot building is to be erected at Cleveland by the New York, Pennsylvania and Ohio Railroad Co.

—Work on the double track of the West Jersey Railroad is progressing. The line will be finished by spring.

—The Lexington and Southern Railroad Co. have given out the contracts for grading its line from Nevada to Carthage.

—The Milwaukee, Lake Shore and Western Railway Co., have completed their western extension to Wausau, 20 miles from Norrie, and 210 miles from Milwaukee.

—David Ryan, of Berwyn, has been awarded the contract for straightening the tracks of the Pennsylvania Railroad at Green Tree, Pa. The work has already commenced at Malvern.

—It is estimated that it will take 400,000 feet of oak ties and 100,000 feet of clear pine for the proposed renewing of the wood work of the Dubuque bridge.

—The work of laying the new line of tracks by the Union Freight railroad managers of Boston, on Commercial street from Charter street to Atlantic Avenue is nearly completed. This will give a double track from Charter street to Rowe's wharf.

—An Elevated railroad is being talked up for St. Louis, a river front of 14 miles and an average width for the city of 4 miles having made rapid transit seem desirable. It is proposed to run a main stem from Carondelet to the upper end of the city, passing along Seventh street in the central portion, with collateral branches extending to the fair-grounds and Forest park.

Interest and Dividends.

—The Northern (N. H.) Railroad Company has declared a dividend of $3 per share payable Dec. 1

—The Catalpa Mining Company has declared a dividend of $60,000 (20 cents per share), payable Dec. 15.

—The Boston, Concord and Montreal Railroad Company has declared a dividend of 3 per cent payable Nov. 20.

—The Catawissa Railroad Company has declared dividends of three and one-half per cent on its preferred stocks, payable November 18.

—Coupons of the mortgage bonds of the New York, Lake Erie and Western Railroad due Dec. 1 will be paid at the office of the company, No. 187 West street.

—The Homestake Mining Company has declared its monthly dividend of Thirty cents per share for October, payable Nov. 25, at the office of Messrs. Wells, Fargo & Co., No. 65 Broadway; also an extra dividend of same amount, payable at the same time and place.

Philadelphia Stock Exchange.

Closing Prices for the week ending Nov. 16.

	W.10	Th.11.	F.12.	Sa .13.	M.15.	Tu.16.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....
Jamden & Am. 6s, 1885	....	....	....	....	....	....
6s, 1889	110¼	....	....	....	....	....
Mort. 6s, 1889	1.3	....	....	....	....	....
Jamden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	12¼	....	13	14	14	14
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	7¼	....	8	....	8
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	34¼	34¼	34¼	34	35¼	34¼
6s, 1884	....	....	....	....	....	....
Gold Loan	....	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	109	....	....	....	109	....
Lehigh Valley	53¼	55	55	55¼	56¼	55¼
1st mort. 6s, coupon	121¼	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	130¼	....	130¼	....	....	....
Consol. mort. 6s	116¼	....	....	116¼	....	130¼
Consol. mort. 6s, reg.	116¼	....	....	116¼	....	....
Little Schuylkill	50	48¼	50	....	50	50
Minehill & Sch. Haven	56¼	....	56¼	....	....	56¼
North Pennsylvania	34	....	....	....	....	....
1st mortgage 6s	....	107	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	38¼	39¼	39¼	39	39¼	39
6s	91¼	....	92	92	....	....
Northern Pacific	28¾	....	29¼	30¼	31¼	30¼
Preferred	51	53	52¼	55	56¼	55¼
Pennsylvania R. R.	60¼	60¼	60¼	60¼	60¼	60¼
1st mortgage	102¼	102¼	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....
Gen'l mort. reg.	122¼	....	....	....	....	....
Consol. mort. 6s	119	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	107	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	26¾	24¼	22¼	23¼	22¼	20¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	128	....	....	....	....	....
Consol. mortgage reg	127	....	....	....	....	....
Gen'l mortgage 6s	86¼	86¼	85¼	86	85¼	....
Philadelphia and Erie	17	....	....	....	17	....
1st mortgage, 6s	....	....	101¼	....	....	....
2d mortgage, 7s	115	....	....	....	115	....
Pittsb., Cin. & St L. 7s	118¼	....	....	....	....	....
Pittsb., Titusv. & Buff.	16¼	16¼	16¼	16¼	16¼	16¼
7s	83	81	....	....	....	82¼
Schuylkill Navigation	....	....	....	....	....	....
Preferred	10¼	10	9¼	....	9¼	....
6s, 1872	....	....	....	....	105	....
6s, 1882	80	80	....	....	....	79
United Co. of N. Jersey	....	182	....	....	....	182¾
Hestonville, (Horse)	....	....	20¼	21¼	21¼	....
Chestnut & Wal (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Nov. 16.

	W.10	Th 11.	F.12.	Sat.13.	M.15.	Tu.16.
Baltimore and Ohio	170¼	171¼	171¼	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	107¾	....	....	....	....	....
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	....	....	....	111	....	111
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	115¾	....	116	116	....	....
2d mortgage, 7s	82	82	83¼	82¾	82¼	82¼
3d mortgage, 8s	42¼	42¼	42¼	42¼	....	43
Northern Central ($50)	39¼	....	39¼	39¼	39¼	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	199	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	119	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	53¼	....	....	....	....
O., Alex. & Manassas 7s, 94	94¼	....	....	....	....	95¼
Pittsb. & Connellsv. 7s	117	119	....	....	....	....
Virginia 6s, Consol	70¼	67¼	68	68	68¼	69¼
Consol. Coupons	91¼	....	92¼	92	92	92
10-40 bonds	45¼	45	46	45¼	46	46¼
Deferred Certificates	15	....	....	....	9¼	....
Western Maryland	....	8¼	8¼	....	8¼	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	112¼	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	37	....	37¼	....	....	37¼

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 17.

	Th.11	F.12	Sat.13	M.15	Tu. 16	W.17
Adams Express.. 120	120	120	120	120	120	....
Albany and Susq.....	116	....	....	....	....	115
1st mortgage.....	....	....	117	....	....	....
2d mortgage.....	....	....	....	....	....	....
American Express.....	63¾	...	63¼	64¼	64¼	66
Atlantic & Pacific Tel.....	40	40	40	40	40	40
Burl., C. R. & Nor..... 67	....	66	....	....	....	...
1st mortgage 5s	97¼	97¼	97¼	98¼	98	99
Canada Southern..... 67	67	67¾	67¼	66¾	67¼	
1st mortgage guar...	99¼	....	99¼	99¼	99¾	99¾
Central of N. Jersey .. 77¼	76¾	77¼	78¾	78	79¼	
1st mortgage 1890	....	118	118¼	....	....	
7s, consolidated, ass.. ...	....	110	108	108	108¾	
7s, convertible, ass.....	....	....	....	....	....	
7s, Income.....	88	88	90	90¼	92	
Adjustment.....	109	....	....	109	109	
Central Pacific..... 85¼	85	84¼	....	82¾	84¼	
6s, gold.....	113¾	143¾	....	113¼	....	
1st M. (San Joaquin) 106¾	....	....	....	106¾	....	
1st M. (Cal. and Or.).....	106	....	....	....	....	
Land grant 6s.....	....	....	....	....	....	
Chesapeake and Ohio... 19¼	19¾	....	....	....	....	
Chicago and Alton .. 137¼	136	139¼	139¼	137¾	139	
Preferred.....	....	....	142¼	....	....	
1st mortgage..... 126	....	....	....	....	....	
Sinking Fund.....	....	111	....	....	....	
Chic., Burl. & Quincy 157	157	157¼	158	158¼	162¾	
7s Consol, 1903.....	....	....	128¼	128¾	128¾	
Chic., Mil. and St. Paul 103¼	102¾	102¾	102¾	101¾	103	
Preferred.....	....	....	117¾	....	117¾	
1st mortgage, 8s.....	....	....	....	....	....	106
1d mortgage, 7 3-10s.....	....	....	....	....	....	
7s, gold.....	....	....	....	....	....	
1st M. (La Crosse div.	....	....	....	....	....	
1st M. (I. and M. div....	....	....	....	....	....	117
1st M. (I. and D. ext	....	....	....	....	....	
1st M. (H. & D. div....	....	....	....	111¾	114¾	
1st M. (C. & M. div....	....	....	....	....	....	
Consolidated S. F.. 120¾	....	121	121	120¾	120¾	
Chic. & Northwestern. 113	112¾	113¾	113	112¾	113¾	
Preferred..... 136¾	136¾	....	138	136¾	138¾	
1st mortgage.....	....	....	....	....	....	
Sinking Fund..... 107¼	....	107¾	107¾	....	107¾	
Consolidated 7s	....	....	....	130	....	132¼
Consol. Gold bonds. 124¼	....	125	126	126¾	....	
Do. reg.....	....	....	....	....	....	
Chic., Rock Isl. & Pac 121¾	120	120	120¼	121	121¾	
6s, 1917, c..	127	....	....	125	124	
Clev., Col., C. and Ind. 80	79¾	79	80	79	80	
1st mortgage.....	....	....	....	123	123¾	
Clev. & Pittsburg guar	....	124	124	124	....	
7s, Consolidated.....	....	....	....	....	....	
4th mortgage.....	....	....	....	....	....	
Col., Chi., & Ind Cent 19¾	20¾	21¼	21	20¾	20¾	
1st mortgage.....	....	....	....	....	....	
2d mortgage.....	....	....	....	....	....	
Del. & Hudson Canal. 89	88	88	87¾	87¾	88¾	
Reg. 7s, 1891..... 112	....	112¾	112¾	112¾	112¾	
Reg 7s, 1884.....	....	....	....	107	....	
7s, 1894.....	....	....	....	....	....	
Del., Lack. & Western. 99¾	97¼	97¾	98	97¼	98	
1d mortgage 7s.....	....	....	....	....	....	
7s, Consol. 1907.....	....	....	....	....	121	....
Erie Railway.....	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	....	....
1d mort. 5s, ext.....	....	....	107¼	....	....	....
3d mortgage.....	....	....	....	....	....	....
4th mort. 5s, ext.... t..05¾	105¼	106	....	....	106	
5th mortgage.....	....	....	....	....	....	....
7s, Consol. gold..... 124¾	124¾	126	126¾	125¾	126	
Great Western 1st mort....	....	....	....	....	....	....
2d mortgage..... 105	105¼	105¼	105¾	105¾	....	
Hannibal & St. Joseph 40¼	40	40¼	40¾	39¾	40¾	
Preferred..... 88	87¾	88¼	89¾	88¾	89¾	
6s, Convertible..... 109¼	....	109¾	110¾	109¾	109¾	
Houston & Tex. Cent.....	74	....	74	75	76¼	
1st Mortgage.....	....	110¼	....	110¾	....	
Illinois Central..... 117¾	118	117¼	....	117	118¾	
Lake Shore & Mich So. 114¼	114	113¾	113¾	112¾	113¾	
Consol. 7s.....	....	....	....	....	....	....
Consol. 7s, reg....	....	....	....	....	....	....
2d Consolidated.....	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds.....	120	....	....	....	....	....
Louisville & Nashville.. 173	172¾	171	172¾	85¾x	84	
7s, Consolidated.....	....	....	....	....	....	....
Manhattan 37¾	36¾	36¾	35¾	35¼	36¾	
Metropolitan Elevated.. 115	112¾	112	114¾	110	110¾	
1st Mortgage 104	102¾	103¼	103¼	103¾	103¾	
Michigan Central..... 108¾	107¾	108¾	108¾	107¾	108¾	
7s, 1902.....	....	....	....	....	....	
L. S. and N. I. 1st, S. F....	....	....	....	....	....	110
Morris and Essex 116¾	115¾	115¾	116¾	116¾	....	
1st mortgage.....	....	....	....	....	....	133¾
2d mortgage.....	....	....	....	....	....	
7s of 1871.....	....	....	....	....	....	
7s, Convertible.....	....	....	....	....	....	
7s, Consolidated.....	....	....	....	....	....	
N. Y. Cent. & Hud. Riv 137	136¾	137	137¼	137	138¾	
6s, Sinking fund, 1883 103¾	...	....	104	103¾	....	
6s, Sinking fund, 1887.....	....	....	....	....	....	
1st mortgage	....	....	134	....	....	124
1st mortgage, reg...	....	....	....	....	....	
N. Y. Elevated..... ...	118	117	118¾	119	118	
1st mortgage.....	....	....	....	....	116¾	....
N. York and Harlem.....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage.....	....	....	....	....	131	....
1st mortgage, reg.....	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Nov. 17.

	Th.11	F.12	Sat.13	M.15	Tu.16	W.17.
N.Y., Lake Erie & W.. 43¼	42¾	42¾	42¾	42¼	43¼	
Preferred..... 75¼	73	73	72¼	72¼	73¾	
2d Consolidated..... 97¼	96¾	97	97¼	97	97¾	
New 2d 5s fund..... 91¾	....	91¼	92	95	92¾	
N. Y., N. Haven & Hart	....	....	175	175	....	
North Missouri 1st M.....	....	....	122	121¾	....	
Northern Pacific.....	....	3 ¾	31¼	30¾	31¼	
Preferred 52¼	52¼	55¼	56¼	55¼	56¾	
Ohio and Mississippi.. 35¾	35	34¼	34¼	34¾	35¾	
Preferred.....	76	77	....	78¾	80	
2d mortgage 120	....	116¼	....	116	....	
Consolidated 7s.....	....	....	....	....	....	
Consol. Sinking fund 117¼	....	117¼	....	....	....	
Pacific Mail S. S. Co.. 47¾	46¾	46¾	46¾	46¼	46¾	
Pacific R. R. of Mo	....	....	....	....	....	
1st mortgage.....	....	....	....	108¾	....	
2d mortgage.....	....	114¾	....	....	....	
Panama 260	....	....	202	....	....	
Philadelphia & Reading 52	45¾	47	45¾	41¾	44	
Pitts., Ft. W. & Chi. gtd 123	....	....	....	124	....	
1st mortgage.....	....	....	....	....	....	
2d mortgage.....	....	130¼	....	....	....	
3d mortgage	....	....	....	....	....	
Pullman Palace Car.....	121	122	121	121	....	
Quicksilver Mining Co. 13	....	....	....	13¾	....	
Preferred.....	....	....	52	....	....	
St. Louis & San Fran.. 39¼	39¼	39¾	....	....	....	
Preferred..... 52	51¾	52¼	52	53	50¾	
1st Preferred..... 81¾	81¾	....	91¾	81	....	
St. L., Alton and T. H. 34¾	34	33	33¾	36	36	
Preferred..... 107¾	105	104	....	108	106	
1st mortgage.....	....	....	....	....	115	
2d mort. preferred.....	....	....	....	....	....	
Income bonds.....	....	....	....	....	....	
St. L., Iron Mt. & S. As 48¼	47¾	48	48¼	47¾	48¾	
1st mortgage.....	....	117	....	117¾	....	
2d mortgage..... 104¾	103¾	104	103¾	....	104¼	
Tol., P. & War. 1st E.D	....	....	....	....	....	
1st mort., West. Div.	....	....	....	....	....	
Union Pacific 95	95¼	96¾	97¼	95¾	95¾	
1st mortgage 114¼	....	114	....	114	114	
Land Grant 7s.....	114	....	113¾	113¾	....	
Sinking Fund 8s.....	119	....	....	....	118¾	
United States Express. 51¾	51¾	52	52	52	51¾	
Wabash.....	....	....	....	....	....	
1st mortgage	....	....	....	114	....	
2d mortgage.....	106	....	106	....	....	
7s, Consolidated.... 106¾	....	105¾	105¼	....	106	
St. Louis Division	....	....	....	....	....	
Wabash, St. L. & Pac. 41¼	41¼	41¾	41¾	41¾	42¾	
Preferred..... 75¼	74¾	75¾	77¾	75¾	76¾	
New Mort. 7s..... 104	....	104	....	....	104¼	
Wells-Fargo Express.	....	113	114	....	....	
Western Pacific bonds. 111	....	....	....	....	113	
Western Union Tel 98¾	97¾	98	98¾	95¼	....	
7s, S. F. conv., 1900....	....	....	....	....	....	

Boston Stock Exchange.

Closing Prices for the week ending Nov. 17.

	Th 11	F 12	Sat. 13	M. 15	Tu. 16	W. 17.
Atch., Top. and San. Fe. 132¾	132¾	135¾	133¾	133¾	135¼	
1st mortgage.....	....	120	....	....	130	
2d mortgage.....	....	....	....	....	....	
Land Grant 7s.....	....	....	....	1.9	....	
Boston and Albany...	165¾	165¾	....	....	1.6¾	
7s, reg.....	....	....	....	....	....	
Boston and Lowell	....	103¾	....	....	....	
Boston and Maine....	142¼	142	142¾	142¾	143	
Boston and Providence	....	144¼	144	....	....	
Boston, Hart. & Erie 7s 48¼	43¾	43	43¼	42¾	43¾	
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	
Burl. & Mo. R. in Neb.....	....	110¾	....	....	....	
6s, exempt..... 86¼	186¾	86¾	....	....	....	
4s..... 155¾	155¾	156¼	158¼	157¾	163¾	
Chi., Burl. and Quincy.	....	....	....	....	....	
7s 18¾	18¾	18¼	18¾	18	17	
Cin., Sand. and Clev...	....	....	....	....	....	
Concord ($50).....	....	....	....	....	....	
Connecticut River....	....	155	....	....	....	
Eastern..... 33¾	33¾	34	34¾	33¾	33¾	
New 4½ Bonds..... 99¼	....	....	99¾	99¾	100¾	
Fitchburg.....	....	....	....	....	....	
Kan. C., Top. & West.....	....	....	....	....	....	
Michigan Central.....	....	108¾	109	....	....	
N. Y. & New England.. 41¾	41¾	41	41¼	41	41	
7s..... 112	112	....	....	113¾	113¾	
Northern, N. H..... 108	....	110	....	....	....	
Norwich & Worcester.....	....	....	....	....	....	
Ogden. & Lake Champ.....	....	22¼	22¼	....	22	
Preferred.....	....	....	....	....	....	
Old Colony..... 123	123	133¾	....	....	....	
Ph., Wil. & Balt. ($50). 71¾	71¾	....	....	....	....	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Pueblo & Arz. Va.....	....	....	....	....	....	
7s	....	114¼	....	....	114¼	
Pullman Palace Car... 122¾	121¼	121	121¼	121	122	
Union Pacific..... 93¾	94¾	96¾	95¾	95	....	
4s.....	....	....	....	....	111¾	
Land Grant 7s.....	....	....	....	....	....	
Sinking Fund 8s.....	....	....	....	....	117¾	
Vermont and Canada.....	....	....	....	....	....	
Vermont and Mass.....	....	....	....	....	....	
Worcester and Nashua....	....	....	....	59	....	
Cambridge (Horse).....	....	....	....	....	....	
Metropolitan (")... 68¼	....	....	69¼	69¾	....	
Middlesex (").....	68¾	....	....	....	....	
Cal. & Hecla Mining Co. 236	....	....	....	235	235	
Quincy..... 32	32¾	33	34	....	34	

New York Stock Exchange.

Closing Prices for the week ending Nov. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16	W.17.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	109¾	....	110¾	111	....	
U. S. 4s, 1907, coup.....	110¾	110¾	111	111¾	11 ¼	
U. S. 4½s, 1891, reg.... 110¾	. ..	110¾	111	110¾	....	
U. S. 4½s, 1891, coup.... 111¾	....	....	113¾	112¾	112¾	
U. S. 5s, 1881, reg..... 101¾	102	....	....	....	101¾	
U. S. 5s, 1881, coup.... 101¾	101¾	....	....	....	101¾	
U. S. 6s, 1881, reg..... 104¾	104¾	104¾	104¾	104¾	....	
U. S. 6s, 1881, coup.....	....	104¾	....	....	104¾	
U. S. 6s, 1880, reg..... 102¾	102¾	....	....	....	102¾	
U. S. 6s, 1880, coup	....	....	....	....	102¾	
Dt. of Col. 3-65s, reg.....	....	99¾	99¾	....	....	
Dt. of Col. 3-65s, coup. 99	99¾	99¾	99¾	99¾	....	

London Stock Exchange.

	—Closing Prices— Nov. 5.	Oct. 29
Atlantic & Gt. W. 1st mort. Certs.	— — —	— — —
Do. 2d mort., Certs.....	— — —	— — —
Do. 3d mort., Certs.....	— — —	— — —
Baltimore and Ohio (sterling)..... 115	—117	115 —117
Central of New Jersey $100 shares . 77	— 80	77 — 80
Do. Cons. Mort. Oct. '79 coupon... 113	113	112 —113
Do. Adjustment bonds..... 111	—113	110 —112
Do. Income bonds..... 88	— 92	88 — 92
Det., Gd. Haven & Mil. Equip. bds. 112	—114	112 — 114
Do. Con. M. 5 p.c. till '84 after 6 p.c 107	—109	106 —108
Erie shares $100 Recon. Ass. $6 pd. 44¾	— 45¼	46 — 46¼
Do Pref. Shares, R. T. Ass. $3 pd 76	— 78	77 — 78
Do. 1st Con. M. ex-Certs. 6 Cou.. 120	—122	127 —129
Illinois Central $100 shares..... 117	—120	121 —122
Lehigh Valley Consol. mortgage.... 116	—119	117 —120
N. Y. Cent. & Hud. Riv. Mt. bonds 135	—137	135 —137
Do. $100 shares..... 140	—142	141 —143
Do. Mort. bonds (ss..... 120	—122	120 —122
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds..... 125	—127	125 —127
Do. do. 2d do. 99	—101	94 — 96
Do. 2d Consol. Mort. bonds..... 94	— 96	99 —101
Do. Gold Income Bonds..... 85	— 90	85 — 88
Pennsylvania, $50 shares..... 54¾	— 55¾	62 — 63
Do. Con. Sink. Fund Mort..... 118	—122	118 —122
Philadelphia & Reading $50 shares. 23¾	— 24¼	21¾ — 22¼
General Consol. Mortgage..... 113	—115	112 —114
Do. Improvement Mortgage..... 98	—100	97 — 99
Do. Gen. Mort. '74, ex-deferd. cou. 86	— 87	84 — 85
Do. Scrip for the 6 def. & compons. 80	— 90	80 — 90
Pittsbg, Ft W. & Chic. Equip. bds. 110	—112	110 —112
St. Louis Bridge 1st mort. gold bonds 113	—115	113 —115
Do 1st pref. stock,..... 67	— 71	49 — 51
Union Pacific Land Grant 1st mort. 115	—117	115 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, November 18, 1880.

The quotation for call loans at the Stock Exchange this afternoon is 4@5 per cent.

The foreign exchange market is steady for bankers' 60 day sterling on the basis of 4.80¼@¾ for prime, and strong and active for short on the basis of 4.82¼@¾, and for cable transfers on the basis of 4.82¾@4.83¼. Prime commercial bills are 4.78¾@4.79¼. The posted rates for prime bankers' sterling are still 4.81@4.83.

The Treasury to-day bought $105,000 6's of 1880 at 102¾.

Government bonds were strong throughout. The 4s advanced to 111⅞ and the 4½s to 112½—the highest prices yet made.

Governor Collum, of Illinois, has issued his proclamation calling in for payment $257,460 of the State bonds outstanding, to be presented on or before January 1, 1881, after which day interest will cease. This practically wipes out the State debt. After all is paid there will remain in the State Treasury about $100,000.

According to the message of Governor Colquitt of Georgia, the State finances are in a sound condition. There is a surplus of nearly $1,000,000 in the treasury, and $200,000 outstanding State bonds can be redeemed. The State has 50 gold mills, with nearly 500 stamps in operation, and there are other mineral deposits which have attracted the attention of capitalists.

The stock of the Richmond and Danville Railroad Company has been regularly placed on the

call list of the Baltimore Stock Exchange. The capital stock of the company represents $3,886,400. The net earnings in the year ended 30th September last were $796,847 41. Interest on bonds and other fixed charges were $570,893 48, leaving $225,953 93, nearly 6 per cent on the capital stock.

The closing quotations on Thursday were: Adams Express, 119@121; American Express, 65@66; American Union Telegraph, 59½@61; Am. Dist. Tel., 75@76; Atlantic and Pacific Telegraph, 40½@41½; Canada Southern, 68@68½; Central of New Jersey 79⅜@79½; Central Pacific 84¼@84½; Chicago and Northwestern, 114¾@114⅞; do. pref., 140@140½; Chicago, Burlington and Quincy, 164¾@165; Chicago and Alton, 138@138¼; Chicago, Milwaukee and St. Paul, 104⅞@105; do. pref., 117@118½; Chicago, Rock Island and Pacific, 122@122½; Cleveland, Columbus, Cincinnati and Indianapolis, 81⅝@81¾; Columbus, Chicago and Indiana Central 21⅜@21½; Delaware and Hudson Canal, 89¼@89⅜; Delaware, Lackawanna and Western, 99½@99⅝; Hannibal and St. Joseph —@42; do. pref., 91½@91¾; Illinois Central, 118⅞@119; Lake Erie and Western, 32⅝@33; Lake Shore and Michigan Southern, 116⅛@116¼; Morris and Essex, 116¾@116⅞; Manhattan Elevated, 36¾@37; Metropolitan Elevated, 112¼@113; Michgan Central, 110@110¼; New York Elevated, 118½@119; New York Central and Hudson River, 142@142½; New York, Lake Erie and Western, 44@44½; do. pref., 74½@75; New York, Ontario and Western, 27⅞@28; Ohio and Miss., 36¼@36⅜; Pacific Mail, 46¾@47; St. Louis and San Francisco, 39½@40; do. pref., 52@52¼; do. 1st pref., 80@81; St. Louis, Iron Mountain and Southern, 49¼@49½; St. Louis, Alton and Terre Haute, 38½@39½; do. pref., —@110; Union Pacific, 96⅛@96¼; United States Express, 52@53; Wells Fargo Express, 112@114; Western Union Telegraph, 97⅝@97¾; Wabash, St. Louis and Pacific, 42⅝@42¾; do. pref., 77¼@78⅜.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Topeka and Santa Fe, 134¾; Am. Dock and Imp. bonds, ass., 117; Boston, Hartford and Erie 1st, 43; Buffalo and Erie 7s, new, 123; Chesapeake and Ohio 1st pref., 26¼; do. 1st, Series B, 72¼; do. cur. int., 42; Chicago, St. Paul, Minn. and Omaha, 43½; do. pref., 83⅜; do. consol., 103½; Central Iowa, 24¾; do. 1st pref., 76¾; do. 1st, 108½; Chicago, St. Louis and New Orleans, 38¾; do. 2d inc., 80; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass., sup., 103½; do. inc., 56; Clev., Col., Cin. and Ind. consol., 117; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 105¼; do. La. C. and Dav. div., 94½; do. S. W. div., 6s, 104; Chicago, St. Paul and Minn. L. G., 116; do. 1st, 107; Chicago and Northwest Int. bonds, 104½; Cedar Falls and Minnesota 1st, 111½; Chicago and Eastern Ills. 1st, 105; do. inc., 95; Denver and Rio Grande, 79¼; do. 1st, 109½; do. consol. 106; Dubuque and Sioux City, 75; Denver, South Park and Pacific 1st, 105⅛; Delaware and Hudson 1st Penn. div., 119; Galveston, Houston and Henderson 1st, 101⅛; Galveston, Harrisburg and San Antonio 1st, 69; Ind., Bloom. and Western, 38¼; do. 2d, 69; do. inc., 67; International and Gt. Northern 1st, 104; do. 2d inc., 85¼; Indianapolis, Decatur and Springfield 1st, 104; Houston and Texas Central 2d, M. L., 116; do. 1st Western div., 109⅞; Kansas Pacific, 1st consol., 97⅜; do. 6s, J. & D., 1896, with coupon certif., 112; do. Denver Div. ass., 103¼; do. with coup. certif., 112¼; Keokuk and Des Moines pref., 31; do. 1st, 99½; Louisville and Nashville Gen'l mort., 6s, 105¼; do. N. O. and Mobile 1st, 103½; Lehigh and Wilkesbarre consol. ass., 102; do. income, 79; Lake Erie and Western, 31⅞; do. inc., 64¾; Laf., Bloom. and Muncie 1st, 104⅛; Missouri, Kansas and Texas, 40⅛; do. 7s, consol. ass., 114⅞; do. 2d, 72⅜; Marietta and Cincinnati 1st pref., 7¼; do. 2d pref., 5; Mobile and Ohio, 22; do. 1st deben., 85; do. 2d deben., 53¾; do. 3d deben., 42; do. 4th deben., 41; do. 1st mort., 107; Metropolitan Elevated 2d, 92⅜; Nashville, Chattanooga and St. Louis, 69; do. 1st, 116⅜; New York, Ontario and Western, 27⅝; North Wisconsin 1st, 106; New York and Manhattan Beach 1st, 107⅛; Ohio Central, 25½; do. 1st, 102; do. inc., 57; Oregon Railway and Nav., 119¾; do. 1st, 105¾; Ohio and Mississippi 1st, Springfield div., 113; Pittsburg, Titusville and Buffalo, 33½; Peoria, Decatur and Evansville, 26; do. inc., 73; Rome, Watertown and Ogdensburg, 1st consol., 74; St. Paul and Sioux City 1st, 105½; St. Louis and San Francisco 2d, class A, 94½; do. C, 80⅛; do. Equip., 104; Southern Pacific of California, 1st, 100⅞; South Pacific 1st, 104½; St. Paul and Duluth, 32; St. Louis and Iron Mt. 1st pref. inc., 88¾; do. 2d pref. inc., 73; do. Arkansas Branch, 108½; do. Cairo, Ark. and Texas 1st, 107⅛; do. Cairo and Fulton 1st, 110½; St. Paul, Minn. and Man., 1st, 112; do. 2d, 109½; St. Louis, Kansas City and Northern R. E. 7s, 1895, 109¼; do. Clarinda Br. 1st, 98; Texas and Pacific, 36; do. inc. L. G., 73; do. consol., 100; do. Rio Grande div., 94⅝; Toledo and Wabash fund. int. consol., 97; Toledo, Peoria and Warsaw 1st, W. D., pur. com. rec., 140; Wabash Gen'l mort., 96; Alabama, Class A, 69½; Arkansas 7s, R. R., 8; Louisiana 7s, consol., 49; North Carolina consol. 4s, 81½; Quebec 5s, 101½; South Carolina 6s, non-fund., 4; Tennessee 6s, new, 44⅞; do. old, 48; Virginia 6s, def., 12¾; do. 6s, ex-mat. coupon, 70; American Union Tel., 64⅞; Am. Dist. Tel., 75; Sutro Tunnel, ⅞; Canton Co., 52; Colorado Coal and Iron, 26; do. 6s, 79½; Montauk G. & C., 31½; Elk Lick, 36½; New York and Strait, 56¼; New Central Coal, 29; Central Mining, 8⅞; Caribou, 2⅜; Excelsior, 7½; Homestake, 31; La Plata, 4⅝; Little Pittsburg, 2½; Ontario, 32; Standard, 23⅜; Starmont, 4¼.

Boston.—Atchison, Topeka and Santa Fe 7s, Dutch Stamp, 117; Atchison and Nebraska 7s, 1907, 114; Boston and Lowell 5s, 104½; Boston, Clinton, Fitchburg and New Bedford, 19½; Boston, Revere Beach and Lynn, 103; Boston Water Power, 9⅛; Boston and Maine 7s, 1893, 125⅝; Burlington and Missouri River in Nebraska 6s, non-exempt, 103¼; Cincinnati, Indianapolis, St. Louis and Chicago, 93½; Chicago, Milwaukee and St. Paul, Dubuque div., 6s, 103; do. scrip, 106; do. Wisconsin Valley div. scrip, 102½; Connecticut and Passumpsic Rivers R. R., 80; Cheshire R. R., 55; Cincinnati, Sandusky and Cleveland pref., 47½; do. 7s, 102¼; do. scrip, 99; Chicago and West Michigan, 72½; Connotton Valley, 18; do. 7s, 1908, 73; Chicago, Iowa and Nebraska, 145¾; Cedar Rapids and Missouri River, 139; Detroit, Lansing and Northern pref., 107; do. 7s, 114½; Flint and Pere Marquette, 22; do. pref., 78¼; Framingham and Lowell 5s, 93; Iowa Falls and Sioux City R. R., 50; Jackson, Lansing and Saginaw 8s, 1885, white, 111; Kansas City, St. Joseph and Council Bluffs 7s, 114⅞; Kansas City, Fort Scott and Gulf, 56½; do. pref., 120; Kansas City, Lawrence and Southern, 89; Lincoln and Northwestern 7s, 114; Little Rock and Ft. Smith, 58; do. 7s, 108; Lynn and Boston Horse, 105¾; do. 6s, 1900, 108; Marquette, Houghton and Ontonagon, 50; do. 6s, 95; Maine Central, 35½; do. 6s, 1900, ext. gold, 106⅛; Metropolitan Horse, 7s, 1884, 108½; New Mexico and Southern Pacific 7s, 113¼; Nashua and Lowell, 135; Nebraska R. R. 7s, 1896, 115; New Bedford and Taunton 6s, 1881, 100¼; Ogdensburg and Lake Champlain consol, 89; do. income 6s, 40; Omaha and Southwestern 8s, 124; Ottawa, Oswego and Fox River Valley 8s, 1900, 121½; Philadelphia, Wilmington and Baltimore 5s, 105; Rutland, 5¼; do. pref., 27; do. 6s, 99; Republican Valley 6s, E. D., 103½; do. W. D., 103¾; do. def., 74¼; St. Paul and Dubuque scrip, 107; Summit Branch, 18; Stony Brook R. R., 112½; Sandusky City and Indiana 7s, 102½; Toledo, Delphos and Burlington, 10¼; Wisconsin Central, 14; do. pref., 28; do. 2d, 44½; Allouez Mining Co., 2⅝; Aztec, 1⅜; Blue Hill, 3¼; Brunswick Antimony, 15; Catalpa, 2¼; Copper Falls, 14½; Chrysolite, 5¼; Duncan, 4⅜; Empire 40c.; Franklin, 16¼; Great Basin, 5; Harshaw, 7½; Huron, 5¼; International, 30c.; National, 2; Osceola, 36½; Phœnix, 3; Pewabic, 22; Sycamore, 1¼; Silver Islet, 37; Sullivan, 6; Star, 1½.

Philadelphia.—Am. S. S. Co., 29½; Allegheny comp. 5s, 106; Chesapeake and Delaware Canal 6s, 79; Central Transp., 48½; Elmira and Williamsport 1st mort. 6s, 111½; Harrisburg 6s, 1904, 115; Huntingdon and Broad Top Mt. consol. 7s, 71½; Oil Creek 1st mort. 7s, 100; Philadelphia and Reading Income 7s, 70; do Gen'l mort. 6s, coup. half paid, 84; do. scrip, 60; do. consol. mort. 6s, gold, 112; Philadelphia and Trenton R. R., 182; Perkiomen 6s, 93; Pennsylvania Canal 6s, 90; St. Paul and Duluth R. R., 33¾; Susq. Canal, 3½; Texas Pacific consol. mort, 6s, 99½; do. 1st mort. 6s, 107; Western Pennsylvania 6s, 108; Warren and Franklin 7s, 105½; West Jersey R. R., 31. The latest quotations are: City 6s, 110@115; do. free of tax, 127½@128; do. 4s, new, 105@109; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106½@106¾; do. 5s, new loan, 115@115¼; do. 4s, new, 107@111; Philadelphia and Reading, 20½@20⅝; do. consol. mort. 7s, coup. 121@126; do. reg., 120@127; do. mort. 6s, 110@—; do. 7s, 1893, 118@—; United New Jersey R. R. and Canal, 182@182½; Pittsburg, Titusville and Buffalo R. R., 16⅛@16⅝; do. 7s, 80⅞@81⅛; Camden and Amboy mort. 6s, 1889, 112@114; Pennsylvania R. R., 60⅛@60¼; do. 1st mort., 102¼@102⅛; do. gen'l mort., coupon, 121¾@122¼; do. reg., 122⅜@122⅝; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 49⅞@50⅛; Morris

Canal, 60@61 ; do. pref., 162@163½ ; Schuylkill Nav., 5@— ; do. pref., 10@10¾ ; do. 6s, 1882, 79 @80¼ ; do. 1872, 104¾@105¼ ; Elmira and Williamsport pref., 6s, 109¼@109¾ ; do. 5s, 82@90 ; Lehigh Coal and Navigation, 34¾@34⅞ ; do. 6s, 1884, 108⅛@108¾ ; do. R. R. loan, 115⅛@115⅜ ; do. Gold Loan, 108⅜@108⅝ ; do. consol. 7s, 108⅞@109⅛ ; Northern Pacific, 30¼@30½ ; do. pref., 55⅛@55¾ ; North Pennsylvania, 53@— ; do. 6s, 106¾@107½ ; do. 7s, 118@120 ; do. Gen'l mort. 7s, reg., 115@— ; Philadelphia and Erie, 16 @17 ; do. 6s, 101¼@102¾ ; do. 7s, 114¾@115½ ; Minehill, 56⅛@56¾ ; Catawissa, 13⅞@14⅛ ; do. pref., 44½@46 ; do. new pref., 48¼@48¾ ; do. 7s, 1900, 114@116¼ ; Lehigh Valley 55⅛@55¼ ; do. 6s, coupon, 119½@121¼ ; do. reg., 120@— ; do. 2d mort. 7s, 130⅜@130½ ; do. consol. mort., 116@117 ; Fifth and Sixth streets (horse), 121@ — ; Second and Third, 110@112 ; Thirteenth and Fifteenth, 73@75 ; Spruce and Pine, 55⅛@57 ; Green and Coates, 100@103 ; Chestnut and Walnut, 80@81 ; Hestonville, 21⅞@— ; Germantown, 72¾@73¼ ; Union, 108@115 ; Lombard and South, 18½@18 ; West Philadelphia, 75@— ; People's, 18⅞@19⅛ ; Continental, 95@99½.

Baltimore.—Atlanta and Charlotte 1st, 98 ; Baltimore and Ohio 1st pref., 118 ; Baltimore City 6s, 1890, 116¾ ; do. 6s, 1900, 120½ ; do. 5s, 1894, 114 ; do. 5s, 1916, 116¼ ; Chesapeake and Ohio Canal 6s, 85 ; Maryland Defense 6s, 109 ; Marietta and Cincinnati 1st, Sterling, 114¾ ; Parkersburg Branch, 7 ; Richmond and Danville R. R., 83½ ; South Side (Va) 2d, 99¼ ; Virginia 10 40 coupons, 96¾ ; Virginia Black Scrip, 8 ; Virginia Peelers, 27 ; Virginia and Tennessee 2d 6s, 104 ; Wilmington, Columbia and Augusta, 50½ ; do. 6s, 106. The latest quotations are : Central Ohio pref., 52@52½ ; do. 1st, 110¾@111⅛ ; Baltimore and Ohio, 171⅛@175 ; do. 6s, 1885, 107@ — ; Northern Central, 89¼@89⅝ ; do. 6s, 1900, —@115 ; do. 6s, 1904, gold, 109@— ; do. 5s, 1926, 91@— ; Marietta and Cincinnati 1st mort. Sterling, —@114½ ; do. 1st mort., 1892, 116@ 117 ; do. 2d mort. 7s, 82⅛@82¼ ; do. 3d mort. 8s, 43@43¼ ; Pittsburg and Connellsville 7s, 119 @— ; Orange and Alexandria 2d, 119@— ; do. 4th, 53@54 ; Orange, Alex. and Manassas 7s, 95¼ @96 ; Virginia consol. 6s, 69@69¼ ; Virginia Consols coupons, 92@92⅛ ; Virginia 10-40 bonds, 46¼@46½ ; Virginia 10-40 coupons, 96½@96¾ ; City 6s, 1886, new, 111@— ; do. 6s, 1890, 116¾ @117 ; do. 6s, exempt, —@120 ; do. 5s, 1894, — @114¼ ; do. 5s, 1916, 115¾@— ; do. 5s, 1900, —@115 ; Wilmington, Columbia and Augusta 6s, 106½@107¼ ; Richmond and Danville R. R., 84 @85 ; Western Maryland 6s, Washington Co. guar., 110@— ; Union Canal bonds, indorsed by Canton Co., 115¾@— ; Virginia and Tennessee 6s, 104@ — ; do. 8s, 120@122 ; Chesapeake and Ohio Canal 6s, 85@87⅛ ; Charlotte, Columbia and Augusta 2d, 95½@97 ; City Pass. R. R., 37¼@ 37¾ ; Wilmington and Weldon, 7s, 117@—.

The engineering corps which started from Toledo, Ohio, in September to survey the Wabash Canal, and investigate the practicability of making a ship canal, have finished the survey of the St. Jo feeder to St. Mary's and St. Joseph Rivers and tributaries, and report that the water supply is ample for feeding the canal west of Fort Wayne, and that there will be no trouble to procure water between that place and Toledo. A very favorable report will be made to Congress this winter.

Manhattan Railway Company.

The following statement was read at the meeting of the stockholders of the Manhattan Railway Company on the 10th inst. by Mr. Navarro :

NEW YORK, Nov. 9, 1880.

To the Stockholders of the Manhattan Railway Company :

The following statement exhibits for your information and study, a summary of the business of this company for the fiscal year ending Sept. 30, 1880 :

Gross earnings	$4,612,975 56
Operating expenses	2,644,825 24
Net earnings	$1,968,650 32
Fixed charges	2,458,958 33
Showing a loss during the year of	$190,308 01
The "Surplus" on Oct. 1, 1879 was	301,216 57
Deficiency Oct. 1, 1880	$189,091 44

The following statements of the results of this year compared with those of the year preceding, and a few general remarks pertaining thereto may prove of interest.

The gross earnings were :

For the year ending Oct. 1, 1879	$3,500,000
For the year ending Oct. 1, 1880	4,600,000
Increase, 33 per cent	$1,100,000

The total passengers carried were :

For year ending Oct. 1, 1879	45,900,000
For year ending Oct. 1, 1880	60,800,000
Increase, 33 per cent	14,900,000

The average number of miles operated was :

For year ending Oct. 1, 1879	20 miles.
For year ending Oct. 1, 1880	27 miles.
Average increase, 33 per cent	7 miles.
Total mileage, Oct. 1, 1879	23 miles.
Total mileage, Oct. 1, 1880	32 miles.
Increase	9 miles.

The net earnings were :

For the year ending Oct. 1, 1879	$1,556,000
For the year ending Oct. 1, 1880	1,968,000
Increase, 26 per cent	$412,000

It will thus be seen that the passengers and gross earnings have about kept pace with the average increase of miles operated during the year, and this fact becomes worthy of note when it is remembered that much of the new road at present runs through portions of the city not yet built up and inhabited. It is evident that the increase of this great city must necessarily be on the lines of these roads.

The expenses of operating and maintaining have been about 57 per cent of the gross earnings for the year. This is larger than was anticipated. The main causes producing this result were : loss of traffic consequent upon rebuilding the Ninth avenue line, though trains had to be kept running, and the completing of the Second avenue line only to Sixty-seventh street. The Second avenue line is now running through to Harlem river. The roads have ample facilities for carrying very many more passengers than they now do, without materially increasing the expenses for so doing. To encourage this traffic all the new cars placed on the line are of the most approved and attractive kind. The new engines are from plans designed to develop the requisite hauling power with the least expense to produce it.

The direct benefits resulting to the Manhattan Company from the added mileage above spoken of are clearly shown in a decreased capitalization per mile operated, and a proportionate reduction in consequence, of the amount of "fixed charges" required to be paid by this company.

The shareholders undoubtedly possess a franchise (under the tripartite agreement and leases) which will prove of great value, and one well worth protecting and preserving. The connection soon to be made with the New York and Northern Railroad at 155th street and Eighth avenue, over the bridge now nearly completed, ought to add largely to the revenues of this company, while similar advantages will undoubtedly accrue on the east side, when close connection is made with the large and growing population north of the Harlem river by means of the bridge to be built by the Suburban Rapid Transit Company and the New Haven Railroad Company, at the terminus of the Second avenue line.

It is a source of thankful satisfaction that, of the nearly sixty-one millions of passengers carried over the lines during the year, not one has been killed or injured through carelessness or blame on the part of the company's agents. It is believed that the carefully devised rules adopted for the government of employes, as well as the protection of passengers, and the able and complete enforcement of them by the officers of the company, has contributed largely to this gratifying result.

With the requisite economy pervading all branches of the service, and other favorable results to be derived from careful and competent management, we, as stockholders in the Manhattan Company, need not be considered unduly sanguine if we look forward to largely augmented net earnings, and, consequently, an enhanced value to the company's securities.

Illinois Central Railroad.

During the month of October, 1880, the traffic on the lines operated by this company was : (estimated)

In Illinois	$675,091 60
In Iowa (Leased Lines)	185,033 00
Total	$860,124 00

The traffic for the same month in 1879, on the same mileage was : (actual)

In Illinois	$625,948 94
In Iowa (Leased Lines)	181,910 21
Total	$807,859 15

During October, 1880, the Land Sales were 2,141 08 acres for $13,196 92, and the cash collected on Land Contracts was $13,516 63.

L. A. CATLIN, Secretary.

North Pennsylvania Railroad.

The dividend periods of this company are quarterly, beginning May 25 and continuing quarterly thereafter at the rate of 6 per cent per annum for the first two years from the date of the lease ; for the next succeeding two years thereafter at the rate of 7 per cent per annum ; for the next succeeding two years thereafter at the rate 8 per cent per annum. These payments are subject to a 5 per cent deduction from the face of each dividend payment to go to the formation and maintenance of a contingent fund. The dividends have been paid regularly in the past from the date of the lease, which was May 14, 1879. Notice is already given that the November quarterly dividend of 1½ per cent will be paid, less 5 per cent for contingent fund, on the 24th instant.

The Pennsylvania Company has assumed control of the Massillon and Cleveland railroad, which will hereafter be operated as the Massillon branch of the Pittsburg, Fort Wayne and Chicago railway, with Mr. George S. Griscom as Superintendent.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 2½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July 79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon,Genesco & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'80 4
Bos., Clin., F. & N. Bed.100	1,247,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'78 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	N v'80 3
Boston and Lowell.....500	3,250,000	J. & J.	July 80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch..100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 3
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*..... 50	1,159,500	Oct.ber.	Oct.'80 1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref.100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	Sept '80 2
Chi., Clin., Dub.& Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,231	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	June'80 3
" " pref.100	21,525,353	quarterly	Sept. '80 1½
Chicago, R. I. & Pacific..100	30,000,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....100	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	July '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref... 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*....100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*.100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July 80 3
East Mahanoy*..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga....100	1,988,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June 80 2½
Eel River.....100	3,000,000	— & —	Sept.'80 1
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 2½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '80 3
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref. 100	1,150,000	quarterly	Oct. '80 2
Illinois Central.....100	29,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Sept.'80 1
Iowa Railroad Land Co 100	7,640,000	quarterly	Nov. 80 1½
Io. So. & Mo. Northern. 25	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	2,000,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,000,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,460,000	F. & A	Aug. '80 4
" " (guar.)100	533,500	F. & A.	Aug. 80 3
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,558	quarterly	Oct. '80 1
" pref. 50	100,300	quarterly	Oct. '80 2½
Little Miami*..... 50	5,871,450	quarterly	Sept. 80 2
Little Schuylkill*..... 50	2,666,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,488	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. 69 3
Metropolitan Elevated..100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738.204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific..... 1 0	2,416,000	quarterly	Oct. 80 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb '80 2½
Morris and Essex*..... 50	15,000.000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,806	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,380	quarterly	Oct. '80 2
New York and Harlem..100	8,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,149,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y.,Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Ning. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4.455 0.0	quarterly	Nov.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug.'80 1½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass..100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred. ...100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June'79 3½
Steubbridge and Pitts.*..100	448,700	J. & J.	July 79 3½
Summit Branch*..... . 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*...100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,465,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	110,000	A. & O.	Oct. 80 1
Broadway (Brooklyn).....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	July '80 5
D. Dock, K. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.).....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600.000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)..... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,820	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	100,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,933,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,026,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	9.000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan.'7 2½
George's Creek C & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	3,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	306,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Oct. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car 100	5,990,200	F.M.A.N	Nov.'80 2
Quicksilver, common ...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy K. R. Bridge.....	1,760,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

Commerce of New York.

The foreign imports at New York for the month of October, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$16,262 046	$15,544 936
Do. for warehousing....	4,504,436	6,920,298
Free goods..	9,939,689	11,500,527
Specie and bullion....	18,303,539	16,248,590
Total entered at port..	$49,009 710	$50 214,351
Withdrawn fr.wareh'use	7,140,151	9,036,000

The foreign imports at New York for ten months from January 1, were:

	1879.	1880.
Entered for consump'n	$133 501,823	$197.844,038
Do. for warehousing..	58 204,088	100,213,196
Free goods.....	76,802,040	104,418,365
Specie and bullion....	58,503,528	49,758,972
Total entered at port..	$327,011,429	$452.234,571
Withdrawn fr. wareh'se	57,427,658	77,464,532

The duties received at New York for the ten months ending with October, were:

	1879.	1880.
January	$7,655,552 67	$11,960,677 78
February	8,229,362 06	12,254,602 24
March...	9 320,695 68	14,469,557 65
April....	8,184,797 88	11,901,071 43
May	7,577,233 93	9,752,773 54
June	7,198,779 44	10,699,840 52
July	9,329,895 17	13,360,394 37
August	10,562,138 82	14,492,361 87
September	11,790,902 26	12 856,636 10
October	10,952,554 48	10,574,833 53
Total..	$90,812,412 39	$122,322,249 03

The exports from New York to foreign ports in the month of October, were:

	1879.	1880.
Domestic produce.	$37,041,310	$37,129,598
Foreign free goods.....	80,955	366,514
Do. dutiable.....	281,940	649,801
Specie and bullion.....	524,753	1,195,043
Total exports	$37,928,958	$39,340,951
Do. exclusive of specie .	37,404,205	38,145,908

The exports from New York to foreign ports for ten months from January 1, were:

	1879.	1880.
Domestic produce....	$286,866,171	$339,717 413
Foreign free goods...	1,715,336	2,313,541
Do. dutiable.....	3,703,729	3,205,096
Specie and bullion....	13,516,332	7,019,819
Total exports....	$305,801,568	$353,255,869
Do. exclusive of specie	292 285,236	346,236,050

New Use for Mineral Wool.

Mr. Wentworth Scott recommends the employment of mineral wool as a disinfectant. By impregnating the mineral wool with carbolic acid, thymol, or iodine, for instance, and passing a current of air through the mass, which, for such purpose is conveniently contained in a box or case the opposite sides of which are perforated, the air will be incapable of communicating disease germs, however foul it may previously have been: If eucalptus oil or other odorous substance be substituted for the preceding, the wool will impart an agreeable fragrance to the air currents passing through it. The mineral wool may be renewed at any time, even if charged with much dust and organic matter, by simply baking in a hot oven for a short time, and can then, of course, be charged again. Mr. Scott proposes to use these hygienic screens in connection with the doors and windows of hospitals, schools, public buildings, and private dwellings. A form of safety respirator, for the use of nurses, and others, on the same principle, is also suggested.

Old Colony Railroad.

The earnings of this road for the years ending September 30, 1879 and 1880 were as follows:

	1879.	1880.
From passengers ...	$1,493,768 24	$1,797,238 55
" freight	1,141,898 44	1,493,531 38
" expresses	90,170 56	101,872 97
" rents	30,457 84	35,536 04
" mails.	33,576 33	37,393 84
" miscellaneous..	35,079 60	49,306 48
" extra baggage.	3,586 37	8,890 35
	$2,828,487 38	$3,518,769 56
Expenses, viz:		
Passenger departm't.	$268,713 10	$335,021 13
Merchandise " ...	291,605 69	444,847 89
Locomotive " ...	396,564 37	569,508 99
Maintenance of way.	463,233 96	538,169 81
General expenses...	189,583 81	218,495 12
Miscellaneous..... ..	97,529 40	118,359 63
	$1,707,230 33	$2,224,402 57
Earnings less exp.	$1,121,257 05	$1,294,366 99
City and town taxes.	$32,381 44	$32,996 29
State tax....	59,541 15	59,723 66
Interest on bonds, debt, etc....	374,180 95	327,841 53
Walleston accident..	248,453 14	....
Rent paid for use of other roads.....	237,521 94	378,109 28
Deficit or Union Freight R. R.....	5,526 66	3,435 75
	$1,057,605 28	$802,106 46
Net income....	$63,651 77	$492,260 53
Dividend paid Jan. 1, 1880, $3 per share.... .....$202,014 00		
Divid'nd paid July 1, 1880, $3 per share..... ..... 214,014 00		
Credited improvement account 70,000 00		
		486,028 00
		$6,232 53
Add for premiums on stock sold.....		36 750 00
Surplus for the year.		$42,982 53
Surplus Sept. 30, 1879.		788,934 44
		$831,916 97
From which has been charged off:		
Balance expenses of Wollaston disaster..... ..	$70,582 85	
Sundry worthless acc'ts..	6,715 08	
		77,297 93
Surplus Sept. 30, 1880.....		$754,619 04

In this surplus account is contained the proportion of the dividend to be made Jan. 1, 1881, derived from four months' earnings of the railroad, and the taxes for the current year, which are payable in November. The balance is invested in supplies and materials necessary for the operation of the road.

In the foregoing accounts are included the earnings, expenses, and rental of the Boston, Clinton, Fitchburg and New Bedford Railroad for the year. As our accounts for the year 1879 covered only eight months of the operations of this road, its earnings and expenses for the remaining four months are added for comparison.

Gross earnings for the year ending Sept. 30, 1880....		$3,518,769 56
Gross earnings for the year ending Sept. 30, 1879.. ....$2,828,487 38		
Four months' earnings B., C., F. and N. B. R. R. Co. in 1879..	293,269 56	
		3,121,756 94
Increase in gro s earnings...		$397,012 62
Expenses for the year ending Sept. 30, 1880....		$2,224,402 57
Expenses for the year ending Sept. 30, 1879 ....$1,799,152 92		
Four months' exp.'s B., C., F. and N. B. R. R. Co. in 1879..	246,816 00	
		2,045,968 92
Increase in expenses.....		$178,488 65
Rentals paid in 1880.....		$378,109 28
Rentals paid in 1879 (8 months)..		237,521 94
Increase in rentals....		$140,587 29
Taxes for the year ending Sept. 30, 1880		$92,719 95
Taxes for the year ending Sept. 30, 1879		91,922 59
Increase in taxes paid		$797 36
Balance of interest for year ending Sept. 30, 1880		$327,841 53
Balance of interest for year ending Sept. 30, 1879		374,180 95
Decrease in interest account....		$46,339 42
Net income from business in year ending Sept. 30, 1880....		$492,260 53
Net income from business in year ending Sept. 30, 1879....		412,104 91
Increase in net income....		$80,155 62

The foregoing tables show that the business has been fairly prosperous during the current year. The expenses have been considerably increased by liberal expenditures upon the road and equipment, as will appear later in the report. The connection with the Boston, Clinton, Fitchburg and New Bedford Railroad Company has proved advantageous.

The equipment has been improved and increased by the purchase of seventy-two freight cars and fifty coal cars; and two new locomotives have been bought and five have been built in our shops to take the place of the same number of old ones sold or broken up. Four passenger cars and two baggage cars, forty-seven freight cars and twenty-nine coal and gravel cars have also been built to replace old ones.

Four thousand tons of steel rails, and 200,951 new sleepers have been laid down. The track has never been in better condition than it now is, there being 161 miles of steel track in the main line, and 52 miles on the leased line.

New station houses have been built at Monument Beach and Barrowsville and a new freight house at Marlboro'. In Boston an addition to the train house 225 feet long and 70 feet wide has been built, and in South Boston a new freight house of corrugated iron 254 feet in length by 87 feet in width; 27,737 feet of new side track have been laid, and extensive improvements made on the road-bed and fences. New draw bridges have been built in the bridges over the Neponset and Wareham Rivers, and a new iron draw bridge over Fort Point Channel. The above improvements have been charged to the expense accounts and paid for from earnings.

Lands for the use of the company, costing $3,123 60, have been purchased at various points, and a very important purchase has been made at Fall River. The company has heretofore done all its business in connection with the New York boats, and most of its local freight business at this important station upon lands leased from the Fall River Iron Works Company. The rental paid last year was $15,000, in addition to the taxes on the property, $3,579 87. The company has before attempted, without success, to purchase this property. In the past year the desired opportunity offered and the company has purchased about 416 481 feet of land and wharves at a cost of $280,500. By the removal of buildings and alteration and extension of tracks greatly increased facilities for business have been obtained. A new freight house, 329 feet in length and 60 feet in

width, for the local business of Fall River, is nearly ready for occupancy. The cost of these lands and buildings has been added to the construction accounts.

During the year 4000 shares of new stock have been sold for $136,750. The money derived from this source has been used to meet the indebtedness incurred by the purchase of the lands at Fall River and to pay the maturing liabilities. Notes amounting to $210,250 have been paid, and of the bonds falling due October 1, 1880, $127,500 have been retired and canceled. For the payment of the bonds, $50,000 has been received from the Trustees of the Sinking Fund established by the South Shore Railroad Company. The outstanding debt has thus been reduced by the sum of $337,750. Of the debt $81,645 26 is in the form of notes payable, and of this $50,000 has been paid at the date of this report.

The business with New York has been very large during the year. The rates for both freight and passengers have been low, but the profits have been satisfactory. The steamboat company, in which our interest is large, has carried a considerable amount to its reserved profit account, and is now nearly free from debt. It is proposed to build a new boat, to be in all respects equal to the Providence and Bristol, to be ready to run upon the line in the course of the next year.

During the year the sum of $70,582 85 has been paid in settlement of claims growing out of the Wollaston disaster. This has been paid out of the surplus reserved for the purpose in the accounts of last year. All claims have been adjusted. There are some small accounts still to be paid, the payment having been delayed by attachments under trustee process or otherwise.

The increase in our business renders it imperatively necessary to construct a double track between Somerset Junction and the stations in Fall River, Some progress has been made in this direction by purchase of land and grading the road. As there may be some difficulty in procuring by purchase all the land necessary for this purpose, the directors ask for authority to take the same under an act of the Legislature, to be applied for at the next session. A vote for this purpose will be presented at the annual meeting, upon which the Directors ask favorable action by the stockholders.

In the next year $265,500 of bonds issued by the Cape Cod Railroad Company, and $125,000 of bonds issued by the South Shore Railroad Company, which have been assumed by this company, become due. The directors have already sufficient power, under votes of the stockholders, to provide means for their payment. They now bear interest at the rate of seven per cent, and can be funded at a much lower rate.

The earnings of the company show a considerable surplus over its current expenses and interest charges, and the dividends paid of six per cent on the capital free from all taxes.

In the expenses is included the cost of valuable and expensive improvements made to the property of the company, by which its value is increased. But in our long line of road, with increasing business, the demand for improvements and increased facilities at many points is constantly urged upon us. The cost of such improvements and additions can only be met by using a part of our income for the purpose, or by increasing the capital, and the directors have considered it the best policy, for the past year at least, to use the income, after paying a dividend of six per cent upon the stock, for the improvement of the property. Out of the net income of the year $70,000 has been credited to improvement account, to be applied to future improvements to the property

The business of the company has been safely done, and there are but few unsettled claims now outstanding

The equipment of the road is as follows: 65 passenger 1 freight, and 13 switching locomotives; 213 passenger, 55 baggage, 632 long box 32 (20 ft.) box, 71 short box, 6 short caboose, 682 long platform, 40 cattle, 72 six wheel stone, 28 short platform and 1,000 coal and gravel cars. Number of miles run by passenger trains, 1,357,725; by freight trains, 790,641; by gravel trains, etc., 318,192—total miles run in 1880, 2,466,558, against 2,016,908 in 1879, an increase of 449,650. Number of passengers carried in 1880, 5,526,279; in 1879 4,619,636. Passenger carried one mile, in 1880, 89,502,519; in 1879, 51,307,736. Tons of merchandise carried the past year, 1,371,449; do. in 1879, 1,013,696. Tons carried one mile in 1880, 51,169,628; do. in 1879, 42,450,366.

TRIAL BALANCE, September 30,

	1879.	1880.
Construction	$10,286,784 17	$10,593,336 09
Equipment	1,191,319 08	1,191,319 08
Old Colony Steamboat Co. (stock account)	725,500 00	725,500 00
Fall River, Warren and Providence R. R Co. (bond and stock acc't.)	348,605 43	348,655 43
Nantucket & Cape Cod Steamboat Co. (stock acc't)	15,340 83	15,340 83
Dorchester & Milton Branch	36,937 88	36,937 88
Union Freig't Railway Co. (stock account)	79,014 42	79,014 42
Do. (property account)	22,463 75	22,463 75
Real estate	287,483 98	287,483 98
Land account, B, C., F. and N. B. Division		1,009 52
Materials on hand.	276,011 19	400,172 92
Bills receivable	214,939 50	214,939 50
Sinking fund, for bonds due Oct. 1, 1880	67,559 07	21,449 50
Cash	301,068 76	129,735 79
Due from agents	117,750 91	141,071 94
Debit balances	48,874 62	53,686 34
	$14,019,653 59	$14,262,116 97
Capital stock	$6,783,800 00	$7,133,800 00
Bonds due:		
October 1, 1880	150,000 00	22,500 00
August 1, 1881	265,500 00	265,500 00
October 1, 1881	125,000 00	125,000 00
September 1, 1884	32,000 00	32,000 00
March 1, 1894	1,692,000 00	1,692,000 00
June 1, 1895	500,000 00	500,000 00
September 1, 1896	1,100,000 00	1,100,000 00
August 1, 1897	2,000,000 00	2,000,000 00
Bills payable	291,895 26	81,645 26
Accounts payable.	181,396 76	237,201 32
Dividends unpaid.	1,890 41	12,938 41
Coupons unpaid	16,602 50	17,181 00
Due connecting lines	100,791 45	111,405 06
Credit balances	39,842 77	106,826 88
Improvement account		70,000 00
Surplus	788,934 44	754,619 04
	$14,019,653 59	$14,262,116 97

President.—CHARLES F. CHOATE.

Directors.—Uriel Crocker, Fred. L. Ames, Chas. F. Choate, Samuel L. Crocker, William J. Rotch, John J. Russell, Thomas J. Borden, Royal W. Turner, Francis B. Hayes, Ephraim N. Winslow, John S. Brayton, Elisha W. Willard, George Marston.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—J. R. KENDRICK.

Articles of incorporation have been filed with the Secretary of State of Ohio of the Cincinnati, Georgetown and Portsmouth Railroad Company, being a reorganization of the Cincinnati and Portsmouth Railroad Company, by purchasers at judicial sale.

The Pittsburgh, Titusville and Buffalo Railway Company has raised the money and will begin work at once on the branch from Brocton and Buffalo, thus making an actual commencement on their part of the numerous proposed lines which will form a new network of railways, of great importance to oildom.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, Nov. 12, 1880.

DIVIDEND NO. 25.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for October, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 26th inst. Also, an

EXTRA DIVIDEND, (No. 26.)

of same amount has been declared, payable at the same time and place. Transfers close on the 20th inst. H. B. PARSONS, Assistant Secretary.

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BANKERS,

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IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

PITTSBURG, CINCINNATI AND ST. LOUIS RAILWAY COMPANY,

OFFICE of the CHIEF ENGINEER, COLUMBUS, Ohio, Nov. 5, 1880.

NOTICE TO CONTRACTORS.

Sealed propoposals will be received at the office of the undersigned until Saturday, November 20, 1880, for the excavation of a tunnel 3,300 feet long and the partial timbering of the same, together with the excavation of the approaches near Gould's Station, on the line of the Pittsburg, Cincinnati and St. Louis Railway, 7 miles west of Steubenville, Ohio.

Plans and specifications of the work can be seen at this office after November 3, 1880, or they will be sent by mail to parties applying for the same.

M. J. BECKER, Chief Engineer,
Pittsburg, Cincinnati and St. Louis Railway Co.

Pennsylvania R. R. Co.

TREASURER'S DEPARTMENT.

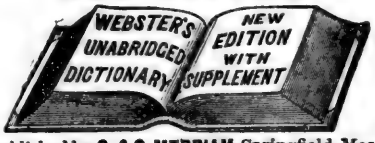
PHILADELPHIA, November 1, 1880.

The Board of Directors has this day declared a semi-annual dividend of THREE PER CENT and an extra dividend of ONE PER CENT on the Capital Stock of the Company, clear of all taxes, payable on and after November 30th to stockholders as registered on the books of the Company at 3 o,clock P. M. October 30th, 1880.

For the purpose of distributing a portion of the shares purchased from the city of Philadelphia, the option is given to the shareholders of accepting the extra dividend of ONE PER CENT in scrip, convertible into the stock of the Company at par when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before December 21st, 1880, after which date all outstanding scrip will be paid in cash.

JOHN D. TAYLOR,
Treasurer.

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Pullman Sleeping Car attached, running through to Cincinnati without change. (Only Line running Pullman Cars from Boston.) This car runs *via* Erie Railway, making direct connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and New Mexico.

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The only line running a through sleeping car *via* Buffalo and Detroit without change, arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Express Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota, and all points in the

WEST AND NORTHWEST.

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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 9, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	140,502	6,550,507	7,562,591
Schuylkill Canal	13,025	453,358	834,939
Lehigh Valley	115,014	4,201,565	4,033 642
Del., Lack. & Western.	83,598	2,949.474	3,223 776
Shamokin Valley	16 183	766,730	770,226
Central New Jersey..	63,724	3,168,027	3,441,228
United New R. R. of Jersey	22,596	953,430	775,109
Pennsylvania Coal ..	27,181	936,068	1,222.033
Delaware and Hudson	68,777	2,514,820	2,874,643
Huntingdon & Broad Top Mt.....	8,636	369,122	267,885
Penn. and New York.	26,236	1,040,132	1,118,829
Clearfield, Pa.....	35,520	1,426,460	1,367,943

The total tonnage of anthracite coal from all the regions for the week ending November 6, as reported by the several carrying companies, amounted to 564,191 tons, against 569,005 tons in the corresponding week last year, a decrease of 4,814 tons. The total amount of anthracite mined for the year is 19,752,759 tons, against 22,382,645 tons for the same period last year, a decrease of 2,629,886 tons. The quantity of bituminous coal sent to market for the week amounted to 92,803 tons against 47,333 tons in corresponding week last year, an increase of 45,470 tons. The total amount of bituminous mined for the year is 8,727,643 tons against 2,932,537 tons for the corresponding period last year, an increase of 795,046 tons. The total tonnage all kinds of coal for the week is 653,994 tons, against 616,338 tons in corresponding week last year, an increase of 40,656 tons, and the total tonnage for the coal year is 23,780,402 tons against 25.315,242 tons to same date last year, a decrease of 1,834,840 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of October was 158,886 tons, of which 124,140 tons were coal and 34,246 tons coke. The total tonnage for the year thus far has been 5,885.987 tons of which 4,440,740 tons were coal and 1,445,247 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Nov. 6 were 44,919 tons, and for the year 1,815,925 tons—an increase of 510,476 tons as compared with the corresponding period of last year. The coal was carried as follows : Baltimore and Ohio Railroad—week 21,721 tons, year, 1,075,341 tons ; increase over 1879, 306,143 tons. Chesapeake and Ohio Canal—week, 17 964 tons ; year 547,613 tons ; increase over 1879, 145,051 tons. Pennsylvania Railroad—week 5,234 tons ; year, 193,249 tons ; increase over 1879, 59,560 tons. The Reading Railroad for the week ending last Saturday, November 13, carried 187,000 tons of coal, of which 12,700 tons were sent to Elizabethport and 13,400 tons shipped from there, and 45,500 tons sent to Port Richmond and 34,500 tons shipped from there.—Phil. Ledger, Nov. 15.

The earnings of the Chesapeake and Ohio Railway for the month of October, 1880, were $211,819.95 ; for the month of October, 1879, $183,325.69—increase in 1880, $28,494.26. For the first ten months in 1880, $2,200 617.21 ; for the first ten months in 1879. $1,607,814.73—increase in 1880, $592,802.48.

The last rail was laid on the 15th inst. upon the Wisconsin and Minnesota Railroad between Abbotsford and Eau Claire, completing a new line from Central Wisconsin to St. Paul.

The Capital Stock of the Ohio Central Railroad Company has been increased from $4,000,000 to $4,400,000.

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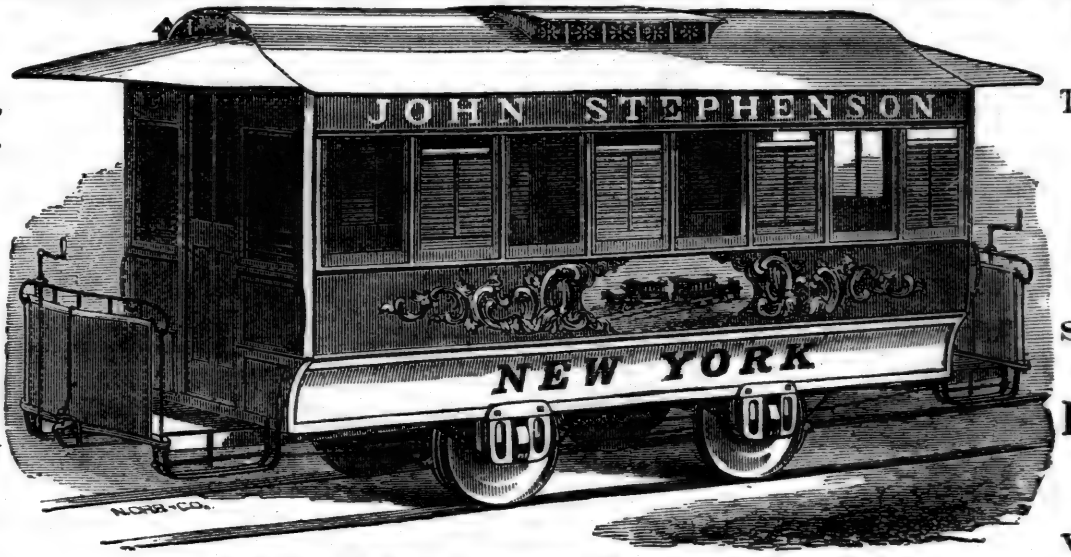
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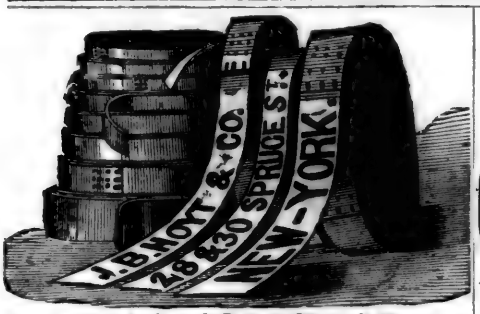
All know it is easy to make a Varnish that has the single quality of DURABILITY, but Varnishes which wear well are generally inferior in color and working quality, uncertain in laying, too slow in drying, or lacking in body or lustre, and frequently they possess ALL these defects.

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Our Belts are made from pure Oak Tanned Butts, and of the heart or solid part only. No part of the shoulder being used. Any one not familiar with Belt making can readily detect this by the shortness of the lengths and laps. Long laps are made including the shoulder or thinner and softer part of the Leather, causing the Belt to be, in its enduring qualities, no better than its poorest or thinner parts

Our Belting is warranted to run straight and maintain an even bearing on the pulleys, and sold under the fullest Guarantee.

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LEATHER BELTING.

Made exclusively from Messrs. J. B. Hoyt & Co.'s Best Oak Butts—shoulders all cut off, only solid leather used—short lengths and short laps—fully warranted.

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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVI., No. 48.] NEW YORK, NOVEMBER 27, 1880. [WHOLE No. 2,327, VOL. LIII.

The First Railroad in New York City.

PERIL OF OLD TIME CITY TRAVEL—EARLY DAYS OF THE 4TH AVENUE STREET CAR LINE.

Gliding along over the elevated rails on a twenty minutes uptown trip, whizzing past third story lights, plunging into and out of electric glare and patches of darkness, up in the region of singing telegraph wires and sign-bearing chimnies standing like sentries on the lower housetops, there is hardly time to think of danger before the little puffing engine with a consequential snort and a jerky good-night has landed you on a solid platform safe and thankful that the elevated road has made a warm dinner possible to you. There is no time to be timid in these days of a-mile-a-minute locomotives, and probably there is not much more cause for fear than there was in the time of racing stage coaches and ambitious drivers, whose measure of glory was the number of collisions in which they came out at the "top of the heap." Fifty years ago in New York the peril of city travel was as much in the minds of those going up-town as it is to-day. There was great rivalry among the stage lines where the degrees of rapid transit depended upon the fleetness of horses and the recklessness of drivers, and the danger arising from it was one of the strong arguments used in favor of giving street cars a trial.

It is not a little interesting to look back upon the enthusiasm felt in the laying of the first car track in New York. By an ordinance of the city in January 1832, permission was given to "The Harlaem Railroad Co." to lay its tracks from 23d street "through the center of the 4th, or Broadway avenue, to Harlaem River, at a point about 300 yards above the bridge." We said at the time, that is the editorial "we" of THE AMERICAN RAILROAD JOURNAL Jan. 14, 1832, said: "It is intended that this road shall be constructed in the most permanent manner, with double tracks, and the cost to be about $50,000 per mile. Application will be made to the legislature at its present session for permission to continue the railroad down to 14th street; and to such other part of the city as the corporation may permit. There is little doubt but this will prove a profitable investment to the stockholders, even if no other use should be made of it than for passengers. It is, however, so located as to meet the road now in contemplation from Albany to New York, on the east side of the Hudson river, a more particular account of which we hope to be able to give in our next number." Mr. John Stevens, of Hoboken, N. J., wrote to the JOURNAL, Jan. 18, 1832; "It would surely be a very important object to render it practicable to continue the railroad through Broadway as far as Trinity Church, opposite Wall street. That this can be effected, without any impediment to the passage of carriages of every description, I feel the utmost confidence." Broadway was more like a country road in those days, and it is a matter of no little surprise, as well as a particularly good piece of fortune for New York, that the city fathers did not fall wholly kindly to Mr. Stevens' idea of giving the up-town people (14th street was then decidedly "up-town") a chance to exchange their morning drives and promenades to Trinity, for the novel luxury of street car rides. The Board of Aldermen, however, on May 4th, 1832, granted the railroad company the privilege of laying a single track from 23d street, down Broadway to Prince street, and also down the Bowery to Prince street. There was some opposition though even to this extension, as is shown from the fact that at the meeting of the Aldermen the vote stood ten in favor to three against granting the privilege.

The ceremony of breaking ground for the first railroad in the city, was an event of great importance, and was duly celebrated as such after the old substantial manner of those hearty days, on the 25th of February, 1832. New York turned out en masse on "Murray Hill and the Fourth avenue," and made a day of it. Thirteen drill holes had been driven into the solid rock, for the projectors began their attacks upon the most solid obstacles, and the "ground breaking" was really a breaking of rock. With the explosion of thirteen heavy blasts and an unlimited amount of pent up rhetoric and enthusiasm the first railroad was welcomed to the Island, which within half a century was destined to be the scene of that wonderful form of rapid transit construction which is the marvel of the world and the envy of many cities whose aspirations are greater than their needs or enterprise and daring, whichever it may be. The President of the "New York and Harlaem Railroad Company," Campbell P. White, Esq., being in Washington, at his post in Congress, the chief address of the day was delivered by John Mason, Esq., vice-president. There was cheering and shouting which made the rocks ring, and then the boys went off in rabbit hunting and coasting parties over the wilds of Murray Hill and beyond, while the dignitaries betook themselves to Hinton's, at the old Shot Tower Hotel, where a collation was spread and most zealous and interesting efforts made to launch the success of the Harlem Railroad project in seas of champagne and apple jack. It was a night of hilarity and good feeling, and with the celebration of Washington's birthday two days before made the week one of unusual gayety and importance to the worthy and celebration loving citizens.

An illustration of the way in which the project was received by the press is seen from the following comment in the *Courier & Enquirer* of the day of the celebration, which, as General James Watson Webb's paper, will be well remembered by all good Whigs of that time as one of the leading dailies of fifty years ago; "Thus commences a single link in that great chain of internal improvement which is to reach from New York to Buffalo, and which, without fatigue and at moderate expense, will carry our citizens to Albany in a few hours." The company after once starting its work had a great deal to encounter in the opposition to the extension of the line to the lower parts of the city. Up among the pasture lands and rocks of Murray Hill only natural obstacles had to be encountered, but down in the inhabited parts of the city below 23d street a strong opposition arose from timidity and motives of rivalry, and also from a fear that through granting a right of way the use of steam locomotion might be forced into the thoroughfares. The strongest objection, however, was remedied by the legislature en-

acting that no carriage or vehicle should be propelled by any other than horse power through any street south of 14th street. There was no little risk assumed by the projectors, as the life of the road, by a provision of the charter, was entirely in the hands of the city fathers, who were empowered to remove it at a months notice if it should prove to interfere with the future regulations of the city, or the ordinary uses of any street or avenue, of which the Mayor, Aldermen and Commonalty were to be the sole judges.

One morning in June, 1832, the editor of the AMERICAN RAILROAD JOURNAL, as he says in the paper that day, took a short walk and passed the scenes of track laying of the down town extension and expresses himself as "gratified to find that the rails, or rather the stone sills for the reception of the iron rails, are laid between 14th and 12th streets and that they will in a very short time be completed as far down as Prince street; when our citizens will have an opportunity of witnessing the manner of laying rails along paved streets, as well as the greater safety of using carriages on a railroad in cities, than in any other way, as they move directly forward and are entirely under the control of the driver, who can check his horse with one hand and move his lever, which stops the carriage, with the other. There will be no racing and in truth no *danger* to be apprehended." The road was completed from Prince street to 84th street in the Spring of 1834. From Prince street to 14th street it consisted of a single track laid on granite sleepers, while from 14th to 84th street it was a double track most of the way, though above 23d street wooden sleepers were used. The cars were divided into three distinct apartments, or some of them were, each apartment accommodating eight or ten persons. They were entered at the side, and in their make up were considered quite luxurious. Cars were run for the first time over a part of the road, to "Murray's Hill," in June, 1833, a little over a year after the ground was broken. In June of the following year cars were run to Yorkville every half hour, and people congratulated themselves on the frequency of the trips. It was announced with great satisfaction at the time that during the first year "probably 150,000 passengers have rode upon it;" the New York and Harlem, more familiarly known as the Fourth avenue line, between City Hall and 86th street, carried 8,281,126 passengers during the year ending October 1, 1879.

With the elevated roads carrying 60,000,000 passengers a year and their managers able to claim that not one passenger was killed or injured last year through carelessness or fault of their agents, the following from an earnest plea in the JOURNAL of June 21, 1834, in favor of an extension of the "Harlaem Railroad" and safer methods of travel than the stages afforded, seems at least quaint. "The cars are elegant and commodious, drawn by horses. The fare is 12½ cents. When the road shall have been brought down to Wall street, as it should and will be—when the citizens become satisfied that it is not only easier, and cheaper, but far less dangerous than the omnibuses—thousands will ride where there are now only hundreds; and thousands will ride out and take the fresh air and a view of the green fields, who now never or seldom enjoy that luxury; those living at the extremes may intercharge civilities without the expense of a hack, or the inconvenience of being jammed into an omnibus, and *the risk of a race on Broadway with a rival line.*"

Boston and Providence Railroad.

The earnings of this road for the year ending September 30, 1880, were:

From passengers		$776,362 87
" freight		486,724 85
" rents		19,895 08
" express		30,202 34
" mails		11,240 49
		$1,323,925 63

And the expenses were:

Repairs of roadbed & track	$78,425 74	
" locomotives	55,501 94	
" passenger cars	50,133 62	
" freight cars	38,475 54	
" bridges	30,586 92	
" building, etc.	40,478 58	
Renewal of ties	19,718 35	
Agents and station service	164,808 99	
Passenger train service	48,312 54	
Freight train service	22,983 77	
Fuel for locomotives	86,379 72	
Locomotive service	75 639 50	
Oil and waste	10,658 26	
Station supplies	15,336 76	
Salaries of officers & clerks	29,254 00	
Taxes	81,048 84	
Attleboro Branch rent	11,560 70	
Interest account	47,026 77	
All other expenses	46 907 32	
		948,772 86
Balance carried to profit and loss		$375,152 77
Add balance from previous year		434,503 52
Total		$809,656 29
Dividend paid May 1, 1880, $4 per share		$160,000 00
Dividend payable Nov. 1, 1880, $4 per share		160,000 00
Estimated depreciation in Providence, Warren and Bristol Railroad stock.		98,345 00
Balance to new account		391,311 29
Total, as above		$809,656 29

The gross receipts for the fiscal year, 1879-'80, were $1,323,925 63, the expenses $948,772 86, and the net earnings $375,152 77; for the fiscal year, 1878 '79, the gross receipts were $1,178,238 29, the expenses $846,862 16, and the net earnings $331,376 13—showing an increase in gross receipts of $145,687 34, in expenses of $101,910 70, and in net earnings of $43,776 64. The report says:

A dividend of $5,740 on your investment in the Union Freight Railway was credited to interest account.

One year's back dividend on the preferred stock of the Providence, Warren and Bristol Railroad has been carried to the reduction of the common stock.

The investment in this short road of 18.6 miles was made in 1873, at a high cost in currency, and by the assent of the stockholders for the time being, for the purpose of holding some control of the eastern shore of Narragansett Bay.

The common stock can be of little or no value for an indefinite period. The profit and loss account of most railway corporations represent no money reserve, and as that of this road simply represents the gradual accumulation of over forty years expended on branches, road-bed, stations and equipment, your directors have thought it proper to reduce the valuation of these common shares to five dollars each, by a direct charge to profit and loss account, thereby making the balance sheet more strictly accurate.

By this measure, any receipts from the investment in the Providence, Warren and Bristol Railroad may hereafter be legitimately carried to the reduction of the present debt, largely represented by the purchase of the Providence, Warren and Bristol stock, to the reduction of interest account, or to the direct earnings of the corporation, as circumstances may require.

The equipment has been kept efficient by the purchase during the year of three locomotives, three passenger cars, one baggage car, ten dump and twenty-four box cars.

Four miles of track have been renewed with steel during the year. There are three miles of main track still equipped with iron, and in the several branches there are eight miles of steel rails.

All of the above mentioned purchases and outlays, have been charged directly to expenses.

The number of miles run by trains during the year was 852,292; do. in previous year, 811,856—increase, 40,426. Number of passengers carried during the year, 3,574,104; do. previous year, 3,206,488—increase, 367,616. Number of passengers carried one mile during the year, 42,990,453; do. previous year, 37,959,303—increase, 5,031,150. Tons of freight moved during the year, 669,468; do. previous year, 593,346—increase, 76,122.

TRIAL BALANCE, September 30, 1880.

Construction and equipment	$4,612,774 38
Stoughton Branch	85,400 00
Providence, Warren and Bristol Railroad Stock	152,065 00
Union Freight Railroad Company Stock	79,014 42
Real estate	198,450 34
Cash and cash funds	60,671 17
Notes receivable	77,825 00
Materials on hand	150,118 21
Balances due from other roads, etc.	82,263 70
	$5,498,577 82
Capital stock	$4,000,000 00
Seven per cent bonds, due 1893	500,000 00
Notes payable	380,000 00
Unpaid dividends	5,225 50
Dividend No. 88, due Nov. 1, 1880	160,000 00
Balances due other roads, etc.	62,040 43
Profit and loss	391,311 29
	$5,498,577 22

President.—HENRY A. WHITNEY.

Directors.—Henry A. Whitney, T. P. I. Goddard, J. Huntington Wolcott, William R. Robeson, Francis M. Weld, Joseph W. Balch, Royal C. Taft.

Treasurer.—B. B. TORREY.

Superintendent.—A. A. FOLSOM.

Articles of incorporation have been applied for at Ottawa, for a company to be known as the Ottawa and Western Railroad. The object is to secure a through line between Montreal and Chicago independent of the Grand Trunk. This is to be done by utilizing the North Shore Railway from Montreal to Ottawa, building a line to Toronto and there making connection with Credit Valley and Great Western Railways.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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AMERICAN RAILROAD JOURNAL COMPANY,

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JOHN H. SCHULTZ - - - - President.

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New York, Saturday, November 27, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

AMONG the new features adopted by the AMERICAN RAILROAD JOURNAL, as appears on another page of this issue, is a department on counterfeit money It is intended to make this a permanent and authentic feature of the paper, and we believe it is one that will prove of great service and value to our readers. We are to receive from the U. S. Secret Service Division at Washington immediate notice of the discovery of counterfeits, which will be promptly published in the JOURNAL, and information in various forms will be given, through facilities which we have, so that this department may be taken as a trustworthy guide and assistant in checking the circulation of bogus money.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

NEVER has this country or any other country witnessed the transportation of such an immense amount of freight as the way bills of our through roads have indicated for the last month. A few days ago the exceptional facilities of the New York Central road were hardly adequate to take the business that was offered. It was only by employing passenger engines and passenger train men that a blockade was avoided. The large increase of freight traffic upon the Boston and Albany gave rise to a unfounded report that the management intended to lay two additional tracks from the Hub to the Hudson. On the Fitchburg Road there are two thousand cars upon the side track in spite of the large number that are received and discharged daily and it is announced that the company are to build two large freight houses and provide other terminal accommodations as speedily as possible. The end is not yet; for as the resources of the great West are developed and proper terminal facilities provided at New York and Boston, grain and other freight will gradually augment until the present extraordinary amount of freight will be an every day affair.

AN interesting article published elsewhere shows how Railroads put an end to the practice of lawyers "riding the circuit" and made important changes in legal procedure. To-day the recent decline in coffee, of which the United States uses more than any single nation in the world, and five times as much as Great Britain, is owing to the same cause. Railroads recently constructed from Rio Janeiro, bring the coffee more speedily from the plantations, and steamers, which have taken place of sailing vessels, have greatly shortened the journey from Brazil. The trade in coffee is going through the same change as the trade in tea. The day for large firms buying immense quantities. to carry, has gone by. Orders by telegraph, shipments by steamer and small purchases have succeeded the slow but magnificent methods of a few years ago. If we look across the water we shall see evidences of the great influence that American railroads are weilding upon British national affairs. Our through trunk lines have so cheapened breadstuffs in the European market that the English and Irish farmers cannot compete with the American farmer, and pay the rents that they have paid in years past, and the present agrarian agitation in Ireland is the result. Europe has recognized the great importance that American systems of transportation have assumed; and the transactions of the national convention of shipowners were telegraphed entire to the London press and to the principal cities of Great Britain.

"The Railroads and the People."

In a recent article in *Scribner's Monthly* nearly if not quite all the abuses that have resulted during the past few years from the rapid increase of corporate bodies are attributed to railroad corporations. Mr. Thurber, after rehearsing dramatically several instances of freight discrimination, and several alleged cases of bribery by certain railroad managers, and quoting impartially from committe reports, public lectures and newspaper clippings, asks: "Can Americans, whose forefathers abolished the law of primogeniture and entail to avoid the evils of vast accumulations of wealth in the hands of individuals, afford to leave unregulated new agencies far more potent to that end than any which were at that time dreamed of?"

We have no time to discuss State laws affecting corporations generally, but if the statutes of the several States are examined, Mr. Thurber will find that upon no subject have legislatures enacted so many laws as upon that of railroad corporations. Several States have a Board of Railroad Commissioners, who are paid by a tax levied upon the railroad companies themselves, are transported whither they choose to go without expense, and are clothed with almost unlimited power. Such boards exercise general supervision over all railroads in their province, have access at any time to the books of every railroad company, compel compliance with the laws, insist upon repairs or the purchase of additional rolling stock when they deem it necessary, investigate the causes of any accident, demand copies of all leases, contracts and agreements for transporting freight and passengers, or any other information regarding the condition, management and operation of railroads.

Railroad Commissioners in the several States can and do hear and adjust all complaints concerning location of roads, stations, times of running trains, nuisances, mechanical appliances, discrimination in freight or passenger rates and other matters in dispute between citizens and railroad corporations, and from their decision there is often no appeal. Some States give their railroad commissioners or other State officers power to prescribe within certain limits rates for freight and passengers, and others, New York among the number, establish an arbitrary tariff for passenger rates, without regard to the "cost of service" or "what the tariff will bear." Most States provide that no railroad shall receive for transportation of freight a greater sum than is at the same time charged or received for the transportation of the like class and quantity of freight from the same original point of depar-

ture to a station at a greater distance on its road in the same direction, and that all persons shall receive *equal facilities* for the transportation of themselves or merchandise. The penalty is in some instances a considerable sum of money to be forfeited for each offence and to be recovered by the party aggrieved in an action of tort.

As we recall the various statutes of the different States we are surprised, not that railroad corporations are *unregulated*, but that they have been *regulated* so much by legislatures. The tendency is toward even greater restriction; the legislature of Vermont, according to newspaper report, has recently passed a statute forbidding a railroad corporation in that State to run even an engine on Sunday. Any one who has ever tried a case against a large corporation before a jury, or who has ever served as a member of a State legislature, well knows that there is a public opinion already created, the tendency of which is at least not to favor corporate bodies; and in too many cases this opinion, encountered among commercial bodies, as well as at jury trials and in legislative halls, is but the unhealthy growth of an unwarranted and unjust prejudice.

With regard to the charges of bribery and tampering with legislators made by Mr. Thurber against railroad managers, we say let all persons or corporations guilty of such crimes be punished as speedily as possible. We do not apprehend, however, that under a fair and full examination it would be shown, any more than it has been by Mr. Thurber's peculiar citations and assertions, that legislative bribery is more frequent, or that official corruption is more common to-day than it was twenty-five years ago, before this "tremendous development of corporate life" occurred. On the contrary we have reason to believe that it is becoming less frequent. At the last session of the legislature of Connecticut the whole State was shaken from one end to the other when it was discovered that the members had received season tickets at a nominal rate. The largest railroad corporation in Massachusetts and New England will not even issue trip passes to members of the State legislature, although the State is a large owner of its capital stock. Again, during the past year many railroads have, without the intervention of legislatures or a request from their patrons, voluntarily reduced passenger and freight rates upon branch roads not affected by competition.

If Mr. Thurber will look back for eleven years only and produce his way bills for eighteen hundred and sixty-nine, and tell us how much it cost him to get a ton of merchandise from Chicago to the seaboard, he may after all admit that railroads have, so far at least, been the benefactors and not the enemies of the people of this country. If he will recall the disastrous attempts of capitalists to control the wheat market last spring he may conclude that the time has not yet arrived when this vast country (any more than its "trade and transportation") can be controlled by any corporation or combination of men.

The article in *Scribner's Monthly* says that the revenues of railroads "under the present system are practically unlimited, all production and commerce in the sections through which they run being tributary to them, and extraordinary expenditure for counsel fees, election expenses or bribery funds are simply re-imposed upon the public," and to illustrate "the extent to which this power to tax is exercised" mentions the reputed wealth of several prominent railroad men. The relation between these fortunes specified and the taxation of sections through which railroads pass is perhaps not clearly evident, though the illustration serves a very good purpose in bringing to mind what the railroads and their projectors have done in making the sections they have opened productive of a revenue, not only of local but of wide-spread and national benefit, the tendency of which is to equalize and reduce taxation in the broadest sense, and the most lasting and beneficial manner. To the enterprise and ability of railroad projectors, conspicuously to most of those whose names were used for the illustration, is largely due our system of internal improvements which has made possible the vast increase to our State and national wealth and the development of our resources, witnessed during the past quarter of a century That they have been benefitted by their labors is fortunately a fact; but as great as has been their personal benefit how vastly greater has been the colossal wealth and abundance of resource which the railroads have given to the country and to the people!

In a new country like ours individuals as projectors of internal improvements could do but little by themselves; combined ability and capital could do and have done much; and corporations were an absolute necessity. Did it ever occur to the author of the article in question and to others who are assailing railroad corporations, that their illogical and inconsiderate affirmations resemble the talk of political demagogues? Did it ever occur to such men that selfishness and not the public good may lie at the bottom of this clamor against corporations without whose benefit the Empire State to-day and all New England and the great West would have been retarded twenty-five years in the march of improvements and civilization? It is a delicate thing to deal with the motives of men; but events develop largely the influences that work, unwelcomed though they be, with this uneasy class of so-called reformers. Passing events and circumstances attending the declamations against railroad and other corporations seem to indicate that closely allied to this clamor is the element which might be willing to have all the interests of the community, except its own, disturbed by the doctrines of Jacobins and Communists.

—It is rumored that a company is to be formed for the construction of a railroad from Boston to Nantasket Beach, the proposed route being from Boston through South Boston to Savin Hill, Commercial Point Neponset, Squantum, Quincy Point, North Weymouth and Hingham to Nantasket, terminating near the head of Long Beach. Another rumor is to the effect that the Old Colony Company contemplates building a branch road from Atlantic, running near Quincy Point and through North Weymouth to Nantasket.

The Steamer Anthracite.

Chief Engineers Loring, Ayers and Magee have reported to the Navy Department the result of their examination of the little steamer Anthracite. The vessel is constructed of iron and is schooner rigged, her length being 86 feet 4 inches and breadth 16 feet 1 inch. For twenty-four consecutive hours, on the 13th and 14th of August last, she was submitted to a thorough test at the Brooklyn Navy Yard. Though the schooner's speed was not ascertained the test was in other respects highly satisfactory. It was made for the purpose of ascertaining the cost of the horse power in water and fuel, to which end all the water evaporated by the boiler was carefully measured by tanks especially constructed for the purpose, and all the coal was accurately weighed, bag by bag, as it was brought on board for immediate consumption. The following passage is quoted from the report of the Board of Naval Engineers:

The especial feature of the vessel is her machinery, the boiler pressure carried being greatly larger than that in ordinary use under other systems. It was to demonstrate that such high pressure could be safely and efficiently utilized to furnish the motive power to a vessel on an ocean voyage that the Anthracite was sent across the Atlantic. Her successful passage and the efficient condition of the machinery upon her arrival here ought, we think, to remove all doubts as to the practicability of the system. Its economy, its superiority to the systems now in vogue and its future career must be determined by experience, of which the record and results of the trial will form an item.

Judge Key, in the United States Circuit Court, Nashville, Tenn., on the 18th inst., rendered a decision in the case of the Southern Express Company against the Louisville and Nashville Railroad Co. He granted a preliminary injunction, to continue until further order or decree of the court, restraining the railroad company from imposing upon or exacting from the plaintiff in the conduct of express business on the New Orleans, Mobile and Texas Railroad and Western Railroad of Alabama any terms or conditions not imposed at the time, and from disturbing in any way the enjoyment of the Southern Express Company of the facilities and means of conducting the express business on the lines mentioned.

The Richmond and Allegany Railroad has called on the State of Virginia to surrender another $50,000 in bonds deposited in the State treasury as security for the faithful performance of the work, the company having completed another twenty-five miles of railroad in accordance with agreement.

The George's Creek and Cumberland railroad has been completed to Jackson Mine, at Lonaconing, Md. There is about two and a-half miles on the west side of Lonaconing to be completed yet.

The Shenandoah Valley railroad is now in running order from Waynesboro', Va., to the Shenandoah iron works.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	Na'ional Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union.	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D. Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank.	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce.	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce.	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20,'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,8?5

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa	Nat. B'k of Commerce	" A. Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2. 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,609 *to* 19,688
Lynn, Mass	*National City Bank*	121 *to* 150	66,756 *to* 66,825

† The date on this note is incomplete, it reads simply "U 19th. 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,-504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES,

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Transported. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq.¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,616	6?3,353	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	76	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,336,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,164,633	.....	32,247	.....	1,656,432	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,989	*Atchison, Topeka and Santa Fe*....Kansas.	25,085,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	176	Atlanta and West Point.....Georgia	1,192,499	*	62,650	97,765	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West..N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,259,843	4,135,296	6?8,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence..Me., N.H.& Vt.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	180,466	358,002	1,686,340	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,250	33	131,700	.....	.....	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,063	46,223,089	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	189,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,595	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159.58	71,195	6.	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	88,000	1,006	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,753	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Dec. 31, 1879	57.0	2.0	5.3	4-8	10	6	9	161	Bennington and Rutland.....Vt.	1,479,000	*	.....	.....	1,004,000	475,000	.....	.....	59.0	149,350	.....	.....	170,936	59,358	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,407	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708,193	20,000,000	7,000,000	1,455,702	2,491,224	249.6	4,889,772	5,199,160	2,738,096	6,427,463	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,934	932,767	402,141	3,250,000	3,493,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,572	404,490	1	500	....
Sept. 30, 1879	115.5	11.0	110.2	4-8.5	78	128	36	1,358	Boston and Maine.....Mass., N. H. & Me.	2,512,615	1,242,230	1,022,093	381,432	6,921,274	3,500,000	108,103	1,628,993	126.5	1,609,619	4,572,175	686,598	2,216,265	861,510	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,358,317	*	4,804	86,391	3,260,000	977,000	79,493	83,021	50.0	183,202	79,176	107,589	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	671	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,757	4,000,000	500,000	607,266	391,311	67.7	852,282	3,674,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,870	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	3?	30	17	595	Boston, Concord and Montreal .....N. H.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.5	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Sept. 30, 1879	33.0	—	5.0	4-8.5	9	?	2	630	Boston, Hoos c Tun. & West. N.Y. & Mass.	1,382,557	*	.....	.....	459,100	.....	932,470	.....	33.0	38,980	30,346	7,947	13,197	deficit.	—	100	....
Sept. 30, 1879	8 8	—	2.4	3-0	5	23	—	28	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	5-0	1	2	—	5	Boston, Winthrop & Pt. Shirley.....Mass.	38,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	5,145	deficit.	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia	110,000	*	.....	.....	110,500	.....	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87?,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	236	Buffalo and Southwestern....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,548,000	1,401,765	248,391	120.5	617,728	207,239	1,063,256	954,683	380,355	—	100	....
Dec. 31, 1879	35.0	—	2.0	4-8.5	4	4	2	41	Burlington and Lamoille.....Vermont.	1,413,562	.....	.....	.....	540,700	850,000	23,261	.....	35.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	27.8	—	2.0	5-0	2	2	1	38	Burlington and Northwestern.....Ia.	156,111	32,281	.....	.....	138,025	.....	60,611	.....	27.8	23,804	6,931	7,178	17,563	5,711	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern.Mo. & Iowa.	5,231,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,185	1,410 260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,535,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,530	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes.....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,530,688	L.606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	268,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3?p	50	....
June 30, 1879	148.0	1?.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,?61,?35	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.6	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	23,717,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	212.0	468,426	.....	134,524	466,510	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,211	34.6	75,090	21,672	73,578	57,929	2,659	6?	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	128	94	36	1,662	Central, of Georgia.....Georgia.	7,800,000	*	7,114,938	235,860	7,503,000	3,617,000	4,033,798	L.841,547	713.5	.....	.....	.....	2,781,654	1,181,900	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18563	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,800	6,841,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,571,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,464,793	54,275,500	57,030,000	33 162,285	15,382,538	1,213.1	7,203,591	6,842,507	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.6	2?3.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,8 1	648,184	1,204,687	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132.315	*	372,892	23,826	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,354	96,476	408,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	.....	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,696	—	50	....
Sept. 30, 1879	40 0	—	1.5	5-0	2	4	1	25	Cheraw and Darlington.....S. C	660.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	43.6	4-9	81	34	16	2,196	Chesapeake and Ohio.....Va. & W. Va.	14,238,716	*	534,267	183,243	23,762,136	22,526,315	5,716,662	457,197	432.3	2,060,344	166,309	688,527	1,591,542	384,210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,?95,2?9	322,266	141,111	185,186	2,153,300	831,000	25,703	33,800	53 6	543,076	125,188	418,700	603,049	141,256	1	100	....
Dec. 31, 1879	243.5	145.7	193.8	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,503	*	3,537,160	4,603,315	12,490,872	11,627,850	2,597,933	579,373	840.4	3,609 638	843,429	2,634,177	5,765,077	2,706,156	6	100	..
Aug. 31, 1879	181.5	—	21.0	4-8.5	28	6	8	1,310	Chicago and Eastern Illinois.....Illinois.	4,030,856	*	37,263	305,926	333,054	3,714,329	288,002	98,660	152 0	656,169	93,965	597,222	831,899	302,346	—	100	..
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	145,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114.740	75,467	245.6	537,908	218,287	345 467	654,233	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern.Ill. Wis. & Mich.	72,966,795	*	8,318,765	2,811,506	36,512,610	37,648,000	11,448 446	5,983,060	1,627.5	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,?2 .440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chi ago and Tomah.....Wis onsin.	211,342	*	.....	.....	13 400	98,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,536,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	63.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0 193	233,825	780,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,734	71,007	101,564	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1,619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,501,292	3,531,538	2,231.0	7,665,701	1,555,446	2,559,734	10,012,820	4,539,025	7pf	100	....

Railroad Earnings—Weekly.

	Month of September.		Month of October.		WEEKLY EARNINGS IN NOVEMBER.						Since January 1.	
					First week.		Second week.		Third week.			
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$171,524	$204,991	$34,262	$41,698	$31,116	$43,787	.....	.....	$1,276,338	$1,756,219
Chicago & Alton.....	628,811	733,234	668,163	786,116	138,779	154,885	.....	.....	.....	.....	4,740,341	6,573,828
Chicago & Eastern Ills.	82,049	131,904	92,975	150,891	23,066	36,641	.....	.....	.....	.....	728,020	1,075,074
Chi., Mil. & St. Paul...	1,018,806	1,257,000	1,290,739	1,494,000	283,825	349,000	272,182	352,000	.....	.....	8,407,589	10,916,000
Chi., St. Paul, M. & O.	117,810	144,771	147,605	190,403	68,897	77,326	58,156	71,346	.....	.....	1,070,801	1,385,944
Cincinnati & Springf ..	89,373	81,488	95,465	93,506	17,940	20,587	21,177	22,822	.....	.....	676,417	768,260
Clev., Col., Cin. & Ind.	410,064	410,103	423,257	444,104	81,725	94,114	87,421	101,984	.....	.....	3,144,316	3,732,537
Denver & Rio Grande..	112,823	400,990	140,083	473,318	29,386	110,287	31,315	95,397	$31,110	$80,977	1,058,185	2,981,519
Flint & Pere Marquette	107,350	146,032	123,570	158,752	28,285	34,782	27,470	35,267	.....	.....	972,858	1,361,929
Grand Trunk of Ca....	800,857	893,241	867,646	957,519	219,262	226,991	220,128	230,245	.....	.....	7,717,908	9,115,440
Great Western of Ca...	357,376	436,705	446,445	487,618	102,010	115,201	104,020	110,269	.....	.....	3,811,844	4,429,462
Hannibal & St. Joseph.	176,810	209,058	239,735	240,359	46,504	48,337	46,504	50,756	.....	.....	1,643,955	2,171,876
Hous. & Tex. Central.	.....	.....	406,565	476,866	92,779	97,526	116,166	128,418	.....	.....	2,602,595	3,090,069
Ind., Bloom. & West...	122,406	110,622	120,785	121,343	28,248	25,576	.....	.....	.....	.....	990,658	1,047,415
International & Gt. N.	178,949	195,057	228,800	276,646	54,446	60,409	54,985	64,943	.....	.....	1,422,211	1,572,910
Lake Erie & Western..	68,102	109,852	68,036	170,925	.....	.....	.....	.....	.....	.....	552,572	1,106,293
Louisville & Nashville.	527,214	691,000	609,578	1,000,000	153,700	215,300	157,426	232,500	.....	.....	4,939,668	8,019,636
Marq , Hough. & Onto.	†50,699	†82,918	60,000	91,000	5,448	15,963	.....	.....	.....	.....	514,834	763,327
Memphis & Charleston.	35,395	104,734	66,066	125,731	30,109	34,247	.....	.....	.....	.....	627,867	912,655
Mo., Kansas & Texas...	360,758	369,065	387,710	407,549	85,220	79,900	93,260	89,900	.....	.....	2,744,758	3,603,119
Northern Pacific.....	270,893	332,810	295,260	364,474	46,665	70,300	46,665	60,690	.....	.....	1,772,167	2,201,213
St. Louis, Alt. & T. H..	114,229	129,603	116,682	137,045	21,601	23,855	.....	.....	.....	.....	850,770	1,188,407
Do. Branches.....	.....	.....	63,786	68,550	10,956	13,730	.....	.....	.....	.....	459,266	545,260
St. L., Iron Mt. & So...	591,076	661,400	724,713	678,200	172,196	178,780	.....	.....	.....	.....	4,152,562	5,145,209
St. Louis & San Fran..	199,129	277,817	213,712	310,582	47,300	65,000	46,100	72,300	.....	.....	1,334,100	2,323,700
St. Paul, Minn. & Man.	224,830	274,145	291,202	345,057	60,034	74,507	52,500	70,500	.....	.....	2,225,745	2,704,436
St. Paul & Sioux City.	110,433	152,700	121,618	153,344	28,478	35,602	.....	.....	.....	.....	936,033	1,231,453
Scioto Valley	28,125	31,733	30,249	30,172	5,932	5,990	5,995	6,439	.....	.....	247,705	275,421
Texas & Pacific.....	240,361	264,085	*192,482	*196,449	77,707	81,519	.....	.....	.....	.....	.....	.....
Wab., St. Louis & Pac.	936,222	1,177,134	1,198,076	1,526,475	257,144	243,723	219,016	321,573	.....	.....	7,728,844	10,846,591

* For three weeks only of October in each year. † Three weeks only of September in each year.

Personal.

—Controller Knox is to address the Boston Merchants' Association at a dinner to-day, on the subject of "National Banking on the Gold Basis."

—Mr. E. F. Bishop of Bridgeport has been elected President, and Mr. Geo. W. Beach of Waterbury, Conn,, Superintendent of the Naugatuck Railroad.

—Mr. William J. Bradley, son of Justice Bradley of the Supreme Court of the United States was married to the daughter of Senator Cameron at Harrisburg, last week.

—Mr. Joseph Crawford, formerly Assistant Superintendent af the Shamokin Division, Northern Central Railroad, has been appointed Superintendent of the West Jersey Railroad.

—Col. Thos. A. Scott and the directors of the Texas and Pacific Railroad arrived at the end of the road, in Callahan County, Texas, on the 13th, when Mr. Scott drove the last spike on the last rail laid to that date.

—Mr. Edmund York, of Sacramento, Cal., has received the appointment of Assistant Chief Engineer of the Mexican Central Railway, building from the City of Mexico to the Rio Grande. Mr. York was formerly a member of the California State Engineer corps.

—Mr. William B. Thompson, Superintendent of the railway mail service, is certainly entitled to the sincere thanks of the business community for the enterprise he is showing in providing fast mail accommodations. He has just completed arrangements with the managers of Southern railways for a schedule of mail service that will gain an entire business day between Boston and New Orleans.

—Mr. William A. Paine and Mr. Wallace G. Webber, constituting the banking firm of Paine and Webber, 48 Congress Street, Boston, were this week admitted to membership in the Boston Stock Exchange. Both gentlemen have had a valuable experience in financial matters, having been connected with prominent Boston banks and banking houses. They have a large circle of business acquaintances and friends and are most cordially recommended to those of our city or elsewhere who have dealings in the financial market of Boston, or occasion to make investments in the securities made specialties of in that city, or in other stocks and bonds; the firm doing a general banking and brokerage business.

OUR BOSTON LETTER.

(From our regular correspondent.)

BOSTON, Nov. 23, 1880.

The past week has been characterized by an uninterrupted appreciation in value of all classes of railroad securities, with the most marked advance in those whose ability to earn their regular dividend is unquestioned. Closing prices compared with those a week ago show the following changes:

Advanced.

Boston and Albany	156	to	160
Atchison, Topeka and Santa Fe	133⅜	to	142
Boston and Maine	142¾	to	147
Boston and Providence	144	to	148
Boston and Lowell	103½	to	109
Cheshire	55	to	59
Chic. Burl. and Quincy	158¼	to	171
Chicago and W. Michigan	72½	to	73¼
Fitchburg	135	to	141
Fort Scott and Gulf, Pfd	119	to	120
Fort Scott and Gulf, Com	56⅜	to	62½
Kansa City, Lawrence and S.	89	to	92
Little Rock and Ft. Smith	59½	to	62
Marquette, Houghton and O. Com.	18⅝	to	22
New York and New England	41½	to	42½
(Hartford and Erie 7s)	43⅜	to	43⅞
Ogdensburg and L. Champ. Com.	22½	to	25
Old Colony	128½	to	124
Phil., Wilmington and Balt.	71⅛	to	73⅛
Pullman Palace Car Co.	121⅛	to	125
Revere Beach and Lynn	103	to	107
Rutland, Pfd	27	to	28¾
Summit Branch	18	to	20¼
Wisconsin Central, Com	13⅓	to	14¼
Wisconsin Central, Pref.	29	to	30
Flint and Pere Marquette, Com	22	to	25⅞
Flint and Pere Marquette, Pfd	74	to	80

Declined.

Cin., San. and Cleveland	183⅜	to	163⅜
Eastern	84⅞	to	83¾

The accounts of our Massachusetts railroads made up to September 30, 1880 have been submitted to the Railroad Commissioners, and in most cases the showing is very satisfactory.

The Boston and Albany earned for the year ending Sept. 30, 1880, 9.7 per cent net on its capital stock. The operating expenses were 63.6 per cent of the gross earnings.

The Boston and Maine earned for the year ending Sept. 30, 1880, 10 per cent net on its capital stock. The operating expenses were 55 per cent of the gross earnings.

The Boston and Lowell for the same time earned 6 per cent net on its capital stock. The operating expenses were 70 per cent of the gross earnings.

The Boston and Providence earned for the year ending Sept. 30, 1880, 9 5 per cent net on its capital stock. The operating expenses were 62 per cent of the gross earnings.

The Old Colony earned for the year ending Sept. 30, 1880, 7 per cent on its capital stock. The operating expenses were 63 per cent of the gross earnings.

The Fitchburg Railroad earned for the year ending Sept. 30, 1880, 8.5 per cent net on its capital stock. The operating expenses were about 67 per cent of the gross earnings.

The New York and New England road earned for the year ending Sept. 30, 1880, 1.45 per cent on its capital stock. The operating expenses were 67 per cent of the gross earnings.

The Boston, Revere Beach and Lynn narrow gauge railroad, earned 8 per cent net last year, and since its statement was published the stock has been in demand at advanced prices.

A large extent of wharf property on Mystic river between the navy yard and the Charlestown bridge has been bought and bonded in the interest of the Fitchburg Railroad Co. The piers are being enlarged and the channel improved, it is understood for the use of the Allan Line of steamers.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe.:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	339,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	.....	.....	.....	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	.....	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	.....	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	488,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	.....	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,326,957	1,716,409	1,896,073	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	.....	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,737	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	441,104	.....	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,696	209,058	240,359	.....	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	603,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,387	797,232	860,124	.....	.....	.....
Lake Shore & Mich South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	.....	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,487	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296, 81	1,252,218	1,644,968	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	.....	.....	.....	.....
Northern Central:													
1879	265,003	273 607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810 891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	587,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724 713	650 195	664,675	5,301,873
1880	552,615	492,450	450,620	405,300	372,280	365,300	442,000	513,555	661,400	678,200	.....	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	82,544	1,243,959
1879	94,907	77,624	91,756	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	.....	.....	.....
1880	786,147	782,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	.....	.....	.....

Richmond, York River and Chesapeake Railroad.

At the annual meeting of the stockholders of the Richmond, York River and Chesapeake Railroad Company, held in Richmond, Va., on the 11th inst., the report of Mr. Thomas Clyde, the president of the board of directors, was presented showing that the gross earnings for the fiscal year were $172,335 21, expenses $96,368 41, making the net revenue $75,966 90, which to a large extent was expended in improving the road, &c. The gross receipts for the year just ended, as compared with those of the preceding year, show an increase of 38.9 per cent. The president in his report says that within the last few months of the fiscal year just closed purchases and combinations of properties have been concluded by connecting lines and interests from which may reasonably be expected a much larger increase in the business of the road, hence the board of directors have judged it to be the best and most economical policy to expend the revenues upon the property, thus preparing it at all times to meet the requirements of the rapidly increasing business in a prompt and efficient manner, in preference to making dividends upon its stock, looking to the permanent welfare and value of the road. The following officers and directors were elected for the ensuing year: Thomas Clyde, president; A. S. Warren, vice president; Reuben Foster, W. H. Gwathmey, B. F. Clyde and A. Stewart, directors.

Sealed proposals will be received at the office of the Engineer of Maintenance of Way, 233 South Fourth street, Philadelphia, until 9 A. M. of November 30, for all the graduation and masonry required to complete the roadbed for about fifteen miles of the Philadelphia and Long Branch Railroad, extending from Whitings to Barnegat Bay.

The last rail of the Watchung Railroad, which connects Orange with the Newark Branch of the New York, Lake Erie and Western Railroad, was laid on the 17th inst.

COUNTERFEIT COIN LIST.

GOLD COINS.

$1.

Standard weight 25.8 grains, least current weight 25.67 grains.
There are some counterfeits dated 1851-1852, light in weight. The new gold dollar 11-20th of an inch in diameter as counterfeited is dated 1861, light in weight, but very deceptive.

$2 50.

Standard weight 64.5 grains, least current weight 64.18 grains.
Some coins dated 1846, weighing only 48 grains instead of 64½—are in circulation.

$3.

Standard weight 77 4 grains, least current weight 77.02 grains.
Excellent counterfeits of this denomination have been issued and circulated.

$5.

Standard weight 129 grains, least current weight 128.36 grains.
The issues of 1844-1845-1847 have been imitated. The 1845 piece is 10 grains too light ; the 1847 coin is 13 grains too light.

$10.

Standard weight 258 grains, least current weight 270 grains.
The issues of 1801 and 1810 have been extensively counterfeited.

$20.

Standard weight 516 grains, least current weight 513.42 grains.
This coin has been sawed in two pieces, the center taken out and platinum or some other metal substituted. The *ring* is not perfect. Experts have also bored holes in the side and taken out about seven dollars worth of gold and then soldered the holes with gold.

The English Sovereign

has been imitated by plating so that the counterfeit is worth about three dollars and nearly as heavy as the genuine.

SILVER COINS.

Ten Cents.

Standard weight 38.58 grains.
Spurious dimes dated 1853 and 1875 are in circulation, the date 1875 has the appearance of a genuine coin.

Twenty-five Cents.

Standard weight 26.45 grains.
There are many deceptive quarters. Those bearing dates 1828 and 1860 are the most dangerous ; others bearing dates 1853, 1857, 1861 are not so well executed.

The Canadian 25 Cent Coin

has been extensively counterfeited. Large quantities of them have been circulated in the South and West.

Fifty Cents.

Standard weight 192.9 grains.
Half dollars have been successfully counterfeited. The one most likely to deceive is dated 1842, thickly plated ; another good imitation is dated 1876, plated with silver, exact weight, and good ring. The counterfeit bearing date 1874 is not likely to be taken.

One Dollar.

Standard weight 412.5 grains.
Counterfeits of the new one dollar silver coin first appeared about the first of April, 1878. The general appearance is good, the milling is well done, but the color is such as to readily distinguish it from the genuine. Look out for other new counterfeits better executed.

The Trade Dollar.

Standard weight 420 grains.
This coin has been variously and extensively counterfeited. One early imitation was dated 1876, made of a composition formed principally from type metal. The milling on the edge of the piece is very well done, but the piece is too thick and the inscription IN GOD WE TRUST, beneath the figure of Liberty, upon the obverse, is imperfect. This counterfeit was extensively circulated in the East Indies, China, Japan and other Oriental countries.
Many other imitations of the trade dollar have been produced and the latter specimens appear almost perfect. One of the last imitations is finely finished ; the various devices of the impress are accurate and distinct, and the ring is perfect. The piece is very deceptive, but it is about 1-32 of on inch undersize, and 115.5 grains underweight. It is of a dark color after having been handled, and has a smooth, greasy or quicksilvery feeling when rubbed between the thumb and fingers.

Note.

The Trade Dollar authorized to be coined by act of Congress February 12, 1873, has been formally recognized as a coin of the United States. The Trade Dollar was demonetized July 22, 1876, and its coinage was suspended by order of the Secretary of the Treasury, February 22. 1878. The circular of the Treasury Department of July 25, 1878, declares : "The United States Trade dollar also is not a legal tender, and therefore has only a bullion value." The average bullion value, of full weight trade dollars, is ninety-three cents and two tenths of a cent each. The Trade Dollar was intended for exportation abroad. It excels the Mexican silver dollar by two-tenths of a cent, and is of equal fineness (900) with the United States legal tender silver dollar and contains seven and one half grains more standard silver. At present though demonetized and refused by many banks and all Government offices, trade dollars are generally taken in trade without discount and may be commercially rated at the price they command for exportation. There is no allowance for abrasion in silver coins.

Tests.

Counterfeit silver pieces made of block tin washed over with quicksilver are easily detected by the ring. A genuine silver piece will feel rough enough under rubbing, while the counterfeit feels smooth and oily. Experienced persons detect spurious coins by the weight. The jeweler uses nitric acid for the detection of debased gold and silver. Scratch the coin with the knife and then apply the acid to the scratch. If the acid boils up greenish, the coin is bad ; but if it turns white the coin is good. The following test for determining whether silver is good or bad is known as the "Mint Test," although the tests employed at the Mint are weight and size :

24 grains nitrate of silver.
30 drops nitric acid.
1 ounce water.

A drop of this mixture will have no effect upon genuine silver but will blacken a debased coin. Persons handling large amounts of coin must rely upon the eye and the sense of touch.

Construction.

—The Marshalltown and North Eastern Railway Company has been organized at Des Moines, Ia, and is to build a line to connect with the Chicago, Milwaukee and St. Paul Railroad.

—At least 20,000 men are employed on the various lines of railroad now building in Mexico. A thousand men are at once to be put to work on the new road between San Louis Potosi and Tampico.

—The Southern Pacific Railroad is laying side tracks at Gage, twenty miles east of the Miembres river, New Mexico. Gage will be the base of supplies for some time to come, and is 199 miles east of Tuscon and 1,178 miles from San Francisco.

—It is expected that work will soon be begun on the extension of the Cincinnati, Wabash and Michigan Railway, from Goshen to Benton Harbor, Mich., on the north, and from Anderson to Rushville on the south.

—A narrow gauge railway, with cars to be run by steam, is to be built around the city of Denver, connecting the surburban precincts. A company has been incorporated for the purpose with a capital of $1,000,000. The road is expected to be in operation by April or May.

—The Ottawa and Western Railway scheme includes the building of a new line connecting Montreal with Chicago, independently of the Grand Trunk. From Toronto a connection will be made with the Credit Valley and Great Western railways, and so with the American system of railways.

—Preparations are making to get out a large quantity of sleepers for the standard gauge of the New Brunswick Railway this winter, and the work of the widening of the road will be undertaken next spring. Besides the extension to the Intercolonial at River Ouelle, an extension to Presque Isle is also talked of either by extending the road from Caribou or by an independent branch from the main line.

—Railroad officials have recently been looking over the country from Bellows Falls to Springfield and Windsor, with reference to building a railroad over that route on the Vermont side, and also from Windsor to Cornish, Claremont and Greenfield, N. H. It is said that a road on this last line would make the shortest route to Boston for all middle and northern Vermont.

—The work of building a new railroad from a point between Broadford and Connellsville, crossing the Youghiogheny river and striking a line to Washington, Pa., where a connection is made with the Hempfield road, is being pushed forward rapidly by the Baltimore and Ohio Railroad. This will tap the Connellsville coke region, and give the Baltimore and Ohio a new Western outlet.

—A party of surveyors are at work with a view to deepen the Fairford river and drain the surplus water of Lake Manitoba into Lake Winnipeg to prevent the drowning of land on the banks of the former. The work is estimated to cost a very large sum of money, and will, it is thought, effect to some extent navigation.

—Messrs. George Harris, of Wrightsville, and William H. Black, of Sunbury, Pa., have been awarded the contract by the United States government for putting in Lock No. 6, Great Kanawha Improvement, located on the left bank of the river, about four miles below Charleston, West Virginia. The contract is a very extensive one, and will occupy about two years time with a working force of over one hundred men

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The gross earnings of the Cheshire Railroad for the year ending September 30, 1880, were $581,222, and the expenses $469,397, leaving $111,825 ; paid on bonds, etc., $47,153 ; net earnings, $64,672. This is an increase in the earnings over last year of $93,773, an increase in expenses of $59,703, and an increase in the net earnings of $34,289.

Organization.

—The old board of directors of the Monadnock Railroad Company have been re-elected, with H. K. French as president.

—At the annual meeting of the Port Rowan and Lake Shore Railroad Company at Port Dover, Ontario, William Collier, formerly of Patterson, N. J., was elected President and John E. Sterns Vice-President.

—The old board of directors of the Boston and Providence Railroad Company have been re-elected and the following officers chosen :—Henry A. Whitney president; Benjamin B. Torrey, treasurer; A. A. Folsom, superintendent; and Winslow Warren, clerk.

—The Edison Electric Light Company has elected the following Board of Trustees: Norvin Green, Tracy R. Edson, James H. Banker, Robert M. Galloway, E. P. Fabbre, Walter G. Miller, Robert L. Cutting, Jr., George P. Lowrey, John O. Green, J. F. de Navarro, Thomas A. Edison, Henry Villard and Lewis Roberts.

—The Memphis and Charleston Railroad Company has elected the following directors: E. Norton, George P. Beirne, E. W. Cole, F. H. Cossitt, W. W. Garth, L. Hanour, Napoleon Hill, C. M. McGhee, J. C. Neely, J. D. Rather, R. J. Wilson, Joseph Wheeler and Addison White. The old officers of the road are retained.

—The Third Avenue Railroad Company (New York) has elected the following directors :—Henry Hart, William Remsen, Louis Lyon, Thurlow Weed, Robert G. Remsen, Henry Morrison, John M. Samler, Samuel Willets, Malthy G. Lane, Henry C. Hoyt, John Watson, Archibald McMartin and Daniel. S. McElroy.

—A charter has been issued to the Combination Steel and Iron Company, formed for the purpose of doing business in the city of Chester, Pa. The capital stock is $200,000, in shares of $100 each. The directors are John Roach, New York; Charles A. Weed, Stamford, Conn.; Samuel Chalfin, New York; Jerome Keeley, Philadelphia, and John B. Beach, Chester.

—The following directors of the Lynn and Boston Railroad Company have been chosen: Amos F. Breed, Asa A. Breed, Philip A. Chase, of Lynn: Isaac Stebbins, William R. Pearmain, of Chelsea; William Sprague, Boston; John Reed, Boston; Thomas P. Proctor, Boston: E. Francis Oliver, Boston; George W. W. Dove, Andover. The directors have chosen Amos F. Breed, President, E. Francis Oliver, Treasurer and Clerk, and S. A. Green, Superintendent.

Interest and Dividends.

—The American Express Company has declared a dividend of $2.50 per share, payable Jan. 3.

—The Connecticut River Railroad Company has declared a dividend of $4 per share, payable Jan. 1.

—The Iowa Falls and Sioux City Railroad Company have declared a dividend of $1 per share, payable Dec. 1.

—The Car Trust of Pennsylvania announces a quarterly dividend of 1½ per cent on series C, D and E stock payable at the office of the Pennsylvania Company December 1.

—The Directors of the Fitchburg Railroad have declared a dividend of 3½ per cent from the earnings of the road for the past six months, payable the 13th proximo. This increase of ½ per cent over that of several previous semi-annual dividends indicates that the forthcoming report of the Company for the past year will make a favorable exhibit.

—The Delaware and Bound Brook Railroad Co., have declared a quarterly dividend of 1½ per cent on the capital stock of the company, less 5 per cent (retained for the contingent fund), said dividend to be credited to the stockholders as registered on the books of the company on the 18th, and payable on the 22d of November.

—The Board of Directors of the Chicago, Burlington and Quincy Railroad Company met in Boston on the 17th inst, and declared the usual quarterly dividend of two per cent cash. The question of a stock dividend was discussed, but it is understood that no definite action was taken and that the matter is still under consideration.

Manufacturing.

—Sixteen bridges are among the orders to be filled on the books of the Pittsburgh Bridge Co., some of them to go to Maryland.

—About thirty-three per cent more iron ore has been received at Ashtabula Harbor thus far this season than in the corresponding period of last year.

—The Edgar Thomson Steel Company are said to have sold all their production of steel rails for a year in advance, about 100,000 tons.

—Active business is reported at the Crescent Steel Works, Pittsburgh, Pa.; 472 men are employed on orders from nearly every State in the Union.

—The Glenwood Steel Works have been sold to parties connected with the National Tube Works at McKeesport, Pa. It is understood that the intention is to manufacture steel tubing for locomotive and other boilers, and that a portion of the old structure will be removed to give place to a new building.

—The passenger engine built by the Baldwin Locomotive works, which was designed to run ninety miles or the whole distance between New York and Philadelphia in ninety consecutive minutes, has justified all that was claimed for it having made several of the trips in the exact time, drawing six or seven cars.

—The Antietam Iron Works, located near the mouth of Antietam creek, in the Sharpsburg district, belonging to the Messrs. Ahl, of Newville, Pa., after a suspension of operations for several years, have been again put to work, and will afford employment to a large number of operatives in that region.

—The Pittsburgh Telegraph says that the Pittsburgh Spring Company has been experimenting with coke as a substitute for coal in nearly every department of its establishment, with most satisfactory results. Mr. French states that it effects a very important saving of expense, and avoids almost all the dirt and smoke, unavoidable when coal is used.

—Over 4,500 men are employed in the railroad shops of Altoona, Pa., and from $150,000 to $200,000 are paid them monthly. About ninety new locomotives were erected last year, 200 and upwards repaired and some 5,000 freight and passenger cars were turned out during the past year, not counting the vast number repaired.

—Colonel E. A. L Roberts, the Titusville torpedo millionaire, has invented an engine which it is expected will run 80 miles an hour and 100 miles without stopping. It will weigh 76,000 pounds. The driving wheels will be six feet in diameter, which is about half a foot beyond those of the ordinary engine. There will be a water chamber on the locomotive arranged in such a manner as to admit compressed air from the air pump to the top of the chamber, by which means a stream of water may be forced upon any hot bearing connected with the engine or tender, which provision is expected to meet that long standing difficulty in connection with hot boxes. The engine will be completed in the early part of the coming year.

Philadelphia Stock Exchange.

Closing Prices for the week ending Nov. 23.

	W.	17.	Th.	18.	F.	19	Sa	20.	M.	22	Tu.	23.
Allegheny Val. 7 3-10s	121	....	....	....	....	....	....	....	....	....	....	....
7s, Income	....	....	....	....	....	....	....	....	33	33	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....	....	....	....	....	....	....
Mort. 6s, 1889	113	....	....	....	....	....	....	....	113	....	....	....
Camden and Atlantic	....	....	....	....	....	....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....	....	....	....	....	....	....
Catawissa	....	....	14	....	14	....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....	....	....	....	....	....	....
7s, new	....	....	....	....	....	....	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....	....	....	....	....	....	....
7s	....	....	....	....	....	....	....	....	....	....	....	117
Elmira & Williamsport	....	....	....	....	....	....	....	....	....	....	....	....
Preferred	....	....	....	....	....	....	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....	....	....	....	....	....	....
Preferred	....	....	12½	....	13	....	13	....	13	....	13	....
2d mortgage	....	....	....	....	....	....	....	....	....	....	....	....
Lehigh Navigation	35½	....	35½	....	35½	....	35½	....	36	....	36½	....
6s, 1884	....	....	....	....	....	....	....	....	....	....	109	....
Gold Loan	....	....	....	....	....	....	....	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	110½	....	111	....	111	....	111	....
Consol. Mort. 7s	....	....	....	....	....	....	....	....	....	....	....	....
Lehigh Valley	56½	....	56½	....	56½	....	56½	....	57½	....	57½	....
1st mort. 6s, coupon	....	....	....	....	....	....	....	....	....	....	....	....
1st mort. 3s, reg	....	....	....	....	....	....	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....	....	....	....	....	....	....
Consol. mort. 6s	117	....	....	....	....	....	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....	....	....	....	....	....	....
Little Schuylkill	50	50	50	....	50	....	....	....	....	....	....	....
Minehill & Sch. Haven	....	....	....	....	....	....	....	....	....	....	56½	....
North Pennsylvania	54	....	54	....	54	....	....	....	54	....	....	....
1st mortgage 6s	....	....	106	....	....	....	....	....	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	....	....	....	....	....	....	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....	....	....	....	....	....	....
Northern Central	39½	....	....	....	39½	....	40	....	40	....	40½	....
6s	92	....	....	....	92½	....	93	....	....	....	....	....
Northern Pacific	30½	32	33½	....	33½	....	32½	....	32½	....	32½	....
Preferred	56½	....	59½	....	64½	....	56½	....	63	....	....	....
Pennsylvania R. R.	61½	....	62½	....	62½	....	62½	....	62½	....	62½	....
1st mortgage	102½	....	....	....	....	....	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	....	....	....	123	....	123	....
Gen'l mort. reg	....	....	....	....	....	....	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....	....	....	....	....	....	....
do. 3d series	....	....	107	....	....	....	107	....	107½	....	....	....
do. 5s, new	....	....	....	....	....	....	116	....	....	....	....	....
do. 4s	....	....	....	....	....	....	....	....	....	....	....	....
Phila. and Reading	22½	23	24½	....	24	....	25½	....	25½	....	....	....
1st Mortgage 6s	....	....	....	....	....	....	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	....	....	....	....	....	126	....
Consol. mortgage reg	....	....	....	....	126	....	....	....	122½	x	....	....
Gen'l mortgage 6s	85	....	85½	....	....	....	87	....	....	....	....	....
Philadelphia and Erie	17	....	17½	....	18½	....	18½	....	19	....	....	....
1st mortgage, 6s	....	....	....	....	....	....	....	....	....	....	....	....
2d mortgage, 7s	115	....	116	....	....	....	....	....	116	....	....	....
Pittsb., Cin. & St L. 7s	....	....	....	....	....	....	....	....	....	....	....	....
Pittsb., Titusv. & Buff	16½	....	16½	....	17½	....	17½	....	17½	....	....	....
7s	82	....	....	....	82	....	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....	....	....	....	....	....	....
Preferred	....	....	10	....	10	....	10	....	10½	....	....	....
6s, 1872	105	....	....	....	....	....	....	....	....	....	....	....
6s, 1882	79	79	78	....	....	....	78	....	....	....	....	....
United Co. of N. Jersey	181½	182	....	....	192	....	182	....	....	....	....	....
Hestonville, (Horse)	21½	....	20	....	20	....	20	....	....	....	....	....
Chestnut & Wal (do)	....	....	82	....	....	....	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Nov. 23.

	W	17	Th	18.	F.	19.	Sat.	20.	M.	22.	Tu.	23.
Baltimore and Ohio	173	....	175	....	....	....	179½	....	185	....	....	....
6s, 1880	....	....	....	....	....	....	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....	109	....	....	....	....	....
Central Ohio ($50)	45½	45½	....	....	....	....	....	....	....	....	....	....
1st mortgage	....	....	111	....	....	....	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....	....	....	....	....	....	....
1st mortgage, 7s	....	....	....	....	....	....	117	....	....	....	....	....
2d mortgage, 7s	82	82	....	....	....	....	82½	....	83	....	....	....
3d mortgage, 8s	42½	....	....	....	42½	....	....	....	44½	....	....	....
Northern Central ($50)	....	....	....	....	39½	....	39½	....	40½	....	....	....
2d mortgage, 6s 1885	....	....	....	....	....	....	....	....	....	....	....	....
3d mortgage, 6s, 1909	....	....	....	....	....	....	43	....	....	....	....	....
6s, 1900, Gold	....	....	113	....	115	....	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	120	....	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....	....	....	....	....	....	....
4th mortgage, 8s	60	....	59	....	....	....	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	96	59	....	....	....	....	....	96	....	....	....
Pittsb. & Connellsv. 7s	119½	....	120	....	....	....	....	....	....	....	....	....
Virginia 6s, Consol	69	69½	69½	....	71½	....	72	....	....	....	....	....
Consol. Coupons	93½	92½	92½	....	92½	....	90½	....	92½	....	....	....
10-40 bonds	46½	46½	46½	....	47	....	47½	....	48	....	....	....
Deferred Certificates	....	....	....	....	12½	....	13	....	....	....	....	....
Western Maryland	....	....	8½	....	9	....	8½	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....	111	....	111½	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....	....	....	....	....	....	....
City Passenger R. R.	37	....	37	....	....	....	....	....	37	....	....	....

New York Stock Exchange.

(Wednesday's quotations follow money article.)

Closing Prices for the week ending Nov. 24.

	Th.18	F.19	Sat.20	M.22	Tu.23	W.24
Adams Express	119½	....	120	...	120	119½
Albany and Susq.	....	....	....	....	....	....
1st mortgage	115	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	66½	66	66½	66	65½	65½
Atlantic & Pacific Tel.	....	41½	42	42½	40½	....
Burl., C.R. & Nor.	67	68	68½	68½	....	....
1st mortgage 5s	100	....	99½	99½	99½	99½
Canada Southern	68½	70	72½	72½	72	72½
1st mortgage guar.	99½	99½	99½	100	100½	100½
Central of N. Jersey	79½	80½	84½	81½	79½	81½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	112	113	113	....	114½	114
7s, convertible, ass.	....	113	....	....	112	111½
7s, Income	93	93½	93	91	93½	93½
Adjustment	....	109½	109½	....	....	110½
Central Pacific	83½	85½	86½	85½	85½	85½
6s, gold	114½	....	....	115	115	115
1st M. (San Joaquin)	107½	....	....	107½	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	20½	20½	20½	20½	20½	19½
Chicago and Alton	138½	140½	144	142½	143	141½
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	164	168½	174	172	170	171
7s Consol, 1903	....	129	....	....	129	....
Chic., Mil. and St. Paul	105	105½	106	107½	105½	110½
Preferred	118	119½	119	119½	120	123
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	....	121	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	....	....	120	....	121	....
1st M. (H. & D. div.	114½	115½	116½	.....	117½	117½
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	121	120½	....	121	....	122
Chic. & Northwestern	114½	115½	116½	117½	116½	125
Preferred	140	140	140½	141½	140	146½
1st mortgage	....	....	111	....	....	111
Sinking Fund	....	....	....	....	....	....
Consolidated 7s	122½	132½	....	173	133	....
Consol. Gold bonds.	....	126½	....	126	....	127
Do. reg	....	126½	126½	....	....	....
Chic., Rock Isl. & Pac	122½	122½	123	124½	124	124½
6s, 1917, c.	....	125	125	....	....	123½
Clev., Col., C. and Ind.	81½	82½	82	83	82½	82½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	125½	....	124½	....	..	125
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	112½	....
Col., Chi., & Ind Cent	21½	20	21½	20	20½	20½
1st mortgage	....	110	....	110	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	89	89½	90½	91½	89½	90½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	115	....	117½
Del., Lack. & Western	99½	99½	100½	101	100½	101½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext.	106	....	....	107	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	126	126	....	....	127	124½
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	....	....	107	107½	....
Hannibal & St. Joseph	42	42½	43½	43½	41½	43½
Preferred	91½	92½	93	93½	93½	93
8s, Convertible	....	....	....	110	111	111½
Houston & Tex. Cent.	78½	79	77½	75	75½	75½
1st Mortgage	....	....	112	....	112½	....
Illinois Central	119	122	121½	122	121½	121½
Lake Shore & Mich So.	116½	117½	118½	119½	120½	122½
Consol. 7s	....	....	....	....	127	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	120½	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	120	....	....	....
Louisville & Nashville	87	87½	86½	87½	87	86½
7s Consolidated	119½	....	....	....	....	....
Manhattan	36½	37½	37	37	36½	36½
Metropolitan Elevated	112½	116	114	114	113½	....
1st Mortgage	103½	103½	104½	104½	104½	104½
Michigan Central	110	110½	112	113	113½	115½
7s, 1902	126	....	....	....	....	....
M. S. and N. I. 1st, S.F	....	....	....	....	....	....
Morris and Essex	116	117½	120	119½	121½	120½
1st mortgage	....	....	134	....	....	....
2d mortgage	....	....	....	....	....	116
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv	142½	143	145½	146	145½	146½
6s, Sinking fund, 1883	....	....	....	...	103½	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	135
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	119	120	120	121	121	121
1st mortgage	117	116½	....	117	....	....
N. York and Harlem	....	....	....	190	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	138½	....
1st mortgage, reg.	....	....	....	132	....	....

New York Stock Exchange.

(Wednesday's quotations follow money article.)

Closing Prices for the week ending Nov. 24.

	Th.18	F.19	Sat.20	M.22	Tu.23	W.24
N.Y., Lake Erie & W.	41½	44½	45	46½	45½	47½
Preferred	75	76½	77	77½	77	79½
2d Consolidated	99	100	101	100½	100½	101½
New 2d 5s fund	94½	95	95½	....	96½	97
N.Y., N. Haven & Hart	....	....	177	....	176	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	32½	33½	33½	32	33½	34½
Preferred	62½	64½	64½	62½	62½	64½
Ohio and Mississippi	36½	36½	38	37½	36½	37½
Preferred	87½	88½	9 (	88½	87	89
2d mortgage	116½	117	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	47½	48½	47½	47½	47½	47½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	206	205	....	208	....	....
Philadelphia & Reading	46½	48	48½	50½	50½	50½
Pitts., Ft. W. & Chi. gtd	....	....	125	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	122	122	123	125	125	....
Quicksilver Mining Co	....	12½	....	....		12½
Preferred	....	....	....	....	....	....
St. Louis & San Fran.	....	40	40½	40½	40	39½
Preferred	52	53½	53½	54½	53½	53
1st Preferred	81	81½	....	82	82	81
St. L., Alton and T. H.	39½	39½	....	....	....	....
Preferred	110	....	....	109	108½	109½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	49½	49½	52	50½	51½	52
1st mortgage	....	....	118	117½	118	118
2d mortgage	....	....	104½	107½	108	....
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	96½	97½	98½	100½	100½	102½
1st mortgage	....	....	114½	115	115	114½
Land Grant 7s	....	118½	....	....	....	....
Sinking Fund 8s	119	118½	....	....	119½	....
United States Express	53	53	55	54	55	53
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	106	....	106½	107½	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	42½	42½	43½	43½	41½	42
Preferred	77½	77½	79½	79½	77½	79½
New Mort. 7s	....	....	....	106	....	106
Wells-Fargo Express	113	....	114	114	113½	....
Western Pacific bonds	112	112	....	....	....	....
Western Union Tel	101½	102½	102½	....	99½	99½
7s, S. F. conv., 1900	119	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Nov. 24.

	Th.18	F.19	Sat.20.	M.22.	Tu.23.	W.24.
Atch., Top. and San. Fe.	137½	138½	131	144	141½	141½
1st mortgage	....	....	....	120½	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	120	121	....	....
Boston and Albany	166½	....	168½	....	....	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	107	109	108	109	109½	109
Boston and Maine	143	143½	145	....	....	148½
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	43½	43½	48½	43½	43½	43½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	111	111	....	....	....	86½
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	164½	168	173½	173½	170	171½
7s	....	....	....	....	....	....
Chi., Sand. and Clev.	17½	17½	16½	16½	16½	16½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	155	....	....
Eastern	33	34	33½	33½	33½	33½
New 4½ Bonds	99½	99	99½	99½	99½	99½
Fitchburg	....	140½	....	....	....	142½
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	42	41½	40½	42	42½	42½
7s	113½	....	114	114	113½	114
Northern, N. H.	110	....	110½	....	110	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	....	....	....	25½	....	24½
Preferred	....	....	....	....	....	....
Old Colony	....	124	123½	123	124	....
Ph., Wil. & Balt. ($50)	73	72	....	72½	73½	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	115½	116½	117½	117½
Pullman Palace Car	....	122½	128	125½	126½	125½
Union Pacific	96½	98	98½	100	101½	101½
4s	....	....	....	112½	....	....
Land Grant 7s	....	114	....	....	....	....
Sinking Fund 8s	117½	117½	....	117½	....	117½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	125
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Reels Mining Co.	237	235	....	229	238½	239
Quincy	....	83½	....	84½	84½	84½

New York Stock Exchange.

Closing Prices for the week ending Nov. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	....	....	....	112½	112½
U. S. 4s, 1907, coup.	111½	111½	112½	112½	....	112½
U. S. 4½s, 1891, reg.	....	111½	111½	....	111½	....
U. S. 4½s, 1891, coup.	113½	112½	....	112½	112½	112½
U. S. 5s, 1881, reg.	101½	101½	....	....	....	....
U. S. 5s, 1881, coup.	101½	101½	....	101½	....	....
U. S. 6s, 1881, reg.	....	104½	....	....	104½	....
U. S. 6s, 1881, coup.	....	104½	....	....	104½	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	100½	....	100½	....	....
Dt. of Col. 3-65s, coup.	100	100½	....	100.	100½	....

London Stock Exchange.

	Closing Prices — Nov. 5.	Oct. 29
Atlantic & Gt. W. 1st mort. Certs.	— — —	— — —
Do. 2d mort., Certs.	— — —	— — —
Do. 3d mort., Certs.	— — —	— — —
Baltimore and Ohio (sterling)	115 — 117	115 — 117
Central of New Jersey $100 shares	77 — 80	77 — 80
Do. Cons. Mort. Oct. '79 coupon	113 — 113	112 — 113
Do. Adjustment bonds	111 — 113	110 — 112
Do. Income bonds	86 — 92	88 — 92
Det., Gd. Haven & Mil. Equip. bds.	112 — 114	112 — 114
Do. Con. M. 5 p.c. till '84 after 6 p.c	107 — 109	106 — 108
Erie shares $100 Recon. Ass. $6 pd.	44½ — 45½	46 — 48½
Do Pref. Shares, R. T. Ass. $8 pd	76 — 78	77 — 78
Do. 1st Con. M. ex-Certs. 6 Cou.	120 — 122	127 — 129
Illinois Central $100 shares	117 — 120	121 — 122
Lehigh Valley Consol. mortgage	116 — 119	117 — 120
N. Y. Cent. & Hud. Riv. Mt. bonds	136 — 137	136 — 137
Do. $100 shares	140 — 142	141 — 143
Do. Mort. bonds (s[illegible])	120 — 122	120 — 122
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	125 — 127	125 — 127
Do. do. 2d do.	99 — 101	94 — 96
Do. 2d Consol. Mort. bonds	94 — 96	99 — 101
Do. Gold Income Bonds	85 — 90	83 — 88
Pennsylvania, $50 shares	84½ — 85½	62 — 63
Do. Con. Sink. Fund Mort.	118 — 122	118 — 122
Philadelphia & Reading $50 shares	23½ — 24½	21½ — 22½
General Consol. Mortgage	113 — 115	112 — 114
Do. Improvement Mortgage	98 — 100	97 — 99
Do. Gen. Mort. '74, ex-defard. cou.	86 — 87	84 — 86
Do. Scrip for the 6 def.) coupons.	80 — 90	80 — 90
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	113 — 115	113 — 115
Do 1st pref. stock	67 — 71	49 — 51
Union Pacific Land Grant 1st mort.	115 — 117	115 — 117

American Railroad Journal.

Financial and Commercial Review.

WEDNESDAY EVENING, November 24, 1880.

Six per cent has been the ruling rate for call loans during the day, secured by stock collateral, and six per cent was bid for money for the remainder of the year. In the last half hour the rate for call loans at the Stock Exchange was offered down to 1½ per cent. The highest rate paid by stock brokers was 6 per cent, plus a commission of 1-16 of 1 per cent, and the lowest 1½ per cent.

The postal rates of the prime drawers of sterling are 4.81 and 4.83. The actual rates are 4.80@¼ and 4.82@¼. Cable transfers are 4.82¼@¾. Prime commercial bills, are 4.78¼@¾.

The Secretary of the Treasury refused the offer of 6s of 1880 at 102.87, but will continue purchases at 109¾.

The annual report of the United States Treasurer for the fiscal year 1880, submitted to the Secretary of the Treasury on the 22d inst., shows that on Nov. 1 bonds were held on account of the Pacific Railroad sinking funds, established by the act approved May 7, 1878, as follows: For the Union Pacific Railroad Company—Pacific Railway bonds, currency 6s, $192,000; funded loan of 1881, 5 per cent, $256,450; funded loan of 1907, 4 per cent, $81,950; total, $180,400. For the Central Pacific Railroad Company—Pacific Railway bonds, currency 6s, $119,000; funded loan of 1881, 5 per cent, $194,900; funded loan of 1907,

4 per cent, $198,300; total, $512,200. The Treasurer says: "The third section of the act provides that in making investments for these funds the Secretary of the Treasury shall prefer the 5 per cent bonds of the United States, unless, for good reasons appearing to him, and which he shall report to Congress, he shall at any time deem it advisable to invest in other bonds of the United States. Attention is invited to the disadvantage of investing these sinking funds in the bonds of the United States at the present high market rates, and it is suggested that the consent of Congress, by joint resolution, be obtained to the purchase for the purpose of any bonds of the United States, or of the first mortgage bonds of the two railroad companies authorized by section 10 of the Act of Congress of July 2, 1864, (13 Statutes 356,) and section 1 of the act of Congress of March 3, 1865, (13 Statutes 504,) which are the only lien upon the property of those companies prior and paramount to that of the United States."

The closing quotations on Wednesday were: Adams Express, 118@119½; American Express, 65@65½; American District Telegraph, 77@77½; Atlantic and Pacific Telegraph, 40@40½; Canada Southern, 72⅛@72¼; Central of New Jersey 81¼@81⅜; Central Pacific 85¼@86; Chicago and Northwestern, 124⅞@125; do. pref., 146½@147; Chicago, Burlington and Quincy, 170½@171½; Chicago and Alton, 141⅜@141⅝; Chicago, Milwaukee and St. Paul, 110⅛@110¼; do. pref., 123@123½; Chicago, Rock Island and Pacific, 124⅛@124⅞; Cleveland, Columbus, Cincinnati and Indianapolis, 82@82½; Columbus, Chicago and Indiana Central, 20½@21; Delaware and Hudson Canal, 89¾@90; Delaware, Lackawanna and Western, 100¾@101; Hannibal and St. Joseph 43½@43⅝; do. pref., 92⅞@93⅛; Illinois Central, 121⅞@122; Lake Erie and Western, 32⅜@32½; Lake Shore and Michigan Southern, 122½@122¾; Morris and Essex, 119¾@120⅛; Manhattan Elevated, 36@36⅛; Michigan Central, 115@115¼; New York Central and Hudson River, 146⅜@146⅝; New York, Lake Erie and Western, 47½@47⅝; do. pref., 78½@7 9½; New York, Ontario and Western, 29¾@29⅞; Ohio and Miss., 36¾@36⅞; Pacific Mail, 47¼@47½; St Louis and San Francisco, 39½@40; do. pref., 52¾@53; do. 1st pref., 81@82; St. Louis, Iron Mountain and Southern, 52⅛@52⅜; St. Louis, Alton and Terre Haute, 32⅞@33⅛; do. pref., 109⅜@109⅝; Union Pacific, 102¼@102⅜; United States Express, 53@54½; Wells Fargo Express, 112@114; Western Union Telegraph, 98⅜@98⅝; Wabash, St. Louis and Pacific, 42¾@43¼; do. pref., 78¾@78⅞.

The following quotations of sales of Railwa and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Topeka and Santa Fe, 145⅛; Am. Dock and Imp. bonds, ass., 120¼; Boston and New York Air Line, 47; Boston, Hartford and Erie 1st, 44; Chicago and Eastern Ills. 1st, 105½; Cleveland and Toledo S. F., 110; Chicago, St. Louis and New Orleans, 40; do. inc., 84; Chesapeake and Ohio 1st pref., 28½; do. 2d pref., 22½; do. 1st, Series B, 73⅜; do. cur. int., 42½; Chicago, St. Paul, Minn. and Omaha, 44⅛; do. pref., 84⅞; do. consol., 106; Central Iowa, 35; do. 1st, 110½; do. deben. certif., 90½; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass., sup., 104½; do. inc., 59; Chicago, Milwaukee and St. Paul 1st, La. C. and Dav. div., 98; do Chicago and Pacific div., 108½; do. Southern Minn. div., 107½; Chicago, Burlington and Quincy 8s, 110½; Clev., Col., Cin. and Ind. consol., 117; Chicago, St. Paul and Minn. 1st, 106½; do, inc., 115½; Denver and Rio Grande, 79¼; do. 1st, 109½; do. 1st consol. 108; Dubuque and Sioux City, 75; Denver, South Park and Pacific 1st, 105½; Delaware and Hudson 1st Penn div., 120; Ind. Bloom. and Western, 42; do. 1st, 79½; do. 2d, 69; do. inc., 69¼; International and Gt. Northern, 45; do. 1st, 105; do. 2d inc. 86; Indianapolis, Decatur and Springfield 1st 104¼; do. 2d inc., 64; Houston and Texas Central 2d, M. L, 116; Hudson River 2d, S. F. 112¾; Kansas Pacific, 1st consol., 102¼; do. 6s, Denver Div. ass., with conpon certif., 114; do. 6s, 1896, with coup. certif., 125; Keokuk and Des Moines, 10; do. 1st, 99⅞; Laf., Bloom. and Muncie 1st, 104⅝; do. inc., 73; Lake Erie and Western, 33; do. 1st, 106½; do. inc., 68¾; Lehigh and Wilkesbarre consol. ass., 105¾; do. income, 82; Louisville and Nashville 1st Cecelian Branch, 108; do Gen'l mort., 6s, 105⅛; do. N O. and Mobile div., 105½; Marietta and Cincinnati 1st pref., 10; do. 2d pref., 7; Mobile and Ohio, 23; do. 1st deben., 89; do. 2d deben., 55; do. 3d deben., 44½; do. 4th deben., 41; do. 1st mort., 108; Missouri, Kansas and Texas, 39⅞; do. consol. ass., 116½; do. 2d, 71¾; Memphis and Charlestor, 41½; Nashville, Chattanooga and St. Louis, 70; do. 1st, 117; New York, Ontario and Western, 29¾; do. pref., 85⅜; New York, Lake Erie and Western Inc., 83½; Ohio Central, 25; do. 1st, 102¾; do. inc., 57; Oregon Railway and Nav., 129; do. 1st, 107½; Ohio and Mississippi 1st, Springfield div., 112⅞; Peoria, Decatur and Evansville 26; do. 1st, 105; do. inc., 68; Pittsburg, Titusville and Buffalo, 84½; Rome, Watertown and Ogdensburg, 27; do. 1st consol., 78¾; Rensselaer and Saratoga, 128; Syracuse, Binghamton and New York 1st, 120; Southern Pacific of California, 1st, 101⅜; South Pacific 1st, 105; St. Paul and Sioux City 1st, 107; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 105½; do. R. E. 7s, 1895, 110; St. Paul, Minn. and Man., 77½; St. Louis and Iron Mt. 1st pref. inc., 76½; do. 2d pref. inc., 76½; do. Cairo and Fulton 1st, 111½; do. Arkansas Branch 1st, 110¾; do. Cairo, Ark. and Texas 1st, 108⅝; South Side 1st, 104; St. Louis and San Francisco 2d, class A, 96; do. B, 85¼; do C, 82¾; Texas and Pacific, 39; do. 1st, 96¼; do. inc. L. G., 74¼; do. 1st Rio Grande div., 93⅝; Toledo, Peoria and Warsaw 1st, W. D., pur. com. rec., 140; Wabash Gen'l mort., 6s, 97; Winona and St. Peter 2d, 115; Alabama, Class A, 69¾; Georgia 7s, gold bonds, 114; Louisiana 7s, consol., 59½; Missouri 6s, 1888, 111; North Carolina 6s, Chatham R. R issue, 4¾; do. consol. 4s, 80; Tennessee 6s, new, 45; Virginia 6s, def., 13; American Union Tel., 60¼; Am. Dist. Tel., 77¼; Sutro Tunnel, ¾; Canton Co., 54; Consol. Coal, 38½; Colorado Coal and Iron, 27½; do. 1st 6s, 78; Maryland Coal, 26½; Montauk G. & C., 33⅞; New York and Straitsville, 58½; New Central Coal, 31; Climax Mining, ⅝; Central, 8⅞; Caribon, 2¼; Elk Lick, 41; Homestake, 80; Little Pittsburg, 2½; La Plata, 6⅝; Standard, 22½; Starmont, 4¼; Silver Cliff, 2¼.

Philadelphia.—Am. S. S. Co., 30; Central Transp., 48½; Nesquehoning Valley, 55½; Philadelphia and Reading Gen'l mort. 6s, coup. half paid, 87½; do. scrip, 61; Pennsylvania Canal 6s, 90; Philadelphia and Trenton, 182; Schuylkill Nav. 7s, B. L., 70; St. Paul and Duluth pref., 60½; Texas and Pacific 1st mort. 6s, 108; do. consol. mort, 6s, 102; Union and Titusville 7s, 90; West Jersey and Atlantic 6s, 101¾; West Chester and Philadelphia 7s, 118. The latest quotations are: City 6s, 110@115; do. free of tax, 127@129; do. 4s, new, 106⅛@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 107@108; do. 5s, new loan, 116@—; do. 4s, new, 109@111; Philadelphia and Reading, 25¼@25½; do. consol. mort. 7s, coup. 126@127; do. reg., 122⅛@—; do. mort. 6s, 110@—; do. 7s, 1893, 120@122; United New Jersey R. R. and Canal, 182@183¼; Pittsburg, Titusville and Buffalo R. R., 17¼@—; do. 7s, 80⅞@82⅛; Camden and Amboy mort. 6s, 1889, 113@115; Pennsylvania R. R., 62¼@62⅜; do. 1st mort., 102¼@102½; do. gen'l mort., coupon, 122½@123; do. reg., 122⅜@122⅝; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 50@50⅛; Morris Canal, 60@61; do. pref., 162@163½; Schuylkill Nav., —@5; do. pref., 10@10½; do. 6s, 1882, 78@80¼; do. 1872, 104¾@105¼; Elmira and Williamsport pref., 52@—; do. 6s, 112@—; do. 5s, 85@—; Lehigh Coal and Navigation, 36½@36⅝; do. 6s, 1884, 108½@109; do. R. R. loan, 110½@—; do. Gold Loan, 109½@—; do. consol. 7s, 110½@111; Northern Pacific, 32¾@33; do. pref., 62¾@63; North Pennsylvania, 53¾@54; do. 6s, 107@109; do. 7s, 118@120; do. Gen'l mort. 7s, reg., 120@—; Philadelphia and Erie, 18⅞@19⅛; do. 6s, 101¼@102¾; do. 7s, 115½@116; Minehill, 56¼@56½; Catawissa, 13⅞@14; do. pref., 46@—; do. new pref., 46@50; do. 7s, 1900, 114@116¼; Lehigh Valley 57¼@57½; do. 6s, coupon, 119½@121; do. reg., 120@—; do. 2d mort. 7s, 130⅜@130½; do. consol. mort., 118@119; Fifth and Sixth streets (horse), 121@—; Second and Third, 110@114; Thirteenth and Fifteenth, 65@70; Spruce and Pine, 55½@57; Green and Coates, 100@103; Chestnut and Walnut, 80@81; Hestonville, —@20; Germantown, —@70; Union, 108@115; Lombard and South, 12½@18; West Philadelphia, —@76; People's, 18⅛@18⅜; Continental, 100@101.

Boston.—Atchison and Nebraska 7s, 1907, 114¾; Boston and Lowell 5s, 104½; Boston and Maine 7s, 124¾; Boston Water Power, 9⅞; Boston Land, 6½; Boston, Revere Beach and Lynn, 107; Boston, Clinton, Fitchburg and New Bedford, 19; Cincinnati, Sandusky and Cleveland 7s, 101; Chicago, Milwaukee and St. Paul, Wisconsin Valley, 100; do. 6s, Dubuque div., 103½; Cincinnati, Indianapolis, St. Louis and Chicago, 98; Chicago and West Michigan, 72¼; Connotton Valley, 18½; do. 7s, 1908, 74¼; Connotton Northern, 18¼; do. 7s, 1908, 74; Cheshire R. R., 60; Connecticut and Passumpsic Rivers R. R., 80; Chicago, Iowa and Nebraska, 141¾; Detroit, Lansing and Northern pref., 106; do. 7s, 114½; Flint and Pere Marquette, 25⅞; do. pref., 80;

Iowa Falls and Sioux City, 50; Kansas City, St. Joseph and Council Bluffs, 7s, 114¾; Kansas City, Fort Scott and Gulf, 62½; do. pref., 120; do. 7s, 108¼; Kansas City, Lawrence and Southern 4s, 100; Lynn and Boston 6s, 1900, 106¾; Little Rock and Ft. Smith, 62; do. 7s, 101¾; do. 6s, 99½; Lincoln and Northwestern 7s, 115; Marquette, Houghton and Ontonagon, 20; do. pref., 50; do. 6s, 97; Maine Central, 84; Manhattan Beach 7s, 95; New Mexico and Southern Pacific 7s, 116; New York and New England 6s, 104; Nashua and Lowell 6s, 1893, 109; Ogdensburg and Lake Champlain income, 35; do. 8s, S. F., 101; do. 6s, 101¼; Old Colony 6s, 113¾; Portsmouth, Gt. Falls, and Conway, 22; do. 4½s, 85; Rutland, 5¾; do., pref., 29; do. 6s, 99¼; Summit Branch, 20¼; Union R. R., 146¾; Wisconsin Central, 14½; do. pref., 20; do. 1st, 71; Atlantic Mining Co., 18; Aztec, 1⅜; Brunswick Antimony, 15½; Blue Hill, 3⅝; Catalpa, 2⅛; Central, 88; Copper Falls, 14; Duncan, 4¼; Empire, 30c.; Franklin, 16¼; Great Basin, 5; Harshaw, 9; Huron, 5½; National, 2; Osceola, 37; Pewabic, 22; Ridge, 5⅜; Sullivan, 5½; Silver Islet, 37; Waukeag, 4.

Baltimore.—Atlanta and Charlotte 1st, 99⅜; do. inc., 64; Baltimore and Ohio 1st pref., 118; do. 2d pref., 115; Baltimore City 5s, 1916, 116; do. 5s, 1894, 114; do. 6s, 1890, 116¾; Chesapeake and Ohio Canal 6s, 85; Canton 6s, 113; George's Creek Coal, 95; Marietta and Cincinnati 1st, Sterling, 115; North Carolina 4s, 80½; Richmond and Danville R. R., 85; South Side (Va.) 2d, 100; Union R. R. bonds endorsed by Canton Co., 116; Virginia and Tennessee 2d, 104½. The latest quotations are: Central Ohio, 44@—; do. pref., —@53; do. 1st, 111@—; Baltimore and Ohio, 185@186; do. 1st pref., —@118½; do. 2d pref., 115@116; do. 6s, 1885, 108@—; Northern Central, 40½@40¾; do. 6s, 1885, 109@110; do. 6s, 1904, gold, 110@—; do. 5s, 1926, 92@—; Marietta and Cincinnati 1st mort. Sterling, —@114½; do. 1st mort., 1892, 116@117; do. 2d mort. 7s, 82⅞@83¼; do. 3d mort. 8s, 44⅛@44¼; Pittsburg and Connellsville 7s, 119@120½; Orange and Alexandria 2d, 120@—; do. 3d, —@96; do. 4th, 57@60; Orange, Alex. and Manassas 7s, 95⅞@96; Virginia consol. 6s, 72¾@73; Virginia Consols coupons, 92½@92¾; Virginia 10-40 bonds, 47⅜@48⅛; Virginia 10-40 coupons, 97@98; City 6s, 1886, new, 110@—; do. 6s, 1890, 116¾@—; do. 6s, exempt, —@121; do. 5s, 1894, —@114½; do. 5s, 1916 116¼@116½; do. 5s, 1900, —@115; Wilmington, Columbia and Augusta 6s, 106⅜@107; Richmond and Danville R. R., 91@94; Western Maryland 6s, unindorsed, 110@111¼; do. 2d pref., 105@110; do. Washington Co. guar., 110@—; Union Canal bonds, indorsed by Canton Co., 115½@—; Virginia and Tennessee 6s, 104@104½; do. 8s, 121@122; Chesapeake and Ohio Canal 5s, 85@—; Charlotte, Columbia and Augusta 2d, 97½@98½; City Pass. R. R., 37¼@37½; Petersburg 2d, 93@—.

In the United States Supreme Court at Washington on the 22d inst., in the case of the Pennsylvania Company, plaintiff in error, vs. Joseph E. Roy, who was injured by the breaking down of a berth in a Pullman sleeping car on one of the leased lines operated by the Pennsylvania Company, it was decided that the railroad company was responsible, notwithstanding the fact that the car was owned by a separate company. The case was remanded for a new trial, however, on the ground that evidence tending to increase the damages was improperly admitted in the court below.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of October, 1880 and 1879:

	1880. Month.	1880. Year to date.
Gross receipts:		
Railroad traffic	$1,563,794 50	$14,936,665 62
Canal traffic	111,891 99	708,387 61
Steam colliers	62,041 78	545,961 94
Richmond coalbarges	8 570 50	91,243 32
Total Railroad Co.	$1,746,298 77	$16,282,258 49
Reading Coal & Iron Company	1,260,026 37	10,376,553 12
Total of all	$3,006,325 14	$26,658,811 61
Tonnage and passengers:		
Tons of coal on railroad	719,415 11	6,410,004 04
Tons of merchandise	527,944 12	5,409,398 12
Passengers carried	921,470	9,048,277
Coal transported by steam colliers	44,388 00	498,916 00
Tons of coal mined:		
By Coal and Iron Co.	361,198 15	3 066,602 09
By tenants	133,493 02	1,096,722 15
Total mined from lands owned and controlled by Co. & from leasehold estates	494,691 17	4,163,325 04

	1879. Month.	1879. Year to date.
Gross receipts:		
Railroad traffic	$1,409,028 46	$11,797,694 01
Canal traffic	51,463 52	717,372 48
Steam colliers	57,003 78	594,470 76
Richmond coal barges	25,415 01	149,513 98
Total Railroad Co.	$1,542,910 77	$13,259,051 23
Reading Coal and Iron Co.	1,034 202 73	9,136,394 91
Total of all	$2,577,113 50	$22,395,446 14
Tonnage and passengers:		
Tons of coal on railroad	852,199 10	7,369 884 18
Tons of merchandise	531,760 02	4,328,797 14
Passengers carried	784,429	7,233,559
Coal transported by steam colliers	54,061 00	551,775 00
Tons of coal mined:		
By Coal and Iron Co.	440,464 02	3,880,960 03
By tenants	140,324 19	1,168 001 01
Total mined from lands owned and controlled by Co. and from leasehold estates	580,789 01	5,048,961 04

Comparative statement of business of the Philadelphia and Reading Railroad Company for October, 1880:

	1880. Month.	1880. Year to date.
Gross receipts	$1,746 298 77	$16,282,258 49
Gross expenses	1,125,643 43	11,809,975 69
Net profit	$620,655 34	$4,472,282 80

	1879. Month.	1879. Year to date.
Gross receipts	$1,542,910 77	$13 259,051 23
Gross expenses	1,068,382 00	9,772,833 27
Net profit	$474,528 77	$3,486,217 96

Comparative statement of business of the Philadelphia and Reading Coal and Iron Company for October, 1880:

	1880. Month.	1880. Year to date.
Receipts	$1,260,026 37	$10,876,553 12
Expenses	1,119,267 66	10,002,597 48
Profit	$140,758 71	$373,955 64
Net profit of all	761,414 05	4,846,238 44

	1879. Month.	1879. Year to date.
Receipts	$1,084,202 73	$9,136 394 91
Expenses	1,016,920 83	9,992,408 58
Profit	$17,281 90	Loss $856,013 67
Net profit of all	491,819 67	2,680,204 29

The foregoing statistics of the Railroad and Coal and Iron Company show an increase of $269,603 38 over October last year, and for the eleven months of the company's fiscal year that have passed, an increase of $2 216,034 15 over the corresponding period of last year.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of September, 1879 and 1880, were:

	1878.	1880.
Gross earnings	$1,492,495	$1,786,417
Working expenses	930,395	1,028,299
Net earnings	$562,100	$758,118

—showing an increase in gross earnings of $293,922, in working expenses of $97,904, and in net earnings of $196,018.

For the fiscal year ending September 30, 1879 and 1880, the earnings, expenses, etc., were:

	1878-'79.	1879-'80.
Gross earnings	$15,942,022	$18,698,108
Working expenses	11,174,698	11,648,925
Net earnings	$4,767,324	$7,049,183

—showing an increase in earnings of $2,751,086, in expenses of $469,227, and in net earnings of $2,281,859.

New York, Ontario and Western Railroad.

It is officially announced that the new owners of the New York, Ontario and Western Railroad will build from Middletown to Cornwall, on the west bank of the Hudson River, and thence to Weehawken; that estimates and plans have been prepared for a reduction of the grades on the existing road, and that within 15 months the company will have in operation a line of 425 miles of first-class railroad, including branches, from tidewater to Rochester, on which there will be no bonded debt. Large elevators, cattle yards, and other terminal facilities, superior to any now in existence, are also in contemplation at Weehawken. Gen. E. F. Winslow is to be the President, and Walter Katte, formerly Chief Engineer of the elevated railways, has been appointed Chief Engineer for the construction of the railroad and all the improvements.

From Galveston, Texas, Nov. 17th, we learn that application has been made for a charter for the New York, Texas and Mexican Railway, to run from Richmond through the counties of Fort Bend, Wharton, Jackson, Victoria, and Goliah, to Brownsville, with branches to Matagorda Bay, Corpus Christie and the mouth of the Rio Grande. The incorporators are New York, Paris and Texas men.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot..... 100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3
" " pref. 50	888,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,169,600	October.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref 100	769,800	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J. & D.	June 80 3
Central of New Jersey.100	18,553,200	quarterly	Apl. 79 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	280,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,085,400	M. & S.	Sept. 80 3½
" pref...100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	21,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,281	A. & O.	ct. '80 3
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	June'80 3
" pref.100	21,525,353	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific..100	20,000,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*....100	350,000	J. & D.	June'80 3½
Conn. & Passump. Riv..1 0	2,175,700	F. & A	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk.. 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania* 50	1,309,200	J. & J.	July '80 3
East Mahanoy*..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.)..... 100	4,997,600	J. & J.	July '78 3
Eastern (N. H.) 100	492,500	J. & D.	June '80 2½
Eel River.....	3,000,000	— & —	Sept.'80 4
Elmira, Jef. & Canand*.. 00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg..... 100	4,500,000	J. and D.	Dec. '80 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia..... 100	4,200,000	J. and J	July '80 3
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref. 100	1,180,000	quarterly	Oct. '80 2
Illinois Central..... 100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*100	4,025,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Nov. 80 1½
Jo. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central 100	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Aug.'80 4
" " (guar.)100	833,500	F. & A.	Aug.'80 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley 50	27,332,555	quarterly	Oct. '80 1
" pref. 50	106,300	quarterly	Oct. '80 2½
Little Miami*..... 50	5,371,450	quarterly	Sept. 80 2
Little Schuylkill*..... 50	2,046,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville...100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence 100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep.'66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific..... 1 0	42,416,000	quarterly	Oct. '80 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb '80 2½
Morris and Essex*..... 50	15,000.000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,675,296	A. & O	Apl. '80 1½
Naugatuck 100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 2½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R...100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	8,500.000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref....100	8,149,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Niag. Bridge & Canand*100	1,600,000	J. & J.	July '80 2
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S. C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5 842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4.455 0 0	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	Nov. '80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,970,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504 300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2
Porti., Saco & Portsm....100	1,500,000	J. & J.	July '80 3
Profile and Franconia....100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	555.200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred 100	4,188,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,486,400	F. & A.	Feb. '78 2
St. L., I Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	Jun'e'79 3½
Steubbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*....100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea prof.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City 100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180.000	J. & J.	July '80 5
D. Dock, K. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	.....
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)..... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam 100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	118,000	M. & N.	Nov.'80 3
South Boston 100	600,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000.000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat.. 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 883,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3 000 000	J. & D.	Dec. '9 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2 500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1 000 000	quarterly	Oct. 80 3
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car 100	5,990.200	F.M.A.N	Nov.'80 2
Quicksilver, common ..100	6,708.706	.....	.....
preferred 100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June 80 3½
Topeka Equipment Co..100	256,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,060,000	quarterly	Oct. '80 1½

Boston and Chelsea Railroad.

The Boston and Chelsea Railroad Company has just executed a lease of its road to the Middlesex Railroad Company for 99 years, at six per cent per annum, payable semi-annually, free from all taxes and assessments of every kind. This lease has been assigned to the Lynn and Boston Railroad Company with the assent of the Boston and Chelsea Company, without, however, releasing the Middlesex Company, from which company the rent is to be received in the shape of a dividend of three per cent to each stockholder, paid semi-annually, by the Middlesex Rail oad. The Boston and Chelsea has for many years been operated by the Lynn and Boston under a former lease to the Malden and Melrose Company—assigned to the Middlesex and by that company to the Lynn and Boston, which was decided by the Supreme Court to be invalid, no power being conferred by law upon the companies to make such lease. In 1879 the Legislature passed an act authorizing a lease, and this power has now been exercised. The capital stock of the Boston and Chelsea is $110,000, which is to be increased 10 per cent to pay for the expense incurred in the rebuilding of Chelsea Bridge and the reconstruction of the tracks on the bridge and the construction of a temporary bridge. With this addition the stock will be $121,000.—[Boston Journal

The Philadelphia and Reading Railroad Company's Deferred Income Bonds.

The petition of the Philadelphia and Reading Railroad Company in reference to the issue of deferred income bonds was presented to Judge McKennan, in the United States Circuit Court, at Pittsburg, on the 18th inst. The prayer of the petitioners is as follows:

First. That the Court will approve the issue of obligations of the Philadelphia and Reading Railroad Company to be known as "Deferred Income Bonds" of the character set forth in this petition, and in the Exhibit B, thereto annexed, and that the said Company may be authorized to execute the said obligations in such form as they may deem advisable, and dispose of them in the manner and on the terms herein set forth, and to do and perform any and every corporate act that may be necessary or convenient in the premises.

Second. That the said Railroad Company may be authorized to approve or adopt the form of application of guarantors of issue of 686,000 deferred income bonds of $50 each, set forth as Exhibit B to the petition, or any modification thereof that may be agreed to by the said Company, with the approval of the Masters, and that the said Company be further authorized to make with the guarantors of the said issue of "deferred income bonds," or their representatives, whatever agreements or contracts may be required for effecting the objects set forth in this petition, and in the said "form of application," or any modification thereof as aforesaid, and to do and perform any and every corporate act that may be required for this purpose.

Third. That whatever money shall accrue from either the issue or guarantee of the said deferred income bonds shall be paid to the Receivers, and the net proceeds thereof shall be appropriated to the payment of the floating debt of the two companies, and that the collateral securities thereby released shall be surrendered to, and held by the said Receivers.

The Court issued the appended decree:

"And now Nov. 18, upon filing the petition of the Philadelphia and Reading Railroad Company, and of Edwin M. Lewis, Stephen A. Caldwell and Franklin B. Gowen, Receivers. It is ordered and decreed by the Court that the prayer of the said petition be granted, and that the said The Philadelphia and Reading Railroad Company be, and is hereby authorized and empowered to enter into the proposed agreements for the guarantee of the proposed subscription and issue of deferred income bonds, and to execute and issue under the seal of the said company $34,800,000 of such Deferred Income Bonds, on which interest is to be deferred to a dividend of six per cent on the common stock of the said company, and thereafter to take all revenues up to six per cent and then to rank *pari passu* with the common shares for further dividend, said right to this participation in the surplus revenues of the company to take effect as of December 1, 1880. The said deferred income bonds to be issued at 80 per cent of the par value, or $15 per bond, payable in installments as proposed in said petition, and before selling or disposing of said bonds in the market, the privilege or option of taking a pro rata share to be first offered to the stockholders of the said Company, and whatever money shall accrue from said issue or guarantee, shall be received by the Receivers, and be applied by them to the payment of the floating debt of the Company, and the redemption of the securities pledged therefor."

Railways and Lawyers.

In the olden time, when railways had not come into existence, and all traveling had to be done by road, on horseback, or in rumbling coach or chaise, going circuit was a formidable undertaking, involving much expenditure of both time money, and so great an obstacle was the absence of good roads and travelling conveniences found to be, that though Assizes were directed to be held twice in every year in every county in the kingdom, an exception had to be made in favor of the remote parts, and especially of the four northern counties of Westmoreland, Cumberland, Durham and Northumberland, where they were held only once a year, viz., in the summer. Indeed, so important a feature was the question of roads and locomotion considered "upon the northern iter," that when the business of any Assize town extended into the Commission day of the next town counsel were privileged to appear in court on that day without their robes; the reason being that ordinarily these would have been consigned to the baggage-wagon, or the clerks, and were already en route for the next circuit town. Long after the reason for it had ceased to exist this rule was religiously observed by the members of the northern circuits as one of their especial privileges, and on the last occasion of its observance, not many years ago, we recollect how shocked the judge who, in the days of his youth had been at the equity bar, looked at the indignity put upon him, as he supposed, by this want of dress, and his puzzled and not altogether satisfied look, even after the explanation had been given and the privilege claimed.

In those days there was a certain amount of romance and adventure in circuit life—when Thurlow rode the western circuit on a horse procured "on trial;" Eldon went the "northern iter" on a hired horse, but was obliged to borrow one for the youth who rode behind him, in charge of the saddle-bags, in the capacity of clerk; and North, afterward Lord Keeper Guilford, when riding the Norfolk circuit, got mellow and had to be put to bed in a public house, while the "rest of the company went on for fear of losing their market" Campbell's "Lives of the Chancellors," vol. iii, p. 441. Even the perils of the road had to be shared by the gentlemen of the long robe in comparatively recent times. Thus we find that Mr. Wood and Mr. Holroyd (both of whom were afterward raised to the bench), when crossing Finchley Common on their way to join the Northern Circuit, were stopped by a gentleman of fashionable appearance, who rode up to the side of the carriage and begged to know "what o'clock it was." Mr. Wood, with the greatest politeness, drew out a handsome gold repeater, and answered the question; upon which the stranger, drawing a pistol, presented it to his breast and demanded the watch. Mr. Wood was compelled to resign it into his hands, and the highwayman, after wishing them a pleasant journey, touched his hat and rode away. The story became known at York, and Mr. Wood could not show his face in court without some or other of the bar reminding him of his misfortune by the question, "What's o'clock, Wood?" Law and Lawyers, vol. i, p. 142, 1840.

With a body representing the bar of England—for in those days even chancery barristers went Circuit—and some Circuits reckoned nearly 300 members—and thus fenced round with rules, the institution of the mess became a prime necessity. Those were the days when, in the words of a song, written and sung by a distinguished member of the Northern Circuit, as it originally existed, many of the juniors might have sung:—

> "All round the Circuit I goes without a guinea,
> All round the Circuit for two months and a day,
> And if any body axes me the reason why I goes it,
> It's because I don't know how to earn it any other way."

So numerous a body—often for a fortnight in one town—could not be held together without rules for its guidance and control, and the appointment of officers whose duty it should be to execute them. These were as necessary for the guild in its perambulations as when located in its inns of court; and the Grand Court with its attorney and solicitor general, its crier, its messengers, its Masters of the Revels and Poet Laureate, and even its bishop, had its distinct sphere of usefulness as well as its comic side. The High Jinks themselves tended to repress irregularities and malpractices, while adding to the hilarity and amusement of the members. The more serious business was of course transacted before dinner; but even in the after-dinner "quips and cranks" and uproarious mirth and chaff, a salutary hint could often be conveyed, and a warning given to one who was hovering on the brink of malpractice, and be the means of averting future unpleasantness and severe measures. These were, besides, but the reflection of the revels of the inns of court, where, as in the Middle Temple Hall, the Master of the Revels, after dinner, sang a "carol or song, and commanded other gentlemen there then present to sing with him and the company; or when, as in Gray's Inn, after dinner "a large ring was formed round the fireplace," when the "Master of the Revels taking the Lord Chancellor by the right hand, he with his left took Mr. Justice Page, who joined to the other serjeants and benchers, danced about the coal-fire, according to the ceremony, three times, while the ancient song, accompanied with music, was sung by one Toby Aston, dressed as a barrister," in 1778.

In those days when men were accustomed to sit far into the night, it was but natural that the mighty intellects and reverend seniors, after the labors of the days, should unbend a little under the influence of old port, and seek relaxation in

the flow of the soul and interchange of chaff, as well as reason.

One ceases to wonder that an occupant of the Woolsack, when a member of the Oxford Circuit, should have occupied the office of crier, holding a fire-shovel in his hand as the emblem of his office; that Lord Eldon, while he was attorney-general of the Northern Circuit mess, indicted Sir Thomas Davenport at the Grand Court at York, for murdering a boy "with a certain blunt instrument of no value, called a long speech;" or that Serjeant Prime was fined by the Grand Court of his Circuit for setting a boy to sleep by his eloquence. There even seems no incongruity in the practical jokes of those days that have since become historical; the hoax upon "Jack Lee" at York, with the dummy brief, Rex, vs. Inhabitants of Hum Town, drawn up by Wedderburn and Davenport; or that practiced on Boswell at Lancaster, when he moved for a writ of quare adhæsit pavimento; or that a late chief baron had been crowned with a punch-bowl at York, "in the days when he went circuiting;" and that such men as Alderson, Tindal, Serjeant Cross and others joined in a quadrille to the tune of "Fol de rol rol," "but Alderson setting off wrong, put the rest out, and the whole was soon a scene of confusion."

The palmy days of Circuit life, however—when the Grand Court flourished and revelry ran high were in the times when locomotion was difficult when turn-pike trusts were not, and roads were bad; and people and their business could afford or were obliged to wait. Then the advent of the legal army was an event in the dreamy life of an Assize town; Assize balls and other festivities abounded, and a Circuit "Bespeak" was an honor sought after by the lessee of the local theatre at every Assize town. We can still remember threading our way, with a late baron of the Exchequer (then a gay circuiteer), to the Theatre Royal, Durham, and listening to a noble army of two announcing to the villain of the play that resistance was useless, as they had surrounded the house. The glories of the festivities on an Assize Sunday at the residence of John Jones, at Ystrad, in his time a leader of the old Carmarthen Circuit, and the dinners of "Lawyer Fawcett" to the members of the Northern Bar, in Lord Eldon's time, when there were such struggles between the claims of "consultation" and the host's old port, are enshrined in history; while the hospitality extended to the Northern Circuit by the Lord of Lowther Castle was continued down to a very recent period (curiously enough, this having originated at a time when there was only one Assize in the year in those parts, it was given only during the summer Assizes).

But times have changed since then. As the Arab Sheik said to the author of "Eothen," "Puff! puff! there is nothing like steam;" it has displaced the stage-coach, the chaise, and even the roadster. The baggage wagon lingered longest, but even it had to succumb a quarter of a century ago on most Circuits, though it still exists on the western, and might, until recently, have been seen at the accustomed times in the Temple ready for the reception of the baggage of the Circuit; but so little were its uses dreamed of, that it has ere now been mistaken for a prison-van. Now the leader or the junior, who, by the aid of the midnight mail and the Pullman car, can be in London to-day and in the remotest part of the country to morrow, is no longer placed under circumstances favorable to the cultivation of the old Circuit life and its attendant associations. The clannish or tribal spirit has vanished, and that cosmopolitan idea—the outcome of the steam engine and other facilities for inter communication—which would obliterate nationalities, has left its impress indelibly marked on this as on other institutions.

The gross earnings of the Providence and Worcester Railroad Company for the year ending Sept. 30, 1880, were $1,069,644 21, an increase over the previous year of $149,791 96. The net income is $318,575 64, after deducting $107,306 66 paid for land purchased and charged to expense account—an increase really in the net income of $75,587 08. Two dividends of 3 per cent each have been paid during the year, and the surplus carried to profit and loss account is $261,970 24. The debt of the company has been diminished this year $171,834 50.

The gross earnings of the Housatonic Railroad for the year ending September 30, 1880, were $740,997, an increase of $141,837 over the previous year, but the operating expenses were increased by building new station and engine houses and laying steel rails from $429,379 in 1879 to $574,013 in 1880, leaving the net earnings $3,283 less than the previous year.

At a meeting of the bondholders of the Rochester and State Line Railroad, held in this city on the 22d inst., a committee consisting of Adrian Iselin, Jr., Anson Phelps Stokes, and Walston H. Brown was appointed to devise a scheme of reorganization. The new company is to be called the Lake Ontario, Rochester and Pittsburg Railroad Company.

Resolutions of the stockholders of the Cincinnati, Wabash and Michigan Railway, providing for an extension of the road from Goshen to Benton Harbor, Mich., on the north, and from Anderson to Rushville on the south, were filed in the office of the Secretary of State of Indiana on the 15th inst.

The Chicago, Clinton, Dubuque and Minnesota and Wisconsin Valley Railroads and their branches having been transferred to the Chicago, Milwaukee and St. Paul Railway Company, will be operated as the Dubuque division of that road. The Wisconsin Valley Railroad will be called the Wisconsin Valley division.

Application has been made at Austin, Texas, for a charter for the New York, Texas and Mexican Railway, to run from Richmond, Texas, to Brownsville, with branches to Matagorda Bay, Corpus Christi and the mouth of the Rio Grande. The incorporators are New York, Paris and Texas men.

The last spike was driven on the 15th inst. on the track in Nebraska completing the new trunk line of the Chicago, St. Paul, Minneapolis and Omaha railway from St. Paul to Omaha.

The gross earnings of the Naugatuck (Conn.) Railroad for the year ending September 30, 1880, were $592,151, and the net earnings $242,063. In 1879, the gross earnings were $516 594, and the net $222,265.

The stockholders of the Boston and Lowell Railroad have accepted the terms of lease of the Nashua and Lowell Railroad by a vote of 4,046 in favor, to 6 against acceptance. The lease is now a settled fact, as the Nashua and Lowell company had previously accepted it.

The Ontario and Pacific Junction Railway will apply next session for an Act authorizing them to extend their line from Lake Nipissing to a point on the Ottawa river south of Lake Temiscamingua.

The Scioto Valley Railroad Company expect to run trains through from Columbus to Ironton by January 1.

Track laying on the Central Ohio reached East Toledo on the 20th inst.

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PITTSBURG, CINCINNATI AND ST. LOUIS RAILWAY COMPANY,

OFFICE of the CHIEF ENGINEER,
COLUMBUS, Ohio, Nov. 5, 1880.

NOTICE TO CONTRACTORS.

Sealed propoposals will be received at the office of the undersigned until Saturday, November 20, 1880, for the excavation of a tunnel 3,300 feet long and the partial timbering of the same, together with the excavation of the approaches near Gould's Station, on the line of the Pittsburg, Cincinnati and St. Louis Railway, 7 miles west of Steubenville, Ohio.

Plans and specifications of the work can be seen at this office after November 5, 1880, or they will be sent by mail to parties applying for the same.

M. J. BECKER, Chief Engineer,
Pittsburg, Cincinnati and St. Louis Railway Co.

Pennsylvania R. R. Co.

TREASURER'S DEPARTMENT.

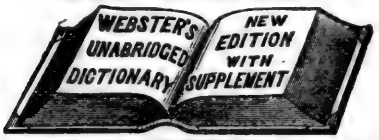
PHILADELPHIA, November 1, 1880.

The Board of Directors has this day declared a semi-annual dividend of THREE PER CENT and an extra dividend of ONE PER CENT on the Capital Stock of the Company, clear of all taxes, payable on and after November 30th to stockholders as registered on the books of the Company at 3 o,clock P. M. October 30th, 1880.

For the purpose of distributing a portion of the shares purchased from the city of Philadelphia, the option is given to the shareholders of accepting the extra dividend of ONE PER CENT in scrip, convertible into the stock of the Company at par when presented in sums of Fifty Dollars; provided the said option shall be exercised on or before December 21st, 1880, after which date all outstanding scrip will be paid in cash.

JOHN D. TAYLOR,
Treasurer.

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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 13, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	197,630	6,748,187	7,761,144
Schuylkill Canal	27,181	480,538	860,143
Lehigh Valley	122,075	4,823,641	4,136,905
Del., Lack. & Western.	87,050	2,036,203	3,311,898
Shamokin Valley	26,082	792,813	793,105
Central New Jersey..	102,941	3,265,941	3,546,581
United New R. R. of Jersey	32,672	986,102	804,973
Pennsylvania Coal ..	38,403	969,472	1,258,496
Delaware and Hudson	79,549	2,594,370	2,951,471
Huntingdon & Broad Top Mt.....	9,776	378,899	276,105
Penn. and New York.	33,156	1,073,288	1,146,177
Clearfield, Pa.....	35,911	1,462,361	1,405,237

The total tonnage of anthracite coal from all the regions for the week ending November 13, as reported by the several carrying companies, amounted to 590,010 tons, against 575,300 tons in the corresponding week last year, an increase of 14,710 tons. The total amount of anthracite mined for the year is 20,342,769 tons, against 22,957,825 tons for the same period last year, a decrease of 2,615,056 tons. The quantity of bituminous coal sent to market for the week amounted to 97,065 tons against 50,510 tons in corresponding week last year, an increase of 46,555 tons. The total amount of bituminous mined for the year is 8,827,503 tons against 2,983,305 tons for the corresponding period last year, an increase of 844,198 tons. The total tonnage all kinds of coal for the week is 687,075 tons, against 625,810 tons in corresponding week last year, an increase of 61,265 tons, and the total tonnage for the coal year is 24,170,272 tons against 25,941,130 tons to same date last year, a decrease of 1,770,858 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of November was 146,313 tons, of which 105,219 tons were coal and 41,094 tons coke. The total tonnage for the year thus far has been 6,088,173 tons of which 4,587,077 tons were coal and 1,501,106 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Nov. 13 were 47,585 tons, and for the year 1,863,510 tons—an increase of 496,974 tons as compared with the corresponding period of last year. The coal was carried as follows : Baltimore and Ohio Railroad —week 20,080 tons, year, 1,095,142 tons ; increase over 1879, 281,674 tons. Chesapeake and Ohio Canal—week, 22 310 tons ; year 569,924 tons ; increase over 1879, 144,034 tons. Pennsylvania Railroad—week 5,194 tons ; year, 194,444 tons ; increase over 1879, 61,264 tons. The Reading Railroad for the week ending November 20, carried 190,000 tons of coal, of which 9,400 tons were sent to Elizabethport and 9,500 tons shipped from there, and 41,500 tons sent to Port Richmond and 27,000 tons shipped from there.—Phil. Ledger, Nov. 22.

The survey for a narrow gauge railroad from Bethlehem station to Bethlehem street, Littleton, N. H., has been commenced. It is the intention to have the road built this winter and completed for next season's travel.

The gross earnings of the New London Northern Railroad for the year ending September 30, 1880, were $591,346, the operating expenses $431,618, and the net earnings $159,728.

Efforts are being made in Gardiner and Franklin county, Me., to extend the narrow gauge railroad, running from Farmington to Phillips, to Gardiner.

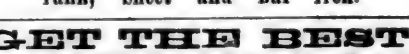
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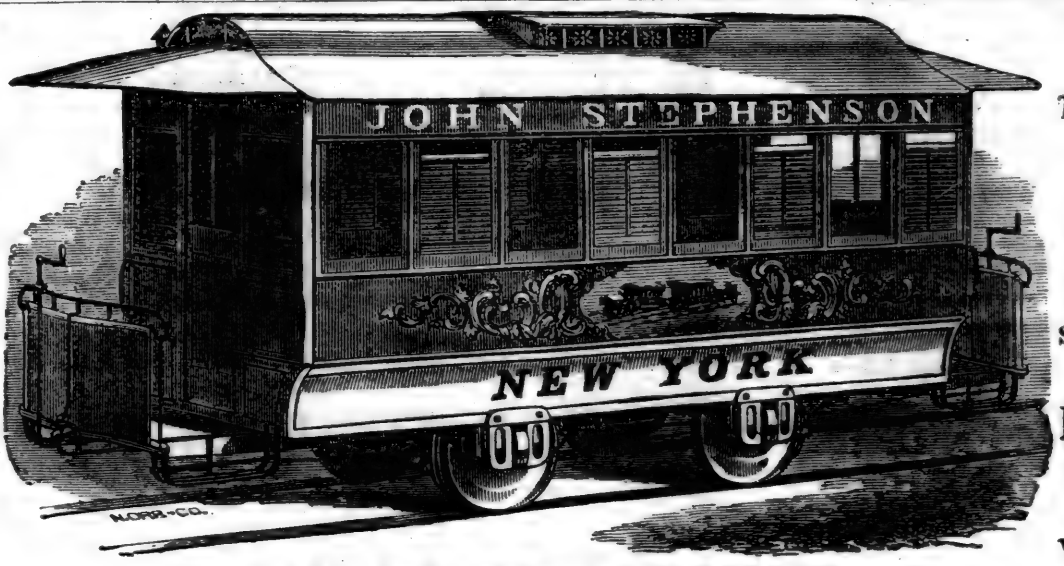
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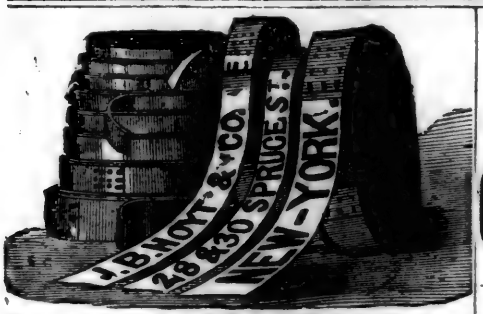
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVI., No. 49.] NEW YORK, DECEMBER 4, 1880. [WHOLE No. 2,323, VOL. LIII.

Locomotives of Fifty Years Ago.

EXHILARATING EXCURSIONS BEHIND HORSES ON THE BALTIMORE AND OHIO RAILROAD.—FAST TIME BY THE FIRST AMERICAN LOCOMOTIVES.—"THE ATLANTIC," "OLD IRONSIDES" AND PETER COOPER'S.—THE WONDERFUL FULFILLMENT OF A RIDICULED PROPHECY.

Three-quarters of a century ago, Mr. Oliver Evans, a native of Pennsylvania, after trying in vain to create an interest in his ideas of internal improvements, which were twenty-five years ahead of the opinions of the age, reproached his contemporaries for the sluggishness of their enterprise in the following prophecy: "The present generation will use canals, the next will prefer railroads with horses; but their more enlightened successors will employ my steam carriages on railways, as the perfection of the art of conveyance. In the mean time the steam carriages may be tested even on the present turnpikes." Mr. Evans' prophetic wisdom was ridiculed at the time; his zeal met with scanty encouragement aside from that which a great mind finds in the stimulus of its own workings; his efforts in their behalf drew little sympathy to his philanthropic conceptions, and it was left to time to prove their greatness and value. In him it may be said that the world first found an enthusiastic champion of the possibilities of substituting steam for horse power on railroads. He conceived the idea of his high pressure steam engine and the employment of it for moving carriages on ordinary roads about a hundred years ago, or in 1784, and during the ten years following he urged the adoption of railroads with steam engines as superior to canals; an idea so entirely original then, and seemingly so preposterous as to brand its originator as a man of erratic mind. He began the construction of a locomotive in 1799, which, with its carriage, was completed in about four years, after many interruptions, and the overcoming of almost insurmountable obstacles. It was understood that a railroad was to be built on which the locomotive was to be tested, but being disappointed in this he successfully tried his invention as a street carriage in Philadelphia in the winter of 1803–4, to the wonderment of at least twenty thousand spectators. Six years after in public addresses and other ways he advocated the building of a railroad from Philadelphia to New York, and tried to form a company for that purpose, though without any encouraging results, notwithstanding he offered to apply the whole of his own fortune to the enterprise.

America was not over prompt in utilizing her own ideas of steam locomotion for railroads, probably on account of our then comparatively crude facilities for producing mechanical work, and it was not until the famous English locomotives, "The Novelty" and "The Rocket," had demonstrated the possibilities of iron horses that American ingenuity was turned toward the construction of steam engines for railroads, to any extent or with much encouragement. Numerous inventions were being brought out in those days pertaining to the propelling of carriages over common roads, and in that direction inventors were turning their attention, the opinion prevailing that locomotives to be used on rails were not feasible on account of the rails as then constructed, mostly of wood, not being able to withstand the strain. One of the first incentives to American inventors to try their skill upon locomotives was held out by the Baltimore and Ohio Railroad Company, which, in 1832, offered liberal inducements for the construction of locomotives wholly of American manufacture. About seventy miles of the Baltimore and Ohio Railroad were then in use, the cars being drawn by horses, which made good time with the passenger cars, an average of six or seven hours for the seventy miles. An illustration of the enthusiasm felt over the building of the Baltimore and Ohio road, and the rapid transit afforded by it, is seen in the following extract from a letter published in the AMERICAN RAILROAD JOURNAL, of July 14, 1832. "The journey on the railroad from Baltimore to Point of Rocks, as far as which it has been completed, is one of the most exhilarating excursions both for the mind and body which can be imagined. While the velocity with which the cars are whirled, the ease of their motion, the exemption from dust, and the perfect safety of the conveyance keep the animal spirits in a state of delightful excitement, the wondrous evidence afforded by the invention of the power of the human intellect in almost annihilating the two greatest enemies to its advancement—time and space—gives food for reflection of the most animating and gratulatory kind. * * * * The country through which the road runs is generally interesting, the cars are comfortable, the horses fine, and the company always in good spirits—nolens volens, we might almost say."

There were several railroads in process of construction on January 1st, 1832, of which the Baltimore and Ohio road had by far the greatest number of miles in use, at that date 60 miles of its proposed 250 being completed. Sixteen miles of the Albany and Schenectady, twenty of the Charleston and Hamburg, nine of the Mauch Chunk and six of the Quincy, near Boston, were in use at that time, with a number of other railroads under way and projected. The chief encouragement for the use of steam, however, was furnished by the Baltimore and Ohio, and the Charleston and Hamburg roads, the latter, which was to be 135 miles long having a contract for carrying the United States mail. The inducements held out by these roads and the success of English locomotives stimulated our inventors to a remarkable degree, and resulted in the production of a great variety of arrangements supposed to be of untold value to the world. The first locomotives of American manufacture that were found by the Baltimore and Ohio Company to possess any degree of efficiency were one invented by Peter Cooper, and one constructed at York, Penn., by Messrs. Davis & Gartner. Of Mr. Cooper's locomotive Chief Engineer Knight of the Baltimore and Ohio road, in his report Oct. 1, 1832, said, that it might succeed to the scale and rank of practical efficiency, "with such modifications as practice and the well-known mechanical skill of its projector will probably suggest." This engine was used chiefly in constructing the road, and for the transportation of freight. The first locomotive of Messrs. Davis & Gartner that proved successful was capable of conveying fifteen tons, including the weight of the cars, at the rate of fifteen miles

per hour on a level, but it weighed only three and a half tons, and on account of its lightness could not be advantageously used upon ascending grades. A new locomotive of enlarged dimensions was soon constructed by them for the Baltimore and Ohio road, which as the chief engineer considered after a month's trial, combined "all the requisite efficiency as regards capacity and motive power." This locomotive, named the "Atlantic," was put on the road in the fall of 1832. Its weight, including the fuel in its furnace and water in its boiler, was six and a half tons. The travelling or road wheels as they were called, were three feet in diameter, and motion was communicated to them from the steam engine, by means of a spur driver working in a pinion on the middle of their axle: the diameter of the driver being twenty-eight inches and of the pinion fourteen inches. The two cylinders were upright and about ten inches in diameter. Their connecting rods worked the two cranks standing at right angles to each other on the axis of the driver. The boiler was tabular and stood in an upright position. The speed of the "Atlantic" was about twenty miles an hour, it being estimated with enthusiasm that, when the contemplated road was completed, the locomotive could make the entire distance between Baltimore and Washington with a train containing two hundred passengers in two hours. The fuel used was exclusively anthracite coal. It is interesting to know the cost of running a locomotive in those days as is shown in the figures we give below, which may be called the daily expenses of the "Atlantic" when she was making about eighty miles a day and doing the work, as was then exultingly claimed, of twelve men and forty-two horses. The figures also give an indication of the value of skilled labor in 1832:

Engineer	$2.00
Assistant	1.50
One ton anthracite coal	8.00
Oil	50
Repairs	2.50
Interest	75
Contingencies	75
	$16.00

It remained, however, for Matthias W. Baldwin, of Philadelphia, to construct the first American locomotive, that in regard to speed could be considered a rival of "The Novelty," which had been accredited with its mile-a-minute in the celebrated trial of speed and power between "The Novelty" and "The Rocket" on the Liverpool and Manchester Railroad. "The Novelty," by the way, was not much heard of after the trial of speed on account of its want of adaptation to purposes of utility; while Stephenson's Rocket which in the trial had taken the palm for power and efficiency, was used for a long time on the railroad between Lowhill and Manchester, making an average of about twenty-five miles an hour. Meanwhile Mr. Baldwin was experimenting and had turned out a number of stationary engines and a miniature locomotive which was successfully tested in the rooms of a museum in 1831. But his first important construction was the "Old Ironsides," which in the late fall of 1832 was tried on the Philadelphia, Germantown and Norristown Railroad, then using horse power on its six miles line between Philadelphia and Germantown. Mr. Baldwin was at that time accredited by the JOURNAL with having "outdone all who have constructed locomotives before him; and we may say also, the most sanguine anticipations of the friends of railroads." The "Old Ironsides" fast record has been stated in articles recently published as being thirty miles an hour with its usual train, but better time was claimed for it by an eye witness, who gave it a record of a mile in fifty-eight seconds, in a trial over a straight road, with no cars attached, and another computer gave the speed even at the rate of a mile in fifty-two seconds These estimates, however, may be best taken, perhaps, with slight grains of allowance; for a worthy desire to outdo the locomotives on the other side of the water may have influenced somewhat the statements of watches, whose internal arrangements and veracity were not unlikely to be a little shaken by the dizzy flight over rails none too smoothly laid. The success of this locomotive and encouragement received from several railroad companies (prominent among which was the Charleston and Hamburg, which took his second engine in 1834) gave Mr. Baldwin facilities for pursuing his occupation and established for him a lasting reputation. The important works bearing his name have since turned out over five thousand locomotives.

The "Old Ironsides" was constructed on the basis of Stephenson's locomotive, though it was considered superior in simplicity and compactness. In an article in the AMERICAN RAILROAD JOURNAL of Jan. 19, 1833, introducing a republication of a letter to the *Philadelphia National Gazette* from an eye witness of the trial of "Old Ironsides," while a slight admission was made of a possible over-estimating of speed, was the following prophecy: "At sixty or forty or even twenty miles the hour, a complete revolution would be effected in the mode of doing business; and it will be done, too, before many years." Inventors were busy at work then developing the powers of the iron horse, as they have been ever since, and though we may look with pride upon the handsome locomotives which do us faithful service today—constructed in such marvelous beauty of form and action as to seem almost creatures of life and instinct, and developed to a perfection which makes them as sensitive to the will of their drivers as are the keys of a piano to the touch of its master, we may still look back with wonder and hearty admiration upon those rude but fleet constructions of fifty years ago.

Telegraphic Communication in Africa.

A project for constructing an electric line from end to end of Africa has the sanction of the African Exploration Committee of the Royal Geographical Society of England. A report made to that society on the subject speaks in sanguine terms of its feasibility, with particulars of probable cost and revenue. The route is thus described:

"The Egyptian government at one end is prepared to carry forward its line, which already extends southward some distance beyond Khartoum, as far as Gondokoro. At the other end the government of Cape Colony is expected to extend the existing line in British South Africa to Pretoria, in the Transvaal. It is now proposed to continue the line from the southern limits of Egyptian territory to Mtesa's capital, and thence round the western shore of the Victoria-Nyanza, and on to Unyamyembe; from thence to branch out westward to Ujiji and eastward to Mpwapwa, Bagameyo and Zanzibar; from Bagameyo to conduct the wires in a southwesterly direction to the head of Lake Nyassa, where they would be carried to Livingstonia, and down the Shire and Zambesi, and thence southward to Pretoria. The whole distance from Khartoum to Pretoria, is 3,335 geographical miles, or, allowing for deviations, just 4,000 miles."

This is claimed to be no more difficult than was similar work accomplished in Australia and India.

Old Colony Railroad.

At the annual meeting of the stockholders of the Old Colony Railroad Company, held at Middleboro', Mass., on the 23d ult., the report of the directors for the fiscal year ending September 30, 1880, (a full abstract of which was given in the JOURNAL of the 20th of November) was presented and accepted and placed on file, and the following board of directors elected for the ensuing year: Charles F. Choate, Cambridge; Frederick L. Ames, Easton; Thos. J. Borden, Fall River; John S. Braytor, Fall River; Uriel Crocker, Boston; Samuel L. Crocker, Taunton; Francis B. Hayes, Boston; George Marston, New Bedford; William J. Rotch, New Bedford; John J. Russell, Plymouth; Royal W. Turner, Randolph; Elisha W. Willard, Newport; Ephriam N. Winslow, Hyannis. The following votes were then passed:

Voted to authorize the Directors to apply to the Legislature of Massachusetts for power to locate upon such land as they may deem necessary to construct a double track, with sidings, between Somerset Junction and the State line of Rhode Island, and to accept said power if granted and to make said location.

Voted, To authorize the Directors to locate and construct any branch tracks they may deem necessary from the main line in Fall River to and upon the lands and wharves recently purchased of the Fall River Iron Works Corporation.

The following preamble and resolution were also passed by a considerable majority:

Whereas, We, the stockholders of the Old Colony Railroad, believing that many of the accidents which occur on railroads are due to the use of intoxicating liquors, therefore,

Resolved, That the President, Superintendent and Directors are hereby instructed to take especial care that no persons shall be hereafter employed by the corporation who use intoxicating liquors as a beverage.

New Orleans Pacific Railway.

At a meeting of the directors of the New Orleans Pacific Railway Company at New Orleans on the 24th ult., a resolution was unanimously adopted to submit to the stockholders the question of the consolidation of the New Orleans Pacific and the Texas Pacific Railways. After the passage of the resolution, Gov. Brown, speaking for Col. Thomas A. Scott, said:

He understands by your vote that it is the unanimous wish of this direction that a consolidation should take place, and that there should be a continuous line of railway under one management from the city of New Orleans by way of Shreveport, Fort Worth, and El Paso, and as much further as we may extend our line, even to the Pacific Ocean. Believing as he does that you will co-operate to this end, he is more encouraged than ever to push forward the work to completion from your city to the Pacific coast.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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AMERICAN RAILROAD JOURNAL COMPANY,
No. 31 PARK ROW, NEW YORK.

JOHN H. SCHULTZ - - - - President.

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New York, Saturday, December 4, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

ANOTHER new steamship line just starting from Boston indicates the rapid increase of commerce between that city and the Old World. The Great Western is the name of the new line, which is soon to commence fortnightly trips between Boston and Bristol. Being connected with London and other large cities in England by the Great Western Railway, Bristol is considered an exceedingly desirable point from which to distribute American produce.

A NEW through trunk line from New York to the West has been opened this week by the Baltimore and Ohio Railroad Company's connection with the Bound Brook route of the Central Railroad of New Jorsey. The first through train over this route left this city Wednesday morning. The recentlega ldecision, a full account of which we have previously published, gave the Baltimore and Ohio Railroad the right to use the much litigated Junction road in Philadelphia, which had always been a missing link in the Baltimore and Ohio's system. Immediately upon the rendering of this decision the negotiations were commenced which have just resulted in the establishment of the fourth trunk line to the West from this city,

THE announcement of the completion of arrangements with the Northern Pacific Railroad Company by Messrs. Drexel, Morgan & Co., Winslow, Lanier & Co. and August Belmont & Co., for the placing of that railroad company's bonds, was one of the important events of the week in New York financial circles. The syndicate having bought outright $10,000,000 of these bonds have the option of $10,000,000 annually for three years, which makes the possible amount of the transaction $40,000,000. The bonds bear six per cent interest, interest and principal payable in gold, have forty years to run and are secured by a mortgage upon the line of the road and the valuable land grant of the company, estimated at 45,000,000 acres exclusive of sales up to the present time. Among the banking houses associated with this syndicate are Messrs. Drexel & Co., of Philadelphia; J. S. Morgan & Co., of London, and Drexel Harjes & Co., of Paris; Lee, Higginson & Co. and Brewster, Basset & Co. of Boston; Johnston Brothers & Co., of Baltimore, and the Bank of Commerce, the Third National Bank, Messrs. L. Von Hoffmann & Co., J. & W. Seligman & Co., J. S. Kennedy & Co., Kuhn, Loeb & Co. and Woerishoffer & Co. of this city.

THE people on the line of the Long Island Railroad have reason to rejoice over the advantages which will accrue to them through the control of the railroad coming into the hands of Mr. Austin Corbin. It was announced on Monday that Messrs. Drexel, Morgan & Co., who held about 35,000 of the 66,000 shares, had sold the controlling interest of the road to a new company, of which probably some of the members will prove to be Boston capitalists, though Mr. Corbin is the only member made known at the present writing. The new company propose to greatly improve the road, and it will doubtless be speedily taken out of the hands of the receiver, where through mismanagement it was placed about three years ago. Instead of catering to the variable interests of remote summer resorts at the sacrifice of more important interests along its main line, the aim of the new owners evidently will be to accommodate the vast number of Long Island residents doing business in New York, and the farmers from Hunters' Point to Montauk, who need the cheapest and quickest route possible to this city. This, at least, would seem naturally to be the aim of sagacious business men, such as the leading spirit of the new company would be likely to have associated with him. Mr. Corbin's course as President of the Manhattan Beach Improvement Company, and his ability shown in connection with that and other important enterprises, give guarantee of business like management for the Long Island road, and unsparing and skillful efforts for the improvement of its working.

Sunday Trains.

The question of running trains on Sunday will undoubtedly be discussed in several of our legislatures during this winter. In the States of Massachusetts, Connecticut and Vermont the matter has already been much debated. We are informed that the Legislature of Vermont was the first to take action upon the subject by prohibiting railroads from running cars or engines on Sunday, in any part of the State. What other States will do remains to be seen. Manager Gardner of the Massachusetts State road has again declined to allow a regular train to be run from Albany to complete the daily Boston and Cincinnati line. Mr. Gardner simply carries out the instructions of the Governor and Council who say in effect that there is a statute which declares "Whoever travels on the Lord's day except from necessity or charity, shall be punished by fine not exceeding ten dollars for every offense." They say that additional trains upon Sunday are not necessary or required for charitable purposes. The passage of freight trains has been justified we suppose, on the ground that it was necessary to prevent the single track of the Troy and Greenfield Road from becoming blocked, as no one would maintain for a moment that it was more necessary to send a car load of hogs to Boston one day sooner than to prevent East bound through passengers from spending the Sabbath in Troy or Albany.

The position taken by the Governor and council is extremely inconsistent with the manner in which the statute is enforced. There is not a town or city in the State where men and women do not travel on every Sunday in the year for pleasure, and for pleasure alone.

Nay more, the State holds stock in the Boston and Albany and the New York and New England Railroads both of which run trains on every day in the week without one word of remonstrance even. The State built the Hoosac Tunnel and the Troy and Greenfield Railroad, and by its legislative acts has invited all railroads to make connections with them. One Railroad Company, the Boston, Hoosac Tunnel and Western, has built its road and other roads are being built upon the implied contract that all railroads in the State should be treated alike. Why this statute is enforced in one instance and ignored in all other cases the railroad commissioners wisely do not attempt to explain. They say very properly that their jurisdiction only embraces controversies arising between two corporations and that the State railroad is not a corporation, and cannot be made a party to an adjudication in its own tribunals without special legislation to that effect. The sovereign State has not submitted its policy, in a matter involving moral considerations, to a tribunal of its own servants; it "has not put its conscience into commission," but it alone can say whether it favors Sunday trains or not.

New York, Lake Erie and Western R. R.

A synopsis of the annual report of the New York, Lake Erie and Western Railroad Company shows the business of the road for the year ending Sept. 30, 1880, as follows: The gross earnings arising from the operations of the road and its branches for the fiscal year were $18,693,108 86, and the working expenses, $11,643,925 35, leaving earnings over expenses, $7,049,183 51, to which, adding income from other sources, ($783,956 65,) makes a total of $7,833,140 16. Deducting for interest on funded debt, ($3,963,872 69,) and rental of leased lines and other charges, ($2,078,646 76,) $6,042,519 45, leaves a surplus of $1,790,620 71. This, together with $738,119 34 received during the year from the assessments paid on the stock of the Erie Railway Company, has been expended in double track, buildings, equipment, docks at Buffalo and Jersey City, and other improvements to the road and property. The working expenses have been 62 per cent of the earnings, a decrease of 8 per cent from the previous year. The increase in the merchandise tonnage over the previous year was 846,004 tons; in the tonnage movement, (or tons one mile,) 219,996,380 tons; in the earnings, $2,150,228 75, and in the rate per ton per mile, .019 cent. The decrease in the coal tonnage from the previous year was 342,753 tons, and in tonnage movement, (or tons one mile,) 68,106,712 tons; but the earnings from this source increased $7,405 59, owing to an increased rate per ton per mile, which was .738 cent in 1880 against .640 cent for 1879. The increase in the total tonnage was 503,251 tons; in the tonnage movement, (or tons one mile,) 151,339,073 tons; in the earnings, $2,157,634 34, and in the rate per ton per mile .56 cent being .836 cent for 1880, against .780 cent for 1879. The increase in number of passengers carried was 596,904; in the number carried one mile, 31,344,486; in the earnings, $564,007 43, and in the train mileage 87,838 miles; but the earnings per passenger per mile decreased from 2.91 cents in 1879 to 2.41 cents in 1880. The total increase in gross earnings of the road and branches, including express, mails, &c., was $2,751,086 28, while the working expenses increased only $469,226 40. This is due to the greater economy with which the line can be worked, with improved facilities, as notwithstanding the large increase in freight tariff the freight train mileage decreased 295,946 miles. The increase in the average train load was 25½ tons, and in the average haul 6 miles. The increase in the average number of passengers per train was 8, and in the average miles traveled by each 2½ miles. The expenses per ton per mile were .534 cent—a decrease from the previous year of .027 cent. The expenses per passenger per mile were 1.361 cents—a decrease from the previous year of .233 cent.

OUR BOSTON LETTER.

(From our regular correspondent.)

BOSTON, Nov. 30, 1880.

The past week has been characterized by continued activity in railroad stocks and the trading has been distributed over the whole list. As compared with those a week ago closing prices show the following changes:

Advanced.		
Boston and Albany	160	to 162
Boston and Maine	147	to 149
Boston and Providence	148	to 150
Boston and Lowell	109	to 109½
Chicago and W. Michigan	73¼	to 73½
Cin., San. and Cleveland	16⅜	to 17
Conn. and Passumpsic	80	to 81
Connecticut River	155	to 156
Fitchburg	141	to 155
Fort Scott and Gulf, Com	62½	to 64½
Little Rock and Ft. Smith	62	to 63½
New York and New England	42½	to 45
(Hartford and Erie 7s)	43⅛	to 45½
Old Colony	124	to 127
Northern	110¼	to 112
Rutland, Pfd	28¾	to 30¾
Summit Branch	20¼	to 21½
Declined.		
Atchison, Topeka and Santa Fe	142	to 141½
Chic. Burl. and Quincy	171	to 170
Eastern	33¾	to 33¼
Lawrence and Southern	92	to 91½
Flint and Pere Marquette, Com	25⅞	to 25
Flint and Pere Marquette, Pfd	80	to 77
Louisiana and Missouri River	11	to 10
Marquette and Ontonagon	22	to 21
Ogdensburg and L. Champ.	25	to 23
Boston, Revere Beach and Lynn	107	to 106⅛

Atlantic and Pacific subscriptions are selling at a premium of $458. Mexican Central subscriptions at $850 and Sonora Railway subscriptions at 30 per cent premium.

It is generally accepted now among Boston people that some kind of a consolidation will be effected between the Atchison and the Chicago, Burlington and Quincy Railroads. The Atchison will undoubtedly declare a scrip dividend or something equal to it, and the recent immense advance in Chicago, Burlington and Quincy by the purchases of the insiders indicates something good coming in that direction.

The earnings of the Summit Branch road for the year ending Sept. 30, 1880, shows an

Increase in gross earnings	$116,800
Decrease in expenses	12,398
Net gain in revenue	$129,198

A large share of this gain was made in the month of September as the figures for that month will show. For the month ending Sept. 30, 1880,

Increase in gross earnings over 1879	$51,448
Decrease in expenses over 1879	3 639
Net gain	$55,087
Increase of coal on hand	$12,463

The above gain for the year was made in the face of a decrease in coal mined of 40,089 tons on a tonnage of 283,031 tons. The net earnings for the past three months are as follows: August, $40,000, September, $55,000; October, $55,000; from which it appears that the road is now earning fixed charges and one per cent a month on the stock.

The bonded debt consists of $1,000,000 7 per cent bonds of which enough remain in the treasury unissued to pay off all floating liabilities.

Importance of the Railway Mail Service.

One of the greatest improvements of the service is stated by the Postmaster General, in his Report prepared for transmission to Congress, to be the abolition of distributing Post Offices, and the enforcement of a close and thorough distribution of all mail matter in transit upon railroad lines, thereby expediting the delivery of matter to all parts of the country by many hours. A necessary consequence of this innovation was the subordination of all Postmasters in everything affecting the distribution and dispatch of mails to the General Superintendent of the Railway Mail Service and the Division Superintendents under his orders, thus securing uniformity of practice. The report of the Superintendent of the Railway Mail Service shows that during the past year only one piece of matter out of every 3432 handled by the employes of that service was incorrectly distributed. Every such error was promptly detected and the employe who committed it notified of the fact. The classification of mail matter has been so changed as to correspond very nearly with that of the Universal Postal Union, and the reduction of rates of postage on a large class of correspondence has been followed by no decrease of revenue. The privilege of registration, previously restricted to letters, was extended in 1878 to all other mail matter, and the registry system has been greatly improved by the introduction of through registered pouch exchanges and other means to secure the safety of registered matter, so that the loss for the past year was only one out of every 6250 pieces handled.

—J. J. Palmer, of Wayne, and Michael Lalley, of Detroit, have taken the contract of grading and preparing for the rails, upwards of twenty miles of the Manistee Railroad, which is to be a branch of the Flint and Pere Marquette road, to run to Manistee, Mich.

—The Chicago, Milwaukee and St. Paul Railroad Company has finished the survey for a line of road from Mason City to Council Bluffs, a distance of nearly 200 miles.

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass.	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y.	National Union.	Letter A, July 1, 1865.
*Linderpark, N. Y.	National Union	" " " "
Newport, R. I.	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y.	Marine	" " " "
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific. (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants'	" " " "
Chicago, Ill.	Traders'	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling.	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge. (Photograph'd)	" B. May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers'	" " "
Westfield, Mass.	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank.*	1,751 to 2 200	560,958 to 561,407
Pontiac, Ill.	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y.	Albany City	Letter A, July 20, 1865.
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N Y.	Mechanics'	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank.*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.
New York, N. Y.	First	" B, July 19, 1865.
New York, N. Y.	Market	" B, Jan. 19, 1865.
New York, N. Y.	Merchants'	" B, July 19, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Shoe & Leather	" " " "
†New York, N. Y.	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y.	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass.	*Nat. H. & Leather.*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank.*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
‡New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20.'65.

		Bank No.	Treasury No
Jersey City, N. J	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,826

100s.

Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J.	*First National Bank*	671 *to* 750	19,009 *to* 19,088
Lynn, Mass	*National City Bank*	121 *to* 150	66,797 *to* 66,826

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347,504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her [illegible].
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. P.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept.30, 1879	60.0	—	2.9	4-8.5	2	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	28	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq.†(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,915	663,353	1,218,236	553,268	7	50	....
Oct. 31, 1879	242.6	17.5	82.9	4-9	75	37	8	1,936	Allegheny Valley¶.....Pennsylvania.	21,584,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,319,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,169,633	—	32,247	.....	1,656,433	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,889	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,649	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,464,967	6	100	....
Dec. 31, 1879	239.0	—	13.5	5-0	28	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	170	Atlanta and West Point.....Georgia.	1,192,499	*	62,650	97,765	1,232,200	65,000	5,998	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn.& O.	71,306,347	2,935,149	.....	.....	34,675,800	38,850,311	.....	.....	422.8	8,373,414	963,497	2,259,843	4,135,296	6 8,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	38,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	392,3?3	.....	428.0	1,312,118	130,466	3.8,002	1,686,3?0	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br.(Boston & Prov.).....Mass.	120,707	—	1,350	33	121,700	—	—	389	4.0	.....	.....	.....	9,256	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	466.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,063	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	9,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,067	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	180,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O.,I.&Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	805,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.?	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,58?	71,195	6?	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,350	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,?53	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Dec. 31, 1879	57.0	2.0	5.3	4-8	10	6	9	161	Bennington and Rutland.....Vt.	1,479,000	*	.....	.....	1,004,000	475,000	.....	.....	59.0	149,350	.....	.....	170,936	59,358	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	248	184	55	4,907	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708,?93	20,000,000	7,000,000	1,455,702	2,491,224	249.9	4,889,772	5,199,160	2,738,096	6,427,468	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,834	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1879	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	5,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,733,103	4,829,028	810,122	2,53?,652	934,134	6?	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,80?	86,391	3,260,000	977,000	79,493	83,021	50.0	163,202	79,176	107,569	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67?	Boston and Providence.....Mass. & R. I.	4,612,774	*	685,043	220,75?	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,165	1,323,926	424,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,87?	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	30	30	17	595	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	789,349	247,812	192,877	678,128	200,872	6pf	100	....
Sept. 30, 1879	33.0	—	5.0	4-8.5	9	8	2	630	Boston, Hoos c Tun. & West.N.Y.& Mass.	1,382,557	*	.....	.....	459,100	.....	932,470	.....	33.0	38,980	30,346	7,947	13,197	deficit.	—	100	....
Sept.30, 1879	8 8	—	2.4	5-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,2?0	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	5-0	1	2	—	5	Boston, Winthrop & Pt. Shirley.....Mass.	38,870	1,800	.....	.....	19,450	15,000	3,443	Loss. 223	2.5	20,817	67,950	.....	5,145	deficit.	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia.	110,000	*	.....	.....	110,000	.....	.....	.....	21.0	12,600	2,474	36,667	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	5	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	332,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87,960	7,328	203,051	102,924	—	100	....
Sept.30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept.30, 1879	67.4	—	9.6	4 9	11	9	2	286	Buffalo and Southwestern.....New York.	1,?58,204	*	.....	.....	943,800	1,300,200	395,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept.30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,001,350	3,548,800	1,491,765	248,391	120.5	617,728	207 239	1,063,256	934,683	380,355	—	100	....
Dec. 31, 1879	35.0	—	2.0	4-8.5	4	4	2	41	Burlington and Lamoille.....Vermont.	1,413,?62	*	.....	.....	540,700	850,000	2?,251	.....	35.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	27.8	—	2.0	5-0	2	2	1	38	Burlington and Northwestern.....Ia.	156,111	32,281	.....	.....	138,025	.....	60,611	.....	27.8	23,804	6,931	7,178	17,563	5,711	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern.Mo. & Iowa.	5,281,700	*	.....	.....	1,793,?00	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,080	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,?06	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,?00,280	424.6	911,305	263,107	764,183	1,410,?80	459,?02	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,515,000	2,500,000	.....	.....	146.5	305,402	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	16	8	4	167	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,864	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,530,488	L.606,715	115.4	.....	.....	.....	550,?00	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	168,749	177,273	55,387	1,215,?11	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3?p	50	....
June 30, 1879	248.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,861,?35	*	.....	.....	986,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.8	62.5	65.0	4-8.5	76	55	17	3,042	Canada Southern.....Canada.	23,?17,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,395	547,?75	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1880	242.0	—	12.?	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept.30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612.135	79,511	.....	2,339	589,110	.....	18	13.21?	34.6	76,090	21,672	73,578	57,929	2,559	6?	100	....
Aug. 31, 1879	294.5	17.0	27.0	5-0	125	94	36	1,662	Central, of Georgia.....Georgia.	7,800,000	*	7,114,938	235,860	7,500,000	3,617,000	4,033,798	L.844,547	718.5	.....	.....	.....	2,781,654	1,181,906	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,340	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	78.4	56.9	188.9	4-8.5	253	220	22	18568	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,?71,579	—	100	....
Dec. 31, 1879	838.2	329.0	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,921,089	8,039,469	10,234,033	1,461,793	54,275,500	57,030,000	23 162,885	15,382,538	1,213.1	7,203,591	6,842,307	1,875,348	17,152,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	2.3	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept.30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,526	2,578,000	2,700,971	144,941	105,122	195.0	566,526	62,384	96,476	408,167	228,105	—	100	....
Dec. 31, 1879	22.5	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,892	—	37,442	26,037	648,763	500,000	990	.....	22.5	67,547	130,743	167,571	84,660	30,696	—	50	....
Sept.30, 1879	40.0	—	1.5	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	680,000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,668	26,551	—	100	....
Sept.30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22,526,216	5,?16,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept.30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,?95,229	322,266	141,111	185,166	2,163,300	831,000	25,?03	33,805	53 6	548,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	193.5	4-8.5	137	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663,316	12,490,872	11,627,850	2,597,983	579,378	840.4	3,809 638	843,429	2,634,177	5,?55,?77	2,?06,156	6	100	....
Aug.31, 1879	131.5	—	21.0	4-8.5	28	6	5	1,310	Chicago and Eastern Illinois.....Illinois.	4,030,856	*	87,263	305,926	333,054	3,?14,829	288,002	98,660	152 0	856,169	93,965	597,222	831,899	302,396	—	100	....
Jun. 30, 1879	80.0	—	10.7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,?50,000	52,814	.....	80.4	.....	.....	.....	524,373	195,911	—	100	....
Dec. 31, 1879	170.0	75.6	23.6	4-8.5	29	15	12	715	Chicago & West Michigan.....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	218,287	345 467	684,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern.Ill. Wis. & Mich.	73,?66,?95	*	8,318,765	2,811,506	36,513,?10	37,?38,000	11,448 446	5,988,060	1,627.5	12,769,?68	3,964,?98	5,574,?36	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.9	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,?2 ,440	*	.....	.....	4,112,500	2,961,000	163,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept.30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chi ago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109.942	.....	30.5	12,896	.....	.....	13,417	5,?04	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11032	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,536,547	3,?22,815	1,831,371	31,004,458	27,270,?25	16,526,347	4,492,866	1,857.3	8,600,517	2,070,184	4,686,358	14,817,105	7,?60,038	8	100	....
Dec. 31, 1879	163.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton. Dub. & Minn.Io.& Minn.	6,?0 193	233,525	780,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,?34	71,007	101,662	491,075	138,146	—	100	....
Dec. 31, 1879	416.3	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I.& M.	70,457,?70	*	2,291,103	817,196	27,6?3,?44	41,349,500	1,591,292	3,531,538	2,231.0	7,655,?01	1,555,446	2,559,?34	10,012,820	4,539,028	?pf	100	....

Railroad Earnings—Weekly.

	Month of September.		Month of October.		WEEKLY EARNINGS IN NOVEMBER.						Since January 1.	
					First week.		Second week.		Third week.			
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$171,524	$204,991	$34,262	$41,698	$31,116	$43,787	.....	.....	$1,276,338	$1,756,219
Chicago & Alton.....	638,811	733,234	668,163	786,116	138,779	154,865	153,091	188,938	.....	.....	4,893,432	6,762,766
Chicago & Eastern Ills.	82,049	131,904	92,975	150,691	23,066	36,641	22,403	32,799	.....	.....	750,423	1,107,873
Chi., Mil. & St. Paul...	1,018,806	1,257,000	1,290,739	1,494,000	283.825	349,000	272,182	352,000	250,737	337,000	8,658,326	11,253,000
Chi., St. Paul, M. & O.	117,810	144,771	147,605	190,403	68,897	77,326	58,156	71,346	.....	.....	1,070,801	1,385,944
Cincinnati & Springf ..	89,373	81,488	95,465	93,506	17,940	20,587	21,177	22,822	20.219	25.789	696.636	794,039
Clev., Col., Cin. & Ind.	410,064	410,103	423,257	444,104	81,725	94,114	87,421	101,984	87,457	101,504	3,231,773	3,834,041
Denver & Rio Grande..	112,823	400,990	140,083	473,318	29.386	110,287	31,315	95.397	31,110	80.977	1,058,185	2.961.519
Flint & Pere Marquette	107,350	146,032	123,570	158,752	28,285	34,782	27,470	35,267	27,417	35,042	1,000,275	1,396,970
Grand Trunk of Ca....	800,857	893,241	867,646	957,519	219,262	226,991	220,128	230,245	199,045	230,236	7,916,953	9,345,676
Great Western of Ca...	357,376	436,705	446,445	487,618	102,010	115,201	104,020	110,269	100.731	109,087	3,912,575	4,538,550
Hannibal & St. Joseph.	176,810	209,058	239.735	240,359	46,504	48,337	46,504	50,786	46,504	47,396	1,690,459	2,219,272
Hous. & Tex. Central.	.....	.....	406,565	476,866	92,779	97,526	116,166	128,418	.....	.....	2,602,595	3,090,069
Ind., Bloom. & West...	122,406	110,622	120,785	121,343	28,248	25,576	18.965	23,056	.....	.....	1,009.623	1,070,471
International & Gt. N.	178,949	195,057	228,800	276,646	54,446	60,409	54,985	64,943	.....	.....	1,422,211	1,572,210
Lake Erie & Western..	68,102	109,852	68,036	170,925	15,212	22,050	12,585	24,051	12,078	25,228	592,028	1,177,622
Louisville & Nashville.	527.214	891,000	609,578	1,000.000	153,700	215,300	157,426	232,500	.....	.....	4,939,668	8,019,636
Marq , Hough. & Onto.	†50,699	†82,918	60.000	91,000	5,448	15,963	.....	.....	.....	.....	514.834	763,327
Memphis & Charleston.	35,395	104,734	66,066	125,731	30,109	34,247	30 6f7	37,083	.....	.....	660,534	949,738
Mo., Kansas & Texas...	380,758	369,065	387,710	407,549	85,220	79,900	93,260	89.900	.....	.....	2,754,760	3,603,119
Northern Pacific.....	270,893	332,810	295,260	364,474	46,665	70,300	46.665	60.890	.....	.....	1,772,167	2,201,213
St. Louis, Alt. & T. H..	114,229	129,603	116,682	137,045	21,601	23,855	21,602	27,906	.....	.....	872,372	1,216,313
Do. Branches.....	.....	.....	63,786	68,550	10,956	13,730	15,730	16 110	.....	.....	474,996	561,370
St. L., Iron Mt. & So...	591,076	661,400	724,713	678,200	172,196	178,780	161,855	180,100	181,589	152,100	4,496,006	5,447,409
St. Louis & San Fran..	199,129	277,817	213,713	310,582	47,300	65,000	46,100	72,300	45,600	63,600	1,380,089	2,387,605
St. Paul, Minn. & Man.	224,830	274,145	291,202	345,057	60,034	74,507	52,304	70,478	56,590	65,226	2,312,141	2,769,642
St. Paul & Sioux City.	110,433	152,700	121,618	153,344	28,478	35,602	25,804	34,833	.....	.....	961,837	1,266,286
Scioto Valley	28,125	31,733	30,249	30,172	5,932	5,990	5,995	6,439	6,257	6,311	253,962	281,732
Texas & Pacific.....	240,361	264,085	*192,482	*196,449	77,707	81,519	.....	.....	.....	.....	.....	.....
Wab., St. Louis & Pac.	936,222	1,177,134	1,198,076	1,526,475	257,144	243,723	219,016	321,573	191,480	283,365	7,920,324	11,129,956

* For three weeks only of October in each year. † Three weeks only of September in each year.

Canadian Counterfeit Note List.

1s.

Charlottetown, P. E. I. Union Bank. Green Letter Issue. Photograph. Green letters "one" painted on.

Dominion of Canada. Dated Ottawa. Letter D Present Gov't issue. Has a blurred appearance. Good imitation.

St. John, N. B. Bank British No. America. Lithograph. Badly done, retouched with pen. "New Brunswick" across end of bill.

Montreal, Quebec. Bank of Montreal. Vignette. Title of Bank, Right upper corner, 1 on ships under full sail. Left upper corner, two Indians and Shield.

Toronto, Ont. Bank of Toronto. Vignette. Lumberman, axe, and log.

2s.

Charlottetown, P. E. I. Union Bank. Green Letter Issue. Photograph. Green letters "two" painted on.

Montreal, Quebec. Bank of Montreal. Vignette. View of Niagara Falls. Cars and bridge.

Ottawa, Ont. Bank of Montreal. Dated March 1, 1852. Ottawa printed in red across the bill; coarse engraving.

Toronto, Ont. Bank of Toronto. Vignette. Shield, lion and unicorn.

Toronto, Ont. Quebec Bank. Toronto Branch. Old issue; Dated 1860. Recalled. The issues of this Bank since 1863 have green backs.

4s.

Montreal, Quebec. City Bank. Vignette. Vulcan, anvil, &c. Right end, Female, Lion and Unicorn Left end, Lion, &c. The City Bank and Royal Canadian Bank are merged, forming the Consolidated Bank of Canada.

St. John, N. B. Bank British N. America. Photograph.

Toronto, Ont. Dominion Bank. Vignette. Horses and Cattle in farm yard. Right end, Britannia with trident. Nos. and letters vary. Sig. on counterfeit, W. H. Holland, Jr., Cashier engraved, genuine written, Date of issue, Feb. 1, 1871. Lathe work around 4 defective; numbering bad. Few genuine.

5s.

Charlottetown, P. E. I. Union Bank. Photograph. Green-letter issue. Green-letters "five" *painted* on back; in genuine they show through from face of bill.

Kingston, Ont. Bank British N. America. Vignette. 1. Arms of Great Britain. Date of issue May 1st 1875.

2. Same bank. Vignette. Dated Quebec, 22d Nov. 1871. Photograph, No. 44,490. Large green 5 painted across center of bill. Old issue.

Toronto, Ont. Canadian Bank of Commerce. Letter C. Dated May 1, 1871. Very dangerous.

Toronto, Ont. Bank of Toronto. Vignette.

1. View of Suspension Bridge.
2. Same bank. Vignette. Farmer seated on grain. Raised from 1. Well done.

10s.

Halifax, N. S. Merchants' Bank. Vignette. Dated January 1, 1874. Steamship under sail. 10 TEN 10. Figures in red, and word Ten in green ink across bottom of face of bill. Ten dollars across each end of note. Some with red and others green backs. Engraver's imprint, *Blades, East & Blades*, London, between signatures.

Fredericton, N. B. Peoples Bank New Brunswick. Photograph. Detected by brownish tint. Plate A.

Ottawa, Ont. Bank of British N. America. Photograph.

Montreal. Consolidated Bank of Canada. All tens of this bank are worthless, having been stolen unsigned and signatures forged.

Montreal. City Bank. Vignette.

1. British Coat of Arms. Parliament spelt Parliment.
2. Vignette. Britannia with Spear and Shield. Raised from 1. The City Bank and Royal Canadian Bank are merged, forming the Consolidated Bank of Canada.

Toronto, Ont. Ontario Bank. Letter A. Work well done.

20s.

Quebec. Quebec Bank, Toronto Branch. Raised from 4. Old issue. Dated 1856. Recalled. The issues of this Bank since 1863 have green backs.

Personal.

—Young Mr. Gladstone, a son of the Premier, was among President Hayes' recent callers.

—Mr. Franklin B. Gowen, president of the Philadelphia and Reading Railroad Company, is to sail from this city for Europe to-day.

—Mr. W. Fahnestock, son of Mr. H. C. Fahnestock has purchased a seat in the New York Stock Exchange, at the price, it is said, of $21,000.

—Lord Coleridge, Chief Justice of Common Pleas has been appointed Chief Justice of the Queen's Bench, vice Sir Alexander Cockburn, deceased.

—Mr. H. G. Taylor has been appointed to the position of master of transportation of the Credit Valley Railway, with headquarters at Toronto, Ont.

—Mr. Geo. DeB. Keim has been elected president pro tem. of the Philadelphia and Reading Railroad Company, during Mr. Gowen's absence in Europe.

—Hon. Abram S. Hewitt has purchased, it is said for $500,000, the block of buildings on Lexington Avenue, extending from Forty-second to Forty-third streets, in this city.

—Mr. H. N. Turner has been appointed manager of the through freight traffic of the Montreal and Boston Air Line, with headquarters at Boston. For the past eight years Mr. Turner has been the general freight and passenger agent at Worcester of the Worcester and Nashua Railroad.

—Mr. H. D. Newcomb, father of Mr. H. Victor Newcomb, the retiring president of the Louisville and Nashville Railroad Company, was one of the founders of that road. From the organization of the company to the day of his death, in 1874, he was continuously in its service in the capacities successively of Director, Vice-President and President.

The Supreme Court of Vermont has adjourned without deciding the Central Vermont Railroad case.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,600	668,000	692,000	.....	.....	.....	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	.....	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	.....	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	499,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	.....	.....	....
Chicago and Northwestern:													
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879	1,008,000	889,623	1,107,042	1,130,475	1,434,960	1,389,300	1,314,231	1,326,957	1,716,409	1,896,073	1,557,000	1,312,300	16,084,778
1880	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	.....	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,239	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	.....	.....	....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	.....	.....	.....
Cannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,380	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	.....	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,307	797,232	860,124	.....	.....	.....
Lake Shore & Mich. South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,294	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	.....	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,.81	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 195	664,675	5,301,873
1880	552,615	492,450	450,620	493,300	372,280	365,300	442,000	543,555	661,400	678,200	.....	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	89,544	1,243,969
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	.....	.....	.....
1880	760,147	762,568	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	.....	.....	.....

Organization.

—The annual meeting of the New York, Lake Erie and Western Railroad Company was held at their office in this city, Tuesday. The entire old board of directors was re-elected.

—Messrs. W. D. Bishop, L. W. Cutler, Russel Tomlinson, Horace Nichols, O. B. King, M. Hemenway, G. W. Beach, R. M. Bassett and F. J. Kingsbury are the recently elected directors of the Watertown and Waterbury Railroad.

—The directors of the new Toledo and Northern Ohio and Indiana Northern Railroad are Messrs. F. W. Vanderbilt, D. O. Mills, J. E. Burrell, Amasa Stone, J. H. Wade, Judge Best, Clem Studebaker, and Judge Osborne.

—Messrs. Charles F. Woerishoffer, Horace Porter J. H. Schiff, George M. Pullman and E. F. Winslow have been elected directors of the New York, Ontario and Western Railroad. It is said that Gen. E. F. Winslow is to be president.

—E. O. Lamphone, of Chicago, has been elected General Manager of the Chicago, Texas and Mexican Railroad, at Dallas, Texas. The citizens of Dallas have suberibed $50,000. Fifty miles of the road southwest from Dallas have been located, and construction will be begun at once.

—At the annual meeting of the Richmond, York River and Chesapeake Railroad held at Richmond, Va., the following officers were elected: Mr. Thomas Clyde, President; Mr. A. S. Warren, vice president; Messrs. Reuben Foster, W. H. Gwathmey, B. F. Clyde and A. Stewart, directors.

—A special meeting of the directors of the Louisville and Nashville Railroad Company, was held in this city Tuesday, at which President H. Victor Newcomb handed in his resignation, which was accepted, and a resolution of thanks was unanimously passed to him for his services. Mr. E. H. Green, formerly First Vice President, was elected President; Mr. E. P. Alexander, formerly Second Vice-President, was chosen First Vice-President, and Mr. C. C. Baldwin, one of the newly elected Directors, was chosen Second Vice-President. Mr. Newcomb still retains his position as director. In his letter of resignation he says that he is compelled to adopt that course by absolute command of his physicians.

COUNTERFEIT COIN LIST.

GOLD COINS.

$1.

Standard weight 25.8 grains, least current weight 25.67 grains.

There are some counterfeits dated 1851-1852, light in weight. The new gold dollar 11-20th of an inch in diameter as counterfeited is dated 1861, light in weight, but very deceptive.

$2 50.

Standard weight 64.5 grains, least current weight 64.18 grains.

Some coins dated 1846, weighing only 48 grains instead of 64½—are in circulation.

$3.

Standard weight 77 4 grains, least current weight 77.02 grains.

Excellent counterfeits of this denomination have been issued and circulated.

$5.

Standard weight 129 grains, least current weight 128.36 grains.

The issues of 1844-1845-1847 have been imitated. The 1845 piece is 10 grains too light ; the 1847 coin is 13 grains too light.

$10.

Standard weight 258 grains, least current weight 270 grains.

The issues of 1801 and 1810 have been extensively counterfeited.

$20.

Standard weight 516 grains, least current weight 513.42 grains.

This coin has been sawed in two pieces, the center taken out and platinum or some other metal substituted. The *ring* is not perfect. Experts have also bored holes in the side and taken out about seven dollars worth of gold and then soldered the holes with gold.

The English Sovereign

has been imitated by plating so that the counterfeit is worth about three dollars and nearly as heavy as the genuine.

SILVER COINS.

Ten Cents.

Standard weight 38.58 grains.

Spurious dimes dated 1853 and 1875 are in circulation, the date 1875 has the appearance of a genuine coin.

Twenty-five Cents.

Standard weight 26.45 grains.

There are many deceptive quarters. Those bearing dates 1828 and 1860 are the most dangerous ; others bearing dates 1853, 1857, 1861 are not so well executed.

The Canadian 25 Cent Coin

has been extensively counterfeited. Large quantities of them have been circulated in the South and West.

Fifty Cents.

Standard weight 192.9 grains.

Half dollars have been successfully counterfeited. The one most likely to deceive is dated 1842, thickly plated ; another good imitation is dated 1876, plated with silver, exact weight, and good ring. The counterfeit bearing date 1874 is not likely to be taken.

One Dollar.

Standard weight 412.5 grains.

Counterfeits of the new one dollar silver coin first appeared about the first of April, 1878. The general appearance is good, the milling is well done, but the color is such as to readily distinguish it from the genuine. Look out for other new counterfeits better executed.

The Trade Dollar.

Standard weight 420 grains.

This coin has been variously and extensively counterfeited. One early imitation was dated 1876, made of a composition formed principally from type metal. The milling on the edge of the piece is very well done, but the piece is too thick and the inscription In God We Trust, beneath the figure of Liberty, upon the obverse, is imperfect. This counterfeit was extensively circulated in the East Indies, China, Japan and other Oriental countries.

Many other imitations of the trade dollar have been produced and the latter specimens appear almost perfect. One of the last imitations is finely finished ; the various devices of the impress are accurate and distinct, and the ring is perfect. The piece is very deceptive, but it is about 1-32 of on inch undersize, and 115.5 grains underweight. It is of a dark color after having been handled, and has a smooth, greasy or quicksilvery feeling when rubbed between the thumb and fingers.

Note.

The Trade Dollar authorized to be coined by act of Congress February 12, 1873, has been formally recognized as a coin of the United States. The Trade Dollar was demonetized July 22, 1876, and its coinage was suspended by order of the Secretary of the Treasury, February 22. 1878. The circular of the Treasury Department of July 25, 1878, declares : "The United States Trade dollar also is not a legal tender, and therefore has only a bullion value." The average bullion value, of full weight trade dollars, is ninety-three cents and two tenths of a cent each. The Trade Dollar was intended for exportation abroad. It excels the Mexican silver dollar by two-tenths of a cent, and is of equal finoness (900) with the United States legal tender silver dollar and contains seven and one half grains more standard silver. At present though demonetized and refused by many banks and all Government offices, trade dollars are generally taken in trade without discount and may be commercially rated at the price they command for exportation. There is no allowance for abrasion in silver coins.

Tests.

Counterfeit silver pieces made of block tin washed over with quicksilver are easily detected by the ring. A genuine silver piece will feel rough enough under rubbing, while the counterfeit feels smooth and oily. Experienced persons detect spurious coins by the weight. The jeweler uses nitric acid for the detection of debased gold and silver. Scratch the coin with the knife and then apply the acid to the scratch. If the acid boils up greenish, the coin is bad ; but if it turns white the coin is good. The following test for determining whether silver is good or bad is known as the "Mint Test," although the tests employed at the Mint are weight and size :

24 grains nitrate of silver.
30 drops nitric acid.
1 ounce water.

A drop of this mixture will have no effect upon genuine silver but will blacken a debased coin. Persons handling large amounts of coin must rely upon the eye and the sense of touch.

Contract by Letter.

The following propositions in respect to contract by letters are established by the cases :

1. Where the offer is made by letter, and is accepted by letter posted within a reasonable time, the contract is complete, although the acceptance may be delayed or may not be received, owing to the fault of the post. Dunlop vs. Higgins, 1 H. L. Cas. 381. Tayloe vs. Merchants' Fire Ins. Co. 9 How. 390 ; Trevor vs. Wood, 36 N. Y. 307 ; Abbott vs. Shepard, 48 N. H. 14 ; Averill vs. Hedge, 12 Conn. 436 ; Wheat vs. Cross, 31 Md. 99 ; S. C. 1 Am. Rep. 28 ; Washburn vs. Fletcher, 42 Wis. 152.

The latest English case illustrating proposition 1 is Household Fire and Carriage Accident Ins. Co. vs. Grant, C. P. Div. It was there held that a contract is binding upon the proposer as soon as a letter of acceptance, properly directed to him, has been posted by any person to whom the proposal has been made, notwithstanding such letter never reaches him, provided that there is no unreasonable delay in accepting the proposal, and that the ordinary and natural mode of transmitting the acceptance is through the post. This case was affirmed in the Court of Appeal, July 1, 1879, by Thesiger and Baggallay, L. JJ., Bramwell, L. J., dissenting, 41 L. T. (N. S.) 298.

2. If the delivery of the letter of offer is delayed by the fault of the sender, the offer is extended until its arrival. Adams vs. Lindsell, 1 B. & Ald. 681. This was where the letter of offer was misdirected by the sender's fault, and was consequently delayed two days in transmission, and before receipt of the acceptance he sold the goods to a third person. To the same effect, McTier vs. Frith, 6 Wend. 103 ; Averill vs. Hedge, 12 Conn. 436

3. If undue delay or failure of delivery of the letter of acceptance is caused by the fault of the accepting party, there is no contract. As where the accepting party put his letter to be forwarded into the hands of an agent, the contract is not concluded so long as the letter remains in the agent's hands, even where the agent is the postmaster. Thayer vs. Middlesex Mut. Fire Ins. Co., 10 Pick. 326 ; Bryant vs. Booze, 55 Ga. 438.

4. The acceptance must be unconditional and in accordance with the terms of the offer, and given within the time prescribed, if any, by the offer. Andrews vs. Garrett, 6 C. B. (N. S.) 262 ; Jenness vs. Mount Hope Ins. Co., 53 Me. 20 ; Bruce vs. Pearson, 3 Johns 534 ; Elinson vs. Hershaw. 4 Wheat, 225 ; Jordan vs. Norton, 4 M. & W. 155.

Where there is misunderstanding as to the terms of a contract, neither party is liable in law or equity. Baldwin vs. Middleburger, 2 Hall, 176 ; Coles vs. Bowne, 10 Pai. 526 ; Utley vs. Donaldson, 94 U. S. 48. Where a contract is a unit, and left uncertain in one particular, the whole will be regarded as only inchoate, because the parties have not been ad idem, and therefore neither is bound. Appleby vs. Johnson, L. R., 9 C. P. 158.

A proposal to accept or acceptance upon terms varying from those offered is a rejection of the offer. Baker vs. Johnson County, 37 Iowa, 189 ; Jennings vs. Mount Hope Iron Co., 53 Me. 20 ; Chicago and Great E. R. Co. vs. Dane, 43 N. Y. 240 ; Suydam vs. Clark, 2 Sandf. Superior, 133.

After the letters were written a firm increased its member, two new partners being taken in without the knowledge of the bank. Held, that if the letter did constitute a contract with the firm as it was when they were written

it did not with the new firm. There was no privity between the bank and the new firm. A new party could no more be imported into the contract and imposed upon the bank without its consent than a change could be made in like manner in the other pre-existing stipulations. The bank might have been willing to contract with the firm as it was originally, but not as it was subsequently. Without its assent a thing was wanting which was indispensable to the continuity of the contract. Barns vs Barron, 61 N. Y. 39; Bleeker vs. Hyde, 3 McLean, 279; Taylor vs. Wetmore, 10 Ohio, 490; Taylor vs. McClung, 2 Houst. (Del.) 24; Hunt vs. Smith, 17 Wend. 179.

5. An immaterial addition to an acceptance does not prevent the taking effect of the contract. Clive vs. Beaumont, 1 DeG. & S. 397; Gibbons vs. N. E. Met. Asylum District, 11 Beav. 1; Brunson vs. Stannard, 41 L. T. (N. S.) 474. The latter case was as follows: The agent for an intending purchaser of property, having made an offer for it, received in reply a letter from the vendor's agent accepting the offer, and fixing a time for signing the contract. The purchaser's agent not having attended within the time named, the vendor refused to complete. Held, that the contract was complete, for that the naming of a time for signing a formal contract did not constitute a condition of the acceptance. If the letters constitute a complete contract it will take effect in spite of a statement in the acceptance that a formal contract will be drawn up. Bonnewell vs. Jenkins, 38 L. T. (N. S.) 381.

6. Acceptance must be within a reasonable time, unless a time is limited in the offer. The next day will answer. Dunlap vs. Higgins, supra. But four months after will not. Chicago, etc., R. Co. vs. Dane, 43 N. Y. 240.

7. An offer may be withdrawn before acceptance. Routledge vs. Grant, 4 Bing. 653; Honeyman vs. Marryatt, 21 Beav. 14; 6 H. L. Cas. 112; Faulkner vs. Hebard, 26 Vt. 452; Beckwith vs. Cheever, 21 N. H. 41. And so an acceptance may be retracted before or simultaneously with its receipt. Dunmore vs. Alexander, 9 Shaw & Dunl. 190. Story says (Cont., § 498): "The rule is that if the proposition be made in writing, and sent by the post, the person making the offer can retract by a subsequent letter reaching the other party at any time before an answer of acceptance is written and put in the mail. But as soon as such answer is placed in the mail the contract is completely closed as to both parties. Although, therefore, a letter containing a retraction of the offer be actually on the way at the time when the letter of assent is mailed, yet the contract is closed, unless such letter of retraction be received prior to the mailing of such letter of assent." As to retraction of acceptance, Story says (Cont., § 498): "The person assenting cannot, therefore, even stop his letter on the road after it is once mailed." In Byrne vs. Tienhoven, C. P. Div. March 6, 1880, 42 L. T. (N. S.) 371, it was held that the withdrawal of an offer, made and accepted by letters sent through the post, is inoperative if the notice of withdrawal does not reach the person accepting until after the letter of acceptance has been posted, unless authority has been given to notify a withdrawal by merely posting a letter.—[Albany Law Journal.

Legal Notes.

COMMON CARRIER—HAS NO RIGHT TO EXAMINE CONTENTS OF PARCELS ENTRUSTED TO HIM.

The refusal of a railroad company to carry an express company's safes and chests, unless it was allowed to open the same and inspect their contents, or was furnished with an inventory of such contents, with the further understanding that the railroad company might, whenever it saw fit, open and inspect the safes and chests of the express company, and also collect the freight on each separate article or parcel contained therein, as if each had been shipped by itself, violates both the express company's rights as a shipper, and the terms of an interlocutory judgment temporarily restraining an interference with the express company's business. In the Nitro Glycerine case, 15 Wall. 524, it was held that express carriers were not chargeable with notice of the contents of the packages they carry. The court then remarks: "If express carriers are thus chargeable with notice of the contents of packages carried by them, they must have the right to refuse to receive packages offered for carriage without a knowledge of their contents. It would in that case be unreasonable to require them to accept as conclusive, in every instance, information given by the owner. They must be at liberty, whenever in doubt, to require for their satisfaction an inspection even of the contents, as a condition of carrying the packages. This doctrine would be attended, in practice, with great inconvenience, and would seldom lead to any good. Fortunately, the law is not so unreasonable. It does not exact any such knowledge on the part of the carrier, nor permit him, in cases free from suspicion, to require information as to the contents of the packages offered." In Leaf vs. Tuton, 10 Mees. & W. 397, a number of small parcels belonging to different owners were united in one large package, and directed to one person as consignee, and it was held that the carrier was bound to take the package, charging for it as if each parcel belonged to one person, and that there was no right charge upon each separate parcel as if it had been shipped by itself. U. S. Circ., Indiana, June, 1880. Dinsmore vs. Louisville, New Albany and Chicago Railroad Co. Opinion by Gresham, D. J.

Mobile and Girard Railroad.

The gross earnings of this road for the year ending May 31, 1880, were $228,039 83, the expenses $149,335 71, and the net earnings $78,704 12, being an increase in gross earnings, compared with the previous year, of $32,132 02, in expenses of $13,763 02, and in net earnings of $18,379. Three hundred and sixteen tons of new rails have been laid and 32,566 ties put in, besides building a bridge across Uchee Creek and other improvements, amounting in the aggregate to $27,674 17. Rolling stock consists of five engines operated, four belonging to this company; five passenger cars; three mail, baggage and express cars; three cabooses, thirty-one box cars, thirty flat cars and eight coal cars. The officers are: Wm. M. Wadley, President; W. L. Clark, Superintendent; J. M. Frazer, Secretary and Treasurer.

The Lewisburg and Tyrone Railroad from Tyrone to Pennsylvania Furnace, has been built by the Pennsylvania Railroad.

Philadelphia Stock Exchange.

Closing Prices for the week ending Nov. 30.

	W. 24.	Th. 25.	F. 26	Sat. 27.	M. 29.	Tu. 30.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	33	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	113	114	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	49	49¼	49¼	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	8¼	....	....	8	....
Preferred	....	13¼	....	....	12¼	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	36¼	36¼	36	35¾	35¾	....
6s, 1884	109	....	....	....	109	110
Gold Loan	....	....	....	....	....	113¼
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	....	112	....	....	....	....
Lehigh Valley	57¼	57	57	57¼	57¼	....
1st mort. 6s, coupon	....	....	....	123	....	....
1st mort. 6s, reg.	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	111	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	115¼
Little Schuylkill	....	....	....	....	....	....
Minehill & Sch. Haven	56¼	....	....	....	56¼	....
North Pennsylvania	54	....	54	54	54	54
1st mortgage 6s	108	....	....	....	108¼	106¼
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	....	....	....	....
Northern Central	43	....	43¼	44	43¼	43¼
6s	93	....	....	95	....	94¼
Northern Pacific	33¼	....	33¼	33¼	33¾	33
Preferred	64¾	....	64¼	64¼	64¼	63
Pennsylvania R. R.	62¼	....	62¼	62	61¾	62
1st mortgage	....	....	102¼	....	....	....
Gen'l mortgage	....	....	123	....	....	....
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	107¼	....	....
do. 5s, new	....	....	116¼	116¼	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	25¼	....	24¼	25¼	24¼	24¼
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	126¼	....	....	....	....	....
Consol. mortgage reg	....	....	126	....	....	....
Gen'l mortgage 6s	8¾	chp	87	86¾	86¾	86¼
Philadelphia and Erie	19¼	....	19¼	19	20	19
1st mortgage, 6s	....	....	....	....	....	118¼
2d mortgage, 7s	....	....	....	118	118¼	....
Pittsb., Cin. & St L. 7s	119¼	....	119¼	120	120	....
Pittsb., Titusv. & Buff.	17	....	16¾	16¾	16¾	16¾
7s	82	....	82	....	81	81
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	11	11¼	11¼	....
6s, 1872	....	....	....	....	....	....
6s, 1882	79	....	79¼	79¼	....	79¼
United Co. of N. Jersey	182	....	182	....	182	182¼
Hestonville, (Horse)	....	....	....	19	....	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Nov. 30.

	W. 24	Th 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.
Baltimore and Ohio	....	188	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	109¼	109¼
Central Ohio ($50)	....	....	....	....	....	....
1st mortgage	111¾	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	116¼	....	116¼	117	117¼	....
2d mortgage, 7s	83	....	84	85¼	86	85¼
3d mortgage, 8s	44	....	45¼	46¼	47	45¾
Northern Central ($50)	42	....	44¼	44	44	45¼
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	110¼	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	71¾	....	72	73¼	73¼	73¾
Consol. Coupons	92¼	....	92	....	92	92
10-40 bonds	47¼	....	47¼	47¼	47¼	47¾
Deferred Certificates	12¾	....	13	....	12¾	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	111	....	112	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 1.

	Th.25.	F.26	Sat.27	M.29.	Tu.30	W.1.
Adams Express	....	....	....	...	117¼	118
Albany and Susq	....	....	100	120	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	66	65¾	65	65	64¼	
Atlantic & Pacific Tel	....	40	39	34	37	
Burl., C.R. & Nor	68	....	...	....	...	
1st mortgage 5s	....	....	100	....	....	
Canada Southern	72	72¾	70¼	69	69¾	
1st mortgage guar	101¼	100¾	101	100	99¾	
Central of N. Jersey	80¼	81¾	79¾	76¾	78¾	
1st mortgage 1890	....	118¼	118¼	....	....	
7s, consolidated, ass	114	113¼	....	....	....	
7s, convertible, ass	....	....	....	....	....	
7s, Income	....	92¾	....	91	91	
Adjustment	....	112¼	112¼	....	....	
Central Pacific	85¼	85¼	84¼	84	...	
6s, gold	....	115	....	115	115	
1st M. (San Joaquin)	107¼	....	107	....	....	
1st M. (Cal. and Or.)	....	...	...	....	....	
Land grant 6s	....	....	....	....	....	
Chesapeake and Ohio	21	22¾	22	21¼	22	
Chicago and Alton	....	141	139	137¼	....	
Preferred	142	144	....	....	....	
1st mortgage	....	....	....	125	....	
Sinking Fund	....	....	....	....	....	
Chic., Burl. & Quincy	169	167¼	169	171¼	170¼	
7s Consol, 1903	....	....	....	....	....	
Chic., Mil. and St. Paul	109¼	110	109¼	108¾	108¾	
Preferred	122	122¼	122	121¼	120	
1st mortgage, 8s	....	....	....	....	....	
2d mortgage, 7 3-10s	....	....	....	....	....	
7s, gold	....	....	....	....	....	
1st M. (La Crosse div	....	....	....	....	....	
1st M. (I. and M. div	....	....	....	....	....	
1st M. (I. and D. ext	....	....	118	....	....	
1st M. (H. & D. div	117¼	....	117	....	....	
1st M. (C. & M. div	....	....	115	....	....	
Consolidated S. F	122	....	....	122¼	120	
Chic. & Northwestern	122	124¼	127	127¼	128¼	
Preferred	143	142¼	145¾	142¾	144	
1st mortgage	....	111	....	....	....	
Sinking Fund	108¼	1.8¾	....	108¾	....	
Consolidated 7s	...	....	....	132	....	
Consol. Gold bonds	....	107¼	127¼	127	. ..	
Do. reg	....	....	....	....	....	
Chic., Rock Isl. & Pac	125¼	124¼	....	122¼	122	
6s, 1917, c	125¼	....	....	....	....	
Clev., Col., C. and Ind	83¼	83¼	8.¼	80	79¾	
1st mortgage	....	...	....	...	....	
Clev. & Pittsburg guar	....	125	....	..	....	
7s, Consolidated	....	....	....	....	....	
4th mortgage	....	....	....	....	....	
Col., Chi., & Ind Cent	20¾	20¼	19¼	19¾	19¼	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
Del. & Hudson Canal	90¾	92¼	89¾	89	89¾	
Reg. 7s, 1891	....	....	....	....	....	
Reg. 7s, 1884	....	....	....	....	....	
7s, 1894	....	....	....	114¼	114¾	
Del., Lack. & Western	102¼	105¼	103¼	100¾	103¾	
2d mortgage 7s	....	....	....	....	....	
7s, Consol. 1907	....	....	....	....	....	
Erie Railway	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
3d mort. 5s, ext	....	....	....	....	....	
3d mortgage	108	....	103¼	....	....	
4th mort. 5s, ext	....	....	....	....	....	
5th mortgage	....	....	....	....	....	
7s, Consol. gold	....	127¼	127	....	123¼	
Great Western 1st mort	....	....	....	112	....	
2d mortgage	....	109	....	....	....	
Hannibal & St. Joseph	43¼	42¾	43	41¾	42¾	
Preferred	93¾	94¼	93	92¾	93	
8s, Convertible	....	....	...	113	....	
Houston & Tex. Cent	75	....	71	....	....	
1st Mortgage	112¾	....	....	....	....	
Illinois Central	121¾	....	120¾	119¾	118¾	
Lake Shore & Mich So	122¼	122¾	122¾	120¾	122¾	
Consol. 7s	....	....	....	....	....	
Consol. 7s, reg	....	127¼	....	....	....	
2d Consolidated	....	....	....	....	....	
Leh. & W. B. 7s, Con	....	....	....	....	....	
Long Dock bonds	....	....	....	....	....	
Louisville & Nashville	86¼	84	86	84	83¾	
7s Consolidated	....	....	....	....	....	
Manhattan	36¼	34¼	32¾	31¾	32¾	
Metropolitan Elevated	111¾	111	110¾	109¾	....	
1st Mortgage	104¾	104¾	104¼	103¾	103¾	
Michigan Central	113¾	114¾	112¾	111¾	118	
7s, 1902	....	125¼	....	....	126¾	
M. S. and N. I. 1st, S. F	....	....	109¼	110	....	
Morris and Essex	121¾	120¾	121	119	118	
1st mortgage	....	....	....	....	134	
2d mortgage	....	....	....	....	....	
7s of 1871	....	....	....	....	....	
7s, Convertible	....	....	....	....	....	
7s, Consolidated	....	....	....	121¾	....	
N. Y. Cent. & Hud. Riv	144¾	145¾	143¾	141¾	143	
6s, Sinking fund, 1883	104¾	104¾	104¾	104¾	....	
6s, Sinking fund, 1887	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage, reg	....	....	....	....	....	
N. Y. Elevated	121	120¾	119	118	....	
1st mortgage	117¼	....	....	....	116¼	
N. York and Harlem	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
1st mortgage, reg	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1.
N.Y., Lake Erie & W	47¼	47¼	46	45	45¾	
Preferred	80¾	80	79¾	77¼	78¾	
2d Consolidated	101¼	101¾	100¾	100¾	98¼	
New 2d 5s fund	97¼	96¾	....	96¾	92x	
N.Y., N.Haven & Hart	....	....	....	....	....	
North Missouri 1st M	....	....	....	123	....	
Northern Pacific	33¾	33¾	32¾	32¾	32¾	
Preferred	64	64¼	64¼	63	63¾	
Ohio and Mississippi	56¾	57	56¾	35¾	35¾	
Preferred	89	88	86	88¾	85¾	
2d mortgage	120	112	....	120¾	....	
Consolidated 7s	....	....	....	....	....	
Consol. Sinking fund	....	....	....	....	....	
Pacific Mail S. S. Co	47¾	48	47	46¾	47¼	
Pacific R. R. of Mo	....	....	....	....	....	
1st mortgage	108¾	....	108¾	....	108¾	
2d mortgage	....	....	....	115	....	
Panama	....	....	....	....	....	
Philadelphia & Reading	50	51¾	49¼	49¼	51¾	
Pitts., Ft. W. & Chi. gtd	....	125	125	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
3d mortgage	....	....	....	....	....	
Pullman Palace Car	....	....	....	....	....	
Quicksilver Mining Co	....	....	....	....	....	
Preferred	....	....	....	....	....	
St. Louis & San Fran	....	40	....	....	....	
Preferred	53	52¾	55¼	50	50¾	
1st Preferred	83¾	82¼	84	84	82¾	
St. L., Alton and T. H	34	34	34	....	....	
Preferred	....	109	108	....	....	
1st mortgage	....	....	....	....	....	
2d mort. preferred	....	....	....	....	....	
Income bonds	....	....	....	....	....	
St. L., Iron Mt. & S. As	49¼	50¾	48¼	48	49¾	
1st mortgage	....	....	....	....	....	
2d mortgage	105¾	105	106¼	105¾	105	
Tol., P. & War. 1st E.D	....	....	....	....	....	
1st mort., West. Div	....	....	....	....	....	
Union Pacific	100¼	101¾	100	99¼	100¼	
1st mortgage	115¼	....	115	115	115	
Land Grant 7s	....	....	....	114	....	
Sinking Fund 8s	119¼	....	120	118¾	120	
United States Express	53	53	....	....	50	
Wabash	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	108¾	
7s, Consolidated	110	....	110	....	....	
St. Louis Division	109¾	109	....	....	....	
Wabash, St. L. & Pac	41¾	42¼	41¾	41	41¾	
Preferred	77¾	78¾	77¼	76¼	77	
New Mort. 7s	....	....	103¾	....	....	
Wells-Fargo Express	....	....	114	....	....	
Western Pacific bonds	....	....	....	....	....	
Western Union Tel	96¼	96¾	93¾	90	90¾	
7s, S. F. conv., 1900	....	....	....	....	...	

Boston Stock Exchange.

Closing Prices for the week ending Dec. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1.
Atch., Top. and San. Fe	141¾	141¾	141¾	141¾	141¾	
1st mortgage	120¼	124	124	....	....	
2d mortgage	....	....	....	....	....	
Land Grant 7s	122	121	....	....	121	
Boston and Albany	126	....	165	....	162¾	
7s, reg	....	....	....	....	125	
Boston and Lowell	109¼	109¾	....	109¾	109	
Boston and Maine	148¾	....	149	149	148	
Boston and Providence	....	....	150	....	....	
Boston, Hart. & Erie 7s	43¾	45¾	45¾	45¾	46¾	
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	
Burl. & Mo. R. in Neb	....	....	....	....	....	
6s, exempt	....	....	....	....	....	
4s	86¾	..	87¾	....	....	
Chi., Burl. and Quincy	169¾	167¾	169	170¾	170¾	
7s	....	....	....	....	....	
Cin., Sand. and Clev	17¾	17¾	18	17	15¾	
Concord ($50)	....	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	33¾	33¾	34	33	....	
New 4½ Bonds	99¼	99¾	99¾	99¾	....	
Fitchburg	....	....	144	145	....	
Kan. C., Top. & West	....	....	....	....	110¾	
Michigan Central	....	....	....	....	....	
N. Y. & New England	....	43¾	45	45	45	
7s	114	114	114	....	....	
Northern, N. H	....	....	110¾	....	....	
Norwich & Worcester	....	....	....	....	....	
Ogden. & Lake Champ	24	....	23¾	23¾	23	
Preferred	....	....	75	....	....	
Old Colony	124¾	125¾	124¾	126¾	128	
Ph., Wil. & Balt. ($50)	....	73¾	73¾	73¾	....	
Portl'd, Saco & Ports	....	....	....	....	....	
Pueblo & Ark. Val	....	....	....	....	....	
7s	117	....	....	117¾	....	
Pullman Palace Car	125¾	124¾	....	....	....	
Union Pacific	102	101¾	101¾	99¾	97¾	
4s	....	....	....	112¾	....	
Land Grant 7s	....	....	....	....	....	
Sinking Fund 8s	117¾	....	118	....	118¾	
Vermont and Canada	....	20	....	....	....	
Vermont and Mass	125	....	....	125	....	
Worcester and Nashua	....	....	59	59	59	
Cambridge (Horse)	....	....	....	....	....	
Metropolitan (")	69¼	69¾	....	70	70	
Middlesex (")	....	....	....	....	....	
Cal. & Hecla Mining Co	239	239	239	238	238	
Quincy	35	35	35	34¾	35	

New York Stock Exchange.

Closing Prices for the week ending Dec. 1.

	Th.25.	F.26.	Sat.27	M.29.	Tu.30	W.1.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	....	....	112	111¾	110¾x	
U. S. 4s, 1907, coup	112	....	111¾	111¾	110¾x	
U. S. 4½s, 1891, reg	111¾	....	....	....	....	
U. S. 4½s, 1891, coup	112	....	....	112¾	....	
U. S. 5s, 1881, reg	....	....	....	110¾	....	
U. S. 5s, 1881, coup	....	....	....	101¾	....	
U. S. 6s, 1881, reg	....	....	104¾	....	....	
U. S. 6s, 1881, coup	....	....	104¾	....	....	
U. S. 6s, 1880, reg	....	....	....	....	....	
U. S. 6s, 1880, coup	....	....		....	....	
Dt. of Col. 3-65s, reg	....	....	....	....	....	
Dt. of Col. 3-65s, coup	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— Nov. 5.	Nov. 12
Atlantic & Gt. W. 1st mort. Certs.	— — —	— — —
Do. 2d mort., Certs	— — —	— — —
Do. 3d mort. Certs	— — —	— — —
Baltimore and Ohio (sterling)	115 —117	116 —117
Central of New Jersey $100 shares	77 — 80	76 — 80
Do. Cons. Mort. Oct. '79 coupon	113 — 113	113¼—114
Do. Adjustment bonds	111 —113	111 —113
Do. Income bonds	88 — 92	88 — 92
Det., Gd. Haven & Mil. Equip. bds.	112 —114	112 —114
Do. Con. M. 5 p.c. till '84 after 6 p.c	107 —109	107 —109
Erie shares $100 Recon. Ass. $6 pd.	44¾— 45¼	44¼— 45
Do Pref. Shares, R. T. Ass. $3 pd	76 — 78	76 — 77
Do. 1st Con. M. ex-Certs. 6 Cou.	120 —122	128 —120
Illinois Central $100 shares	117 —120	125 —127
Lehigh Valley Consol. mortgage	116 —119	115 —120
N. Y. Cent. & Hud. Riv. Mt. bonds	135 —137	136 —138
Do. $100 shares	140 —142	141 —143
Do. Mort. bonds (ass.)	120 —122	121 —123
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	125 —127	125 —127
Do. do. 2d do.	99 —101	99 —101
Do. 2d Consol. Mort. bonds	94 — 96	95 — 97
Do. Gold Income Bonds	85 — 90	85 — 90
Pennsylvania, $50 shares	64¾— 65¾	64¼— 65
Do. Con. Sink. Fund Mort	118 —122	118 —122
Philadelphia & Reading $50 shares	23¾— 24¾	24 — 25
General Consol. Mortgage	113 —115	113 —115
Do. Improvement Mortgage	98 —100	99 —101
Do. Gen. Mort. '74, ex-defcrd. coup.	86 — 87	86 — 88
Do. Scrip for 6 def. coupons	80 — 90	85 — 95
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	113 —115	114 —116
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	115 —117	116 —118¼

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, December 2, 1880.

The money market continues stringent, and while 6 per cent is the rate at bank, borrowers on stock collateral are paying at the Stock Exchange commissions ranging from 1-33 to ¼ of 1 per cent per day to get money at the bank rate. Long time loans—maturing after January 15, by which time the money market should be easy—are to be had at 6 to 4 per cent; but loans up to that time cost a heavy commission. Mercantile paper is 6@7 per cent and the market for it is dull. In the last hour stock brokers paid ¼@¾ of 1 per cent per day as a commission to get money at 6 per cent.

The posted rates for prime bankers' sterling are 4.80 and 4.82, the rates having been advanced half a cent. The actual rates are 4.79@⅛ and 4.81@⅛. Cable transfers are 4.81⅛@4.82; and prime commercial bills are 4.77¼@¾.

The Treasury to-day succeeded in getting only $118,000 6s of 1880 at 102⅞.

The November debt statement shows a decrease in the public debt for the month of $3,609,261, and for the five months ending November 30, of over $37,250,000. This is an exceedingly favorable exhibit compared with the corresponding period of last year, when the reduction was $800,000, and for the five months a little over $11,000,000. The decrease in the interest bearing debt for the month just closed is nearly $4,200,000, the reduction having been confined to 6 per cent

bonds. The available balance in the Treasury after deducting all current liabilities is nearly $151,000,000, which is about equal to the same balance on Oct. 31.

The earnings of the New York and New England Railroad for the three weeks ending Nov. 23, were $157,174 50, an increase of $23,396 64 over the earnings of the corresponding three weeks of 1879.

The closing quotations on Thursday were: Adams Express, 117½@118; American Express, 64½@65½; American District Telegraph, 76¾@77; Atlantic and Pacific Telegraph, 37@38; Canada Southern, 70@70¼; Central of New Jersey 77¾@78; Central Pacific 83⅛@83½; Chicago and Northwestern, 122@122¼; do. pref., 142@143; Chicago, Burlington and Quincy, 169@170; Chicago and Alton, 137½@139; Chicago, Milwaukee and St. Paul, 107¼@107⅜; do. pref., —@120½; Chicago, Rock Island and Pacific, 122@123; Chicago, St. Louis and New Orleans, 37⅛@38½; Columbus, Chicago and Indiana Central, 18½@18¾; Delaware and Hudson Canal, 87@87½; Delaware, Lackawanna and Western, 101½@101⅞; Hannibal and St. Joseph 41¾@42; do. pref., 92@92¼; Illinois Central, 119⅜@119½; Lake Erie and Western, 34¼@34½; Lake Shore and Michigan Southern, 120¾@120⅞; Morris and Essex, 117½@118; Manhattan Elevated, 32@—; Michigan Central, 113¼@113¼; Metropolitan Elevated, 109@110½; New York Elevated, 117½@118½; New York Central and Hudson River, 142@142⅛; New York, Lake Erie and Western, 45½@45⅝; do. pref., 78¼@78¾; New York, Ontario and Western, 31½@31⅝; Ohio and Miss., 25½@25¾; Pacific Mail, 46¾@47; St. Louis and San Francisco, 39¼@40; do. pref., 51@53; do. 1st pref., 83½@85; St. Louis, Iron Mountain and Southern, 48¼@48¾; St. Louis, Alton and Terre Haute, 32@33; do. pref., —@109; Union Pacific, 98⅛@98¼; United States Express, 51@52; Wells Fargo Express, 111@114: Western Union Telegraph, 90½@90⅝; Wabash, St. Louis and Pacific, 41¼@41½; do. pref., 76½@76¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. 7s, ass., 121; Albany and Susq. 1st consol. 116; Boston and New York Air Line, 46½; Buffalo and Erie 7s, new, 123; Boston, Hartford and Erie 1st, 45¾; Chicago, St. Louis and New Orleans, 38; do. 2d inc., 85; Chesapeake and Ohio 1st pref., 29½; do. 2d pref., 23; do. cur. int., 42¼; do. 1st, Series B, 72¾; Chicago, St. Paul, Minn. and Omaha, 43⅜; do. pref., 83; do. consol., 106; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass., sup., 102½; do. inc., 55; Central Iowa 1st, 111; do. deben. certif., 88; Chicago, Milwaukee and St. Paul, Chicago and Pacific div., 108; do. Southern Minn. div., 108; Chicago and Eastern Ills. inc., 91; Cedar Falls and Minnesota 1st, 113; Chicago, St. Paul and Minn. L. G. inc., 117; Denver and Rio Grande, 74; do. 1st, 110; do. consol. 106¼; Dubuque and Sioux City, 75; Delaware and Hudson 1st, Penn. div., 119; Denver, South Park and Pacific 1st, 105⅜; Frankfort and Kokomo 1st, 96; Hudson River 2d, S. F., 118; International and Gt. Northern 1st, 105; do. 2d inc., 87; Ind. Bloom. and Western, 41¾; do. 2d, 67½; do. inc., 69; Indianapolis, Decatur and Springfield 1st, 104¾; do. 2d, 64½; Keokuk and Des Moines, 12¾; do. 1st, 99; Kansas Pacific, 1st consol., 100; do. 6s, Denver Div. ass., with coupon certif., 112¾; Louisville and Nashville 2d, 105; do. Gen'l mort., 6s, 105½; Lake Erie and Western, 35¼; do. 1st, 106½; do. inc., 67½; Louisville, New Albany and Chicago, 30; Lehigh and Wilkesbarre consol. ass., 104½; do. income, 80; Marietta and Cincinnati 1st pref., 9; Mobile and Ohio, 21; do. 1st deben., 88; do. 2d deben., 55; do. 1st mort., 110; Missouri, Kansas and Texas, 38⅜; do. consol. ass., 109¾; do. 2d, 69¾; Minneapolis and St. Louis 1st, Iowa Ext., 106; Nashville, Chattanooga and St. Louis, 75½; do. 1st 6s, 118; New York, Ontario and Western, 31¼; do. pref., 82½; Nashville and Decatur 1st, 115; New York, Lake Erie and Western Inc., 83; Ohio Central, 21¾; do. 1st, 102; do. inc., 56; do. Terminal Trust 6s, 100½; Oregon Railway and Nav., 125; Ohio and Mississippi 1st, Springfield div., 113½; Pittsburg, Titusville and Buffalo, 34; Peoria, Decatur and Evansville, 24½; Quincy and Toledo 1st, 108; Rome, Watertown and Ogdensburg, 30; do. 1st consol., 77¼; St. Louis and San Francisco 2d, Class C, 82⅛; do. Equip., 104⅝; South Pacific 1st, 104¼; St. Paul, Minn. and Man., 77¼; do. 2d, 101; Southern Pacific of California, 1st, 101⅝; St. Paul and Sioux City 1st, 107; St. Louis, Kansas City and Northern, Clarinda Branch, 95; do. St. Charles Bridge 1st, 105; St. Louis and Iron Mt., Arkansas Branch 1st, 110; do. Cairo, Ark. and Texas, 109; do. Cairo and Fulton, 112; do. 1st pref. inc., 91; do. 2d pref. inc., 74½; Texas and Pacific, 35½; do. inc. L. G., 74¼; do. consol., 102; do. 1st Rio Grande div., 95; Texas and St. Louis 1st, 96⅜; Toledo, Peoria and Warsaw 1st, W. D., pur. com. rec., 142½; Toledo and Wabash 2d fund. int. 96¾; do. Wabash and Western 2d, do., 96¾; do. Gt. Western 2d, do., 96¾; do. consol. conv. do., 97; Wabash 6s, Gen'l mort., 97¾; Alabama, Class B, 99⅞; Arkansas 7s, R. R., 8; Louisiana 7s, consol., 52; Missouri 6s, 1887, 110½; North Carolina Fund Act, 1866, 11; do. S. T. 2d class, 4½; do. consol. 4s, 81¾; South Carolina 6s, non-fund, 6; Quebec 6s, 101¼; Tennessee 6s, new, 44; do. old, 48¼; Virginia 6s, def., 12½; do. 6s, consol., ex mat. coup., 73; do. 6s, old, 28; American Union Tel., 59½; Am. Dist. Tel., 75; Sutro Tunnel, 1; Consol. Coal, 35; Colorado Coal and Iron, 26; do. 1st, 82⅞; Elk Lick, 41; Maryland Coal, 20; Montauk G. & C., 32⅛; New Central Coal, 29; New York and Straitsville, 64; Central Mining Co., 8; Excelsior, 7; Homestake, 28; Little Pittsburg, 2; La Plata, 7½; Standard, 23¼; Starmont, 8¾; Silver Cliff, 2¼.

Philadelphia.—Am. S. S. Co., 30¼; do. 6s, 107¾; Catawissa pref., 48⅝; Central Transp. 49½; Erie and Western Transp. 6s, 102¾; Elmira and Williamsport 6s, 112; Huntingdon and Broad Top Mt. consol. 7s, 68½; Little Schuylkill 7s, 107; Nesquehoning Valley, 55½; Perkiomen 6s, 96; Pittsburg Av. 7s, A. & O., 108; Philadelphia and Reading Gen'l mort. 6s, 87½; do. scrip, 62; Philadelphia, Germantown and Norristown R. R., 104; Pennsylvania Canal 6s, 92¼; Pennsylvania div. scrip, 123¾; Philadelphia, Wilmington and Baltimore 6s, 1887, 109; do. conv. 6s, 1884, 144; Railway Car Trust 6s, Series D, 101¾; St. Paul and Duluth, 30; do. pref., 60; Texas Pacific consol. mort, 6s, 102½; Union and Titusville 7s, 90; West Chester and Philadelphia 7s, 118¼; Warren and Franklin 7s, 107. The latest quotations are: City 6s, 110@111; do. free of tax, 130@131; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 107½@108; do. 5s, new loan, 116@116½; do. 4s, new, 109@111; Philadelphia and Reading, 24¾@—; do. consol. mort. 7s, coup. 125@—; do. reg., 122@123½; do. mort. 6s, 117@—; do. 7s, 1893, 119@122; United New Jersey R. R. and Canal, 182@182¾; Pittsburg, Titusville and Buffalo R. R., 16⅜@19½; do. 7s, 80⅞@82; Camden and Amboy mort. 6s, 1889, 113@114; Pennsylvania R. R., 61¾@61⅞; do. 1st mort., 102½@102¾; do. gen'l mort., coupon, 123@123½; do. reg., 122⅜@122⅝; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 50½@50½; Morris Canal, 60@61; do. pref., 162@163½; Schuylkill Nav., —@5; do. pref., 11@11½; do. 6s, 1882, 78@79¼; do. 1872, 104¾@105¼; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@112; do. 5s, 85@—; Lehigh Coal and Navigation, 35⅜@35½; do. 6s, 1884, 109@—; do. R. R. loan, 110@—; do. Gold Loan, 109½@110¼; do. consol. 7s, 112@—; Northern Pacific, 32½@32⅞; do. pref., 62¾@63; North Pennsylvania, 53@54¼; do. 6s, 108½@109½; do. 7s, 118@120; do. Gen'l mort. 7s, reg., 120@—; Philadelphia and Erie, 19¼@19½; do. 6s, 101¼@102¾; do. 7s, 118@119; Minehill, 56⅜@57½; Catawissa, 13½@14; do. pref., 49@49¼; do. new pref., 48½@49⅝; do. 7s, 1900, 116½@—; Lehigh Valley 56¾@57; do. 6s, coupon, 122@123; do. reg., 118@—; do. 2d mort. 7s, 130@131; do. consol. mort., 115¼@119; Fifth and Sixth streets (horse), 121@—; Second and Third, 112@120; Thirteenth and Fifteenth, 65@70; Spruce and Pine, 54@57; Green and Coates, 75@103; Chestnut and Walnut, 82@—; Hestonville, 19@20; Germantown, 69¾@70; Union, 108@115; Lombard and South, 12½@18; West Philadelphia, —@76; People's, 18⅛@18⅜; Continental, 100@101.

Baltimore.—Atlantic Coal, 1.20; Atlanta and Charlotte 1st, 99¾; Baltimore and Ohio 1st pref., 118; do. scrip, 180; Baltimore City 5s, 1894, 114; do. 5s, 1916, 116½; do. 5s, 1885, 103⅝; do. 6s, 1900, 120; do. 6s, 1886, 111¾; Canton 6s gold, 114; Central Ohio pref., 53; George's Creek Coal, 98; Northern Central 5s, 94⅝; North Carolina 4s, 82; Richmond and Danville R. R., 91; do. bonds 1885, 103; do. 1890, 115; South Side (Va.) 3d mort., 98½; do. 2d mort., 100; Virginia Peelers, 29⅝; do. 10-40 coupons, 97; Wilmington, Columbia and Augusta, R. R., 65; do. 6s, 107½. The latest quotations are: Canton Co. 6s, gold, 114@115; Baltimore and Ohio, 186@189; do. 6s, 1885, 109@—; Northern Central, 42¾@43¾; do. 6s, 1900, 115@116; do. 6s, 1904, gold, 111@—; do. 5s, 1926, 94½@95½; Marietta and Cincinnati 1st mort. Sterling, —@115; do. 1st mort., 1892, 117@118; do. 2d mort. 7s, 85½@85¾; do. 3d mort. 8s, 45¾@46; Pittsburg and Connellsville 7s, 120@—; Orange and Alexandria 2d, —@121½; Orange, Alex. and Manassas 7s, 95⅛@96; Virginia consol. 6s, 73¼@

73½ ; Virginia Consols coupons, —@92 ; Virginia 10-40 bonds, 47½@47⅝ ; Virginia 10-40 coupons, 97½@98¼ ; City 6s, 1886, 111@112½ ; do. 6s, 1890, 116½@— ; do. 6s, exempt —@121 ; do. 6s, 1900, 121@— ; do. 5s, 1894, —@114½ ; do. 5s, 1916, 116½@— ; do. 5s, 1900, —@115 ; Wilmington, Columbia and Augusta 6s, 107½@108½ ; Richmond and Danville R. R., 88@90 ; Western Maryland 6s, unindorsed, 112@112½ ; do. 2d pref., 107½@112 ; Virginia and Tennessee 6s, 104¼@ ; Chesapeake and Ohio Canal 6s, —@87½ ; Charlotte, Columbia and Augusta, —@19 ; do. 1st, 98¾@100 ; City Pass. R. R., 37½@37¾.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 99¾ ; Agricultural Branch 6s, 100½ ; Boston, Clinton and Fitchburg, 19½ ; Boston Land, 6⅞ ; Boston Water Power, 9¾ ; Brookline Land, 4¼ ; Boston and Maine 7s, 125 ; Boston, Revere Beach and Lynn, 106⅛ ; Boston, Clinton, Fitchburg and New Bedford 5s, int. guar., 102¼ ; Cheshire R. R., 59½ ; Chicago, Milwaukee and St. Paul, 6s, Wisconsin Valley div., 100⅛ ; do. 6s, Dubuque div., 103½ ; Cincinnati, Sandusky and Cleveland 7s, 101 ; Chicago and West Michigan, 73½ ; Connecticut and Passumpsic Rivers R. R., 82½ ; do. 7s, 1896, 115¾ ; Cedar Rapids and Missouri River R. R., 139 ; Chicago, Iowa and Nebraska, 142 ; Central Iowa pref., 76 ; Cincinnati, Hamilton and Dayton 6s, 1905, 106⅜ ; Flint and Pere Marquette, 24 ; do. pref., 77 ; Jackson, Lansing and Saginaw 8s, 1885, white, 111¼ ; Kansas City, St. Joseph and Council Bluffs, 7s, 115½ ; Kansas City, Fort Scott and Gulf, 63½ ; do. 7s, 110½ ; Kansas City, Lawrence and Southern, 90 ; Lynn and Boston 6s, 1900, 106 ; Little Rock and Ft. Smith, 62¼ ; do. 7s, 110½ ; Louisiana and Missouri River, 10 ; Marquette, Houghton and Ontonagon, 21 ; do. pref., 56 ; do. 6s, 98¼ ; Middlesex 6s, 1897, 108 ; New Mexico and Southern Pacific 7s, 116½ ; New York and New England 6s, 104 ; Ogdensburg and Lake Champlain income, 37½ ; do. 8s, S. F., 100½ ; Ottawa, Oswego and Fox River Valley 8s, 1900, 125¼ ; Old Colony 6s, 1897, 113¾ ; Pleasant Hill and De Soto 6s, 111 ; Portland, Saco and Portsmouth, 108 ; Philadelphia, Wilmington and Baltimore 5s, 105 ; Rutland, 6 ; do. pref., 29⅝ ; do. 6s, 99¾ ; do. 5s, 75 ; Republican Valley 6s, E. D., 104 ; do. def., 77 ; Summit Branch, 21 ; Sandusky City and Indiana 7s, 103 ; Terre Haute and Southeastern 7s, 104¾ ; Toledo, Delphos and Burlington 6s, 1910, Dayton div., 92 ; Union Pacific Collateral Trust 6s, 1908, 105 ; Vermont Central and Vermont and Vermont and Canada 8s, 60 ; Vermont Central 7s, 18 ; Wisconsin Valley 7s, 1909, 110⅝ ; Aztec Mining Co., 1¼ ; Allouez, 2¾ ; Beaver Run Coal, 6⅝ ; Brunswick Antimony, 14¼ ; Blue Hill, 3¾ ; Central, 42 ; Catalpa, 1⅞ ; Douglass, 2¼ ; Duncan, 4⅛ ; Empire, 30c. ; Franklin, 14¼ ; Huron, 5¼ ; Harshaw, 8⅞ ; Mesnard, 1⅛ ; National, 2 ; Osceola, 37¼ ; Pewabic, 22 ; Phœnix, 3 ; Ridge, 5⅞ ; Silver Islet, 37¼ ; Star, 1¾ ; Sullivan, 6.

It is officially announced that the Texas and St. Louis narrow gauge railway is to be extended to the Mexican frontier, there to make connection with the Mexican narrow-gauge system. It is nearly completed from Texarkana, the northern terminus of the St. Louis, Iron Mountain and Southern Railroad to Corsicana, on the Trinidad River and will reach Waco during this season—a total distance of 250 miles.

Finances of the District of Columbia.

The annual report of the Commissioners of the District of Columbia, submitted to the President on the 27th ult., shows the total receipts at the Treasury from all sources in the District for the year ended June 30, 1880—including general and special appropriations by Congress amounting to $1,692,990 71—to have been $3,826,791 35, and the total expenses $3,523,867 90. The receipts of 1879 were $3,467,665 52, and the expenditures $3,210,047 05. The year 1879 was begun with $61,142 84 in the treasury, and closed with $257,618 14. The year 1880 was begun with the last named sum, and closed with $302,923 48 in the treasury. The bonded debt of the District of Columbia is being gradually reduced, and the Commissioners recommend the policy of consolidating it as speedily as possible into 3.65 bonds, in which form the larger portion of it now exists. These bonds being now at par they think there would be no serious obstacle to the early accomplishment of such conversion. The Commissioners refer to the recommendation contained in their last report relative to the improvement of the river front and the proper method of reclaiming the marshes which injuriously affect the health and retard the progress of the city. The area of the marshes to be reclaimed is 629.8 acres, and they estimate the cost at 20 cents per cubic yard, or $3,872 per acre. The Commissioners also refer to the condition of the general water supply of the city, which they say is such as to require the immediate action of Congress.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for October, 1880, as compared with the same month in 1879, shows

An increase in gross earnings of	$364,570
An increase in expenses of	362,106
An increase in net earnings of	$2,464

The ten months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of	$6,102,975
An increase in expenses of	3,367,314
An increase in net earnings of	$2,735,661

All lines west of Pittsburg and Erie for the ten months of 1880 show a surplus over liabilities of $2,605,837, being a gain over the same period in 1879 of $1,803,819.

The gross earnings of the Philadelphia and Erie Railroad for the month of October, 1880, were $367,082 05, the gross expenses $217,192,79 and the net earnings $149,889.26. For the ten months ending October 31, 1880, the net earnings were $1,120,117.44, against $734,632.40 for the corresponding period of the previous year, an increase of $385,485.04.

The Auditor of Pacific Railroad accounts has been officially informed that the Southern Pacific Railroad Company has completed and equipped their road to the Rio Membres, which is 220 miles east of Tucson, and 1,200 miles east of San Francisco. The New Mexico branch, which is being constructed south in New Mexico, to intersect the Southern Pacific, has now only about 20 miles of road to construct in order to effect a junction. The Texas Pacific, which will meet the Southern Pacific at El Paso, is completed 140 miles west of Fort Worth. It is expected that the entire line will be open to San Francisco early next year.

Northern Central Railway.

The Northern Central Railway Company furnishes the following comparative statement of its gross earnings, operating expenses and net earnings for the month of October, 1879 and 1880 :

	1880.	1879.
Gross earnings	$512,917 59	$413,584 65
Operating expenses	263,241 27	250,368 95
Net earnings	$249,676 32	$163,195 70

—showing an increase for the month in gross earnings of $99,382 94, in operating expenses of $12,872 32, and in net earnings of $86,510 62.

For the ten months ended October 31, 1879 and 1880, the earnings, expenses, etc., were :

	1880.	1879.
Gross earnings	$4,098,023 13	$3,316,033 36
Operating expenses	2,682,413 30	2,410,858 64
Net earnings	$1,414,609 83	$905,174 72

—showing an increase for the ten months in gross earnings of $780,989 77 in operating expenses of $271,554 66, and in net earnings of $509,435 11.

Railroads in the Indian Territory.

A letter was recently addressed to the Secretary of the Interior at Washington, by the representatives of a new railroad project, in which he was requested to state whether the simple assent of the Choctaw Nation, approved by him, would be sufficient for the grant of a right of way through that tribe's section of the Indian Territory, and also "Whether Congress can grant a right of way, irrespective of any section on the part of this tribe, or is the assent of its council a condition precedent?" The Secretary writes in reply that this whole subject was considered by one of his predecessors, and his conclusions embodied in a letter which was approved by the President, May 23, 1870; that the principles enunciated in that paper have governed the Interior Department ever since, and that no legislation has since been enacted by Congress to render any change therein necessary. The Secretary says in conclusion: "You will perceive from this paper that both legislation by Congress and treaty stipulations are conditions precedent to any action by the Interior Department concerning the construction of railroads through the Indian Territory."

The Fort Pierre and Deadwood extension of the Chicago and Northwestern Railway, which has been completed to Fort Pierre on the east bank of the Missouri River, 780 miles north of Chicago and about 170 miles east of Deadwood, was opened for business on the 15th ult. Passengers and freight trains now run daily through to Fort Pierre. A daily line of Concord coaches is also run between Fort Pierre and Deadwood.

From London, November 19th, we learn that Mr. Gladstone refuses positively to support the scheme for the new Euphrates Valley Railway Line, so much favored by "the Jingoes" as an important link between England and her Indian Empire. It was especially urged upon the attention of the public by the Marquis of Salisbury.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July 79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'79 3½
Avon,Geneseo & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,569,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Nov.'80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... ...	Oct. '80 2½
Agricultural Br. guar....100	60,000	J. & D	June '76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	July 80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence.100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3,8
" " pref. 50	838,311	quarterly	Apl.'80 3,8
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June '80 3
Catawissa*.....50	1,159,500	October	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref.100	789,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J. & D.	June 80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 79 2½
Central Ohio*.....50	2,425,000	J. & J.	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref..100	2,425,400	M. & S.	Sept '80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub.&Minn.....100	6,156,000	A. & O.	Apl. '79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	June'80 3
" " pref.100	21,625,353	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.100	20,000,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Sept.'80 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A	Aug.'80 2
Connecticut River 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref..50	241,900	A. & O.	Oct. '80 4
" 2d pref...50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk..5.	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*.....50	1,209,200	J. & J.	July 80 3
East Mahanoy*.....50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga....100	1,988,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	800,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Dec. '80 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	20,000,000	M. & S	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,640,000	quarterly	Nov. 80 1½
Ja. & Gr. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	June'78 1
" pref.100	500,000	J. & D.	June'78 3
Lake Shore & Mich. So..100	49,466,500	F. & A	Aug.'80 4
" " (guar.)100	533,500	F. & A.	Aug. 80 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehi n Valley 50	27,332,550	quarterly	Oct. '80 1
" " pref. 50	106,300	quarterly	Oct. '80 2½
Little Miami*.....50	5,871,450	quarterly	Sept. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July 80 3½
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '69 3
Louisville & Nashville..100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law...100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738 204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific.....100	42,418,000	quarterly	Oct. 80 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000 000	J. & J	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800,000	M. & N	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O	Oct. '80 1
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 2½
N.Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	8,500,000	J. & J.	July 80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	... .	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" pref..100	8,146.700	.....	... ...
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3.068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Northwestern & Worcester* 50	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony 100	7,133,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4.455 000	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '79 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Oct. '80 1½
" Special Imp..100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Ports., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov. '80 8
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	July '79 2
Roch. & Genesee Val.*.110	556,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley* 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,200	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July 79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Oct. '80 1½
United Cos. of N. J*....100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J	July '80 3
Westchest. & Phil. pref..100	821.300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	4,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000.000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv..100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Islan I & Brookl.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock,E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000 000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,064	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg.& Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	600,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct. '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	8 000.000	J. & D.	June'80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,668,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mohigona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1.000.000	quarterly	Oct. 80 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car.....100	5,990.200	F.M.A.N	Nov.'80 2
Quicksilver, common ...100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge..... 100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Oct. '80 1½

Italian Industrial Exposition.

The report of the United States Consul at Milan, Italy, to the Department of State at Washington says that the Italian Industrial Exposition will be opened at Milan May 1, 1881, and will be continued until the 1st of August. Its pecuniary success, he writes, is assured by the appropriations made by the Italian government and the city of Milan and the liberal subscriptions of individuals. Although the exposition is to be limited to a display of Italian products exclusively, the Consul suggests that to the representatives of American industries "it will afford a favorable opportunity to observe in what branches they may successfully compete with Italians, and in what others they may profit by Italian excellence." He is of opinion that such an investigation would be especially useful in the departments devoted to agricultural and mining machinery and tools, cotton fabrics, leather and paper; for all of which he predicts an increasing demand for the American make when our manufacturers have learned the kind and the qualities required.

Railroads in West Africa.

The West Africa Light Railways Company of London propose building four railroads in the Yomba country, viz: from Salt Pond to Mackessim, twenty miles; Accra to the river Volta, fifty miles; Chamah or Dix Cove to the Wassaw gold mines, fifty miles, and from Galin, opposite Lagos, to Abbeokuta, reputed to have a population of 125,000, forty miles.

It is humiliating perhaps to Americans that an English company has received a charter from Liberia for a railroad extending two hundred miles back from Monrovia, and designed ultimately to connect that port with the head waters of the Niger. This is a shorter and more feasible route to that contemplated by the French, by way of the Senegal, and is attracting considerable interest in Europe.

Six different railroads, short ones of course, are partially completed in South Africa. A railroad from Zanzibar to the Victoria Nyanza lake is popularly advocated in England. The Portuguese propose communication with Lake Nyassa and the east coast by steamers on the easily navigable part of the Zambest and its tributaries, and obviating the difficulties of the impeded points by railways.

Express Business distinct from Railroad Business.

Judge Key, of the United States Circuit Court, Nashville, Tenn., in his recent decision in favor of the Southern Express Company, and against the Louisville and Nashville Railroad Company, said:

The conduct of an express business, as such business, is no part of the duty of a railroad. Until within a recent period there has been in this country no effort on the part of railroads to carry it on. They have been content not only to permit this business to be done over their lines by others, but have fostered it by opportunities given until it has grown into a distinct, separate, organized branch of general business, different in its method and characteristics from the natural and legitimate transactions of a railroad. Expressage has grown into a public necessity. The idea cannot now be entertained that a railroad directly or by indirection, can trammel or drive express companies from their lines by fettering them with unjust regulations or unfair discriminations, nor can a railroad assume to itself the exclusive right or privilege of carrying on an express business over its own lines, or any portion of them. I do not undertake to say that railroads may not undertake to act as expressmen, but if it should undertake to do so it must do so as expressmen and not as a railroad. It is no part of its duty or privilege as a railroad. If, then, in the conduct of its business as expressmen, its duty, relations and operations be different and distinct from those appertaining to it as a railroad, it must treat its express just as though it had a separate individuality from that of the railroad. It must give to it no opportunities, advantages or privileges which it does not allow to other express companies, carrying on a like business.

Boston and Maine Railroad.

The income from operations of this road for the fiscal years ending September 30, 1879 and 1880, were as follows:

	1879	1880.
From passengers ...	$1,257,067 57	$1,416,167 42
" freight	805,460 11	930,014 93
" mails	23,209 43	23,990 90
" expresses.....	64,119 99	68,097 88
" rents, etc.....	66,408 35	67,481 10
" interest	22,555 69	26,900 31
	$2,238,821 14	$2,532,652 54
Expenditures:		
Repairs of road	$131,084 11	$139,905 58
" bridges....	13,149 22	18,348 64
" fences, etc..	7,523 96	12,106 37
" buildings...	82,606 56	80,026 18
" locomotives	86,547 31	92,238 96
" passenger & baggage cars.....	47,601 97	52,591 08
" mdze. cars,	33,993 45	95,076 98
Fuel and water for locomotives..	173,566 07	201,975 71
Oil	13,598 58	9,796 40
Waste.....	2,488 18	4,356 78
Renewal of ties.....	27,967 94	29,060 74
Renewal of rails.....	27,268 51	18,809 72
Insurance..	3,292 00	3,825 81
Taxes	96,131 14	98,652 31
Dover and Winnipiseogee Railroad rent..	29,000 00	29,000 00
West Amesbury Railroad rent.....	5,700 00	5,700 00
Lowell and Andover Railroad rent.....	52,500 00	52,500 00
Telegraph	5,225 13	6,498 58
Damages	13,894 67	20,840 96
Filling Prison Point Bay	17,410 82	27,026 50
All other expenses...	570 905 86	599,871 08
	$1,441,955 48	$1,598,218 42
Net earnings.....	$796,865 66	$934,434 12
From which deduct—		
Interest	$246,447 12	$245,908 88
Dividend May 15th,...	210,000 00	245,000 00
Dividend Nov. 15th....	210,000 00	280,000 00
Reserved for improvements at Haverhill .	100,000 00	150,000 00
	$766,447 12	$920,908 88
Leaving a balance of..	$30,418 54	$13,525 29

It will be seen that the gross receipts for the twelve months ending September 30, 1879, were $2,238,821 14, the expenses $1,441,955 48, and the net earnings $796 865 66, leaving after the payment of interest, a balance of $550,418 54; for the twelve months ending September 30, 1880, the gross receipts were $2,532,652 54, the expenses $1,598,218 42, and the net earnings $934,434 12, leaving after the payment of interest, a balance of $388,525 29—showing an increase in gross receipts during the past compared with the preceding year of $293,831 40, in expenses of $156,262 94, and in net earnings of $137,568 46. The net income, after the payment of interest, shows an increase of $138,106 75. The President, in his report, says:

It is a great satisfaction to your directors to be able to report a year of successful results. The many years of financial depression weighed heavily upon those on whom the responsibility of the management of your property devolved. They rejoice with you that this corporation has passed unharmed through the severe trials to which all railroad property was subjected during the late financial crisis. The indications of the turning of the tide and of a more prosperous future, as suggested in our last annual report, have, we are pleased to say, been fully realized. The operations of the road the past year have been without interruption. Its duty to all has been faithfully discharged, and thanks to a kind Providence, we have been visited by no serious calamity.

As all interests by years of depression suffered, so all interests feel the good effect of the present prosperity. We believe that all well managed and well located railroads have entered upon an era of prosperity which will for some years secure to their stockholders a fair return for their investment. Increased business requires increased expenses. The rolling stock, the side tracks, the freight yards and houses that were ample for the business of this railroad twenty years ago, would scarcely accommodate one half of our business to-day. As has been suggested in a former report, it is the settled policy of the managers of this road to foster and encourage its local business, and thus help to build up new branches of industrial pursuits along its line. From its local business its net revenue has been mainly derived, and to our local business we must look for the principal part of our net revenue in the future. The increase in this class of business on our road during the past twenty years in passenger traffic has been from $477,000 in the year 1860 (and this included the business from the Portland, Saco and Portsmouth Railroad and the Newburyport and Danvers Roads) to $1,225 000 in 1880. Whether the next twenty years will show a similar increase we know not; but judging from the past the increase must be large, as new enterprises are annually being added to those in existence along our line. That the projectors of this road made no mistake in its location, is constantly brought to our minds as we pass through the many thriving cities and villages which dot our road all the way between Boston and Portland.

The above figures show our gross income the last year to have been $293,831 40 greater than for the year previous, and $110,853 27 in excess of any other year in the history of the road.

Our net earnings for the past year are $138,136 75 more than the year previous, notwithstanding our expenses have so largely increased. This large increase in our expenses is accounted for by largely increased business, the miles run the past year being 125,484 more than during the previous year, and by charging to expenses many items that formerly went to construction, such as $57,753 02 for new freight cars, $10,589 47 for new passenger cars, $27 148 for new locomotives, and $27,026 50 for filling Prison Point Bay, aggregating $122,516 99. You have received from the net earnings of the year one dividend of three and one half per cent, and will receive on the 15th of November another of four per cent. In addition to these dividends, we have, of the net earnings, carried to the credit of improvement account the sum of $150,000, and the sum of $13,525 29 to profit and loss.

Your equipment has been improved during the year by the purchase of three first-class engines—two of which take the place and number of two worn out and broken up—and two first class passenger cars; and we have constructed at our shops and purchased one new combined passenger and baggage car, fifty long box freight cars, and one hundred and one coal dump cars. Our roadbed and superstructure were never in better condition than at the present time.

We have laid down during the year past 7 $\frac{4008}{5280}$ miles of steel, and 7 $\frac{2426}{5280}$ miles of new iron rails, not including that laid on our new double track. We have now 125 $\frac{2356}{5280}$ miles of steel track.

Our last annual report informed you that there had been appropriated from the earnings of that year the sum of $100,000 for the extension of our

double track east from Haverhill, and for other purposes; under that appropriation we have completed, and are now using, the new double track from Newton Junction to Little River, in Haverhill. We have also built about three miles of double track west from Portland to the point of the crossing of the Portland, Saco and Portsmouth Railroad in Scarborough. The whole length of double track constructed during the year is nine miles. The amount expended upon this new track to Sept. 30, 1880, was $75,239.68.

All the trestle-work under our track in Prison Point Bay, in Boston, has been removed, and the space filled with earth. Considerable filling of the trestle-work across the Scarborough marshes has been done, and much labor and material have been expended upon the pile bridges in that locality during the past year.

Our last report informed you that new locations of our main line of road in Massachusetts had been filed under an Act of said State passed in 1878. An additional Act, approved Feb. 16, 1880, compels us to file within the present calendar year a new location of both the Newburyport and the Danvers Railroads. Our engineer has spent much time and labor upon this work, and will complete it within the time specified.

The filling of Prison Point Bay, under the legislative Act of 1878, has been carried on during the year, and we hope may be fully completed by the close of another year. When completed, one large item which we have thus far charged to expenses will be saved.

The construction account during the last year has been diminished $3,861.58 by the sale of real estate no longer required for the use of the road.

Our floating debt has been reduced during the year, and stood at the close of business on the 30th of September, 1880, at $7,009.08, none of which sum is due and payable.

The passenger and freight business of the year, as compared with that of the year previous, stands as follows:

	1879.
Passengers carried	4,572,175
Passengers carried one mile	61,974,759
Tons of freight carried	685,598
Tons of freight carried one mile	82,334,295
	1880.
Passengers carried	4,829,028
Passengers carried one mile	68,596,870
Tons of freight carried	810,122
Tons of freight carried one mile	39,952,004

Showing a net gain of 256,853 passengers, and for one mile a net gain of 8,622,117; and in freight a gain of 124,524 tons, and for one mile a gain of 7,617,709 tons.

The extension of our double track east of Haverhill as far as Newton Junction gives us 41 miles of unbroken double track, except about 800 feet over the Merrimack River at Haverhill, where we have a single-track bridge. The bridge which we have used at this point since the construction of the road is now being demolished. It was constructed about forty years ago, and was considered a model bridge at the time of its construction. Large expenditures from time to time have been made upon it to make it safe for our increased traffic over it, and for the largely increased weight of our rolling stock. It being a wooden structure, it has been a source of constant anxiety to your directors lest it might be destroyed by fire. Such a casualty at any time would result in great delay to our business operations, and would be of great damage to our income. On account of its age, a few individuals had become alarmed for its safety.

These and other considerations induced your directors seriously to consider the subject of a new bridge—such a one as should cause neither anxiety to themselves nor alarm to the public. The result of these considerations was the making of a contract, in the month of August last, for the construction of a most substantial double-track iron bridge over the Merrimack River at Haverhill.

On examination of the masonry of the old bridge, it was found to be hardly sufficient for the proposed new double-track structure. To make perfect work, it was decided to remove the old and erect entirely new piers, located on new foundations. When this work is fully completed it will be a most perfect structure. Such a structure cannot be built except at great expense; we have therefore appropriated from our earnings of the past year the sum of $150,000, for the construction of this new bridge and for other purposes.

The equipment of the road September 30, 1879 and 1880, was as follows:

	1879.	1880.
Locomotives	79	80
Snow ploughs	11	11
Passenger and baggage cars	164	167
Merchandize and other cars	1,692	1,844

TREASURER'S BALANCE SHEET, Sept. 30,

	1879.	1880.
Construction	$9,512,615 54	$9,508,753 96
Equipment	1,242,230 00	1,242,230 00
Materials	143,945 81	205,935 86
Cash	217,304 93	311,842 62
Notes receivable	142,379 75	132,219 75
Boston and Maine R. R. stock at par.	27,000 00	
Land and improvements Dover and Winnipiseogee R. R.	26,502 73	26,603 23
Dover and Winnipiseogee R.R. stock.	263,144 48	263,144 48
Steamer Mt. Washington & wharves	69,260 24	69,260 24
Danvers R. R. bonds	125,000 00	125,000 00
Danvers Railroad account	27,480 00	27,480 00
Lowell and Andover R. R. betterments	31,127 06	58 624 42
Newbury Railroad stock and bonds.	302,001 95	302,001 95
	$12,129,942 49	$12,273,046 51
Capital stock (received from sale of 70,000 shares)	$3,921,274 52	$6,021,274 52
Seven per ct. bonds due 1893	1,500,000 00	1,500,000 00
Seven per ct. bonds due 1894	2 000,000 00	2,000,000 00
Notes payable	12,909 08	7,000 08
Lowell and Andover Railroad improvement account	6,921 99	5 605 58
Uncalled for bond interest	4,445 00	5,022 50
Uncalled for dividends	12,149 00	12,315 50
Ledger balances	44,146 49	59 823 92
Profit and loss	1,628,998 41	1,761,995 41
	$12,129,942 49	$12,273,046 51

President.—NATHANIEL G. WHITE.

Directors.—Nathaniel G. White, Lawrence; George C. Lord, Boston; Amos Paul, So. Newmarket, N. H.; Nathaniel J. Bradlee, Boston; William S. Stevens, Dover, N. H.; James R. Nichols, Haverhill; John Felt Osgood, Boston; Samuel E. Spring, Portland, Me.; Nathaniel W. Farwell, Lewiston, Me.

Treasurer.—AMOS BLANCHARD.

General Superintendent.—JAMES T. FUBBER.

Clerk.—CHAUNCEY P. JUDD.

Auditor.—WILLIAM P. PEIRCE.

—A proposition for a railroad from Springfield, Ohio, to the Indiana line via Troy and Granville has been submitted to the people of Troy, Ohio, by Col. W. B. McClung of Columbus.

—A new railroad is projected to run from Port Rowan to Amherstburg, forming an Eastern connection with the Hamilton and Northwestern Railway system, and a Western connection by crossing the Detroit River and connecting in Michigan with the Wabash system. The line is already surveyed as far west as the County of Essex, Ont.

—It is announced that the Hocking Valley Company contemplate the erection of a railroad bridge over the Ohio river at Pomeroy.

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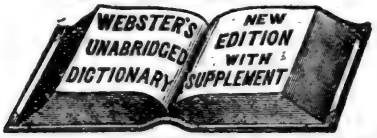
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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 20, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	192,596	6,940,734	7,947,288
Schuylkill Canal....	34,883	515,422	880,598
Lehigh Valley	129,478	4,453,120	4,286,819
Del., Lack. & Western.	87,149	2,123,352	3,400,549
Shamokin Valley	26 065	818,878	812,180
Central New Jersey..	105,910	3,371,852	3,643,032
United New R. R. of Jersey	28,983	1,015 085	831,122
Pennsylvania Coal ..	33,098	1,002,570	1,284 213
Delaware and Hudson	82,224	2,676,594	3,028,076
Huntingdon & Broad Top Mt.....	7,386	386,286	281,563
Penn. and New York.	32.116	1,105,405	1,168,818
Clearfield, Pa.....	43,061	1,505,422	1,436,112

The total tonnage of anthracite coal from all the regions for the week ending November 20, as reported by the several carrying companies, amounted to 632,798 tons, against 580,183 tons in the corresponding week last year, an increase of 52,615 tons. The total amount of anthracite mined for the year is 20,975,767 tons, against 23,538,008 tons for the same period last year, a decrease of 2,652-241 tons. The quantity of bituminous coal sent to market for the week amounted to 102 537 tons against 43,469 tons in corresponding week last year, an increase of 59,068 tons. The total amount of bituminous mined for the year is 3.880.441 tons against 3,022,920 tons for the corresponding period last year, an increase of 807,521 tons. The total tonnage all kinds of coal for the week is 735,335 tons, against 623,652 tons in corresponding week last year, an increase of 111,683 tons, and the total tonnage for the coal year is 24,806,208 tons against 26,560,928 tons to same date last year, a decrease of 754 720 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of November was 160,686 tons, of which 121,677 tons were coal and 38,959 tons coke. The total tonnage for the year thus far has been 6,248,819 tons of which 4.708,754 tons were coal and 1,540,065 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Nov. 20 were 46.-919 tons, and for the year 1,910,429 tons—an increase of 488,245 tons as compared with the corresponding period of last year. The coal was carried as follows : Baltimore and Ohio Railroad—week 21,797 tons, year, 1,116,939 tons ; increase over 1879, 279,071 tons. Chesapeake and Ohio Canal—week, 21 843 tons ; year 591,766 tons ; increase over 1879, 147,010 tons. Pennsylvania Railroad—week 3 280 tons ; year, 201,-724 tons ; increase over 1879, 62,165 tons. The Reading Railroad for the week ending November 27, carried 160,000 tons of coal, of which 12,000 tons were sent to Elizabethport and 10,300 tons shipped from there, and 47,000 tons sent to Port Richmond and 36,000 tons shipped from there.—Phil. Ledger, Nov. 29.

It is expected by the 1st of March next the distance between Savannah and Jacksonville will be reduced from 362 miles to 262 miles, and the time required from fifteen hours to six hours. This saving is to be accomplished by the new line from Jessup, Ga., to Jacksonville. The new road will be laid with fifty-six pound steel rails, with fish joints and well ballasted.

The St. Louis and San Francisco railway has completed the Arkansas division of its road to Seligman, thirty-five miles south of Pierce City, and it is now open to that point for business.

The New York Canals will be closed on the 2d of December.

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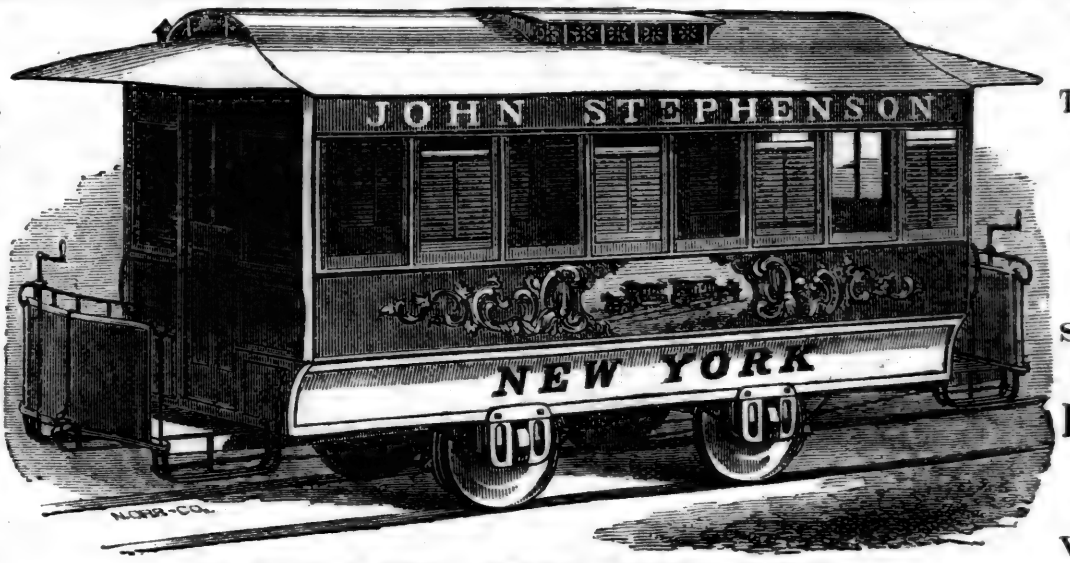
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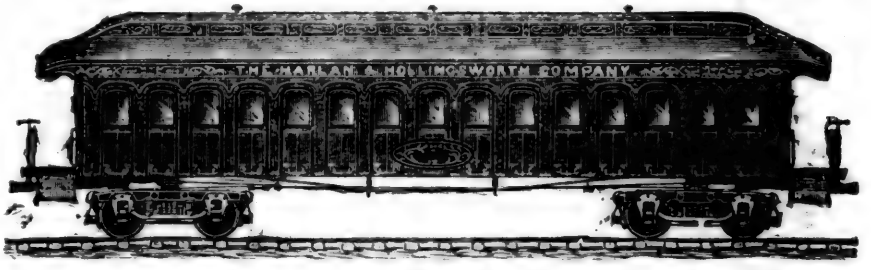
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVI., No. 50.] NEW YORK, DECEMBER 11, 1880. [WHOLE No. 2,329, VOL. LIII.

OUR BOSTON LETTER.

(From our regular correspondent.)

BOSTON, Dec. 7, 1880.

We have suffered from a considerable scarcity of money for the last few days, although many borrowers have promptly met any advance of rates above 6 per cent by payment of loans, and there is more or less private capital here that is still seeking temporary investment. We apprehend that the stringency has largely resulted from the shipment of available Boston funds to New York. When there has been any decline in stock it has resulted from general dullness rather than any pressure to sell caused by difficulty in getting money. The closing prices of the principal stocks, as compared with a week ago, show the following changes:

Advanced.

Atchison, Topeka and Santa Fe	141½	to	142½
Chic. Burl. and Quincy	170	to	174½
Conn. and Passumpsic	81	to	85
Fort Scott and Gulf	64½	to	70
Marquette, Houghton and O. Com.	21	to	33
Marquette, Houghton and O. Pref.	55	to	70
Old Colony	127	to	128
Flint and Pere Marquette Pref.	77	to	78½
Eastern	33¼	to	33¾

Declined.

Cin., San. and Cleveland	17	to	16½
Little Rock and Ft. Smith	63½	to	62¾
Flint and Pere Marquette	25	to	24
Rutland, Pref.	30¾	to	28½
Summit Branch	21½	to	20
Wisconsin Central, Com	14	to	13½
Pullman Palace Car Co.	125	to	122

Another installment of 10 per cent has been called on Massachusetts Central and also on Mexican Central subscriptions.

Oregon Improvement Company subscriptions are sought for at 25 per cent premium.

The most important advance is shown in the securities of the Marquette, Houghton and Ontonagon Railroad Company, the preferred stock of which has gone from 55 to 70 within less than a week. The published earnings of the road indicate that it is earning 6 per cent on the preferred stock, which must receive 8 per cent before the common gets anything. The road is located on the Wisconsin end of the State of Michigan, and a large part of its business is the transportation of ore. The company has made considerable sales from its land grant which, together with greatly increased earnings, have placed it in most excellent condition financially. It is worthy of remark that much of the buying of late has been by a house well represented in the directory.

The meeting of the stockholders of the New York and New England R. R. Co., was held to-day and the contest between the present management and the "Crane" interest which took place indicates that the recent heavy purchases of its securities just previous to this meeting were made to secure control of the road. The vote of the State's interest being cast in favor of the present management, however, substantially the old board of directors was re-elected. Independent of the State's interest Mr. Crane had the most votes, and it is understood that he will contest the validity of the election in the courts on the ground that the action of the directors was illegal in refusing to allow the bonds to be converted into stock at any time up to the hour of the meeting, and give them the same voting power as the stock. Also that the State, having passed a law limiting the voting interest of any one party in a railroad corporation to one-tenth of the capital stock, has no authority to overturn her laws in her own interest as a shareholder in the corporation, and therefore that the corporation had acted illegally in receiving the vote of the State for the full amount of the shares held by it.

Mr. Edward Crane has figured frequently in railroad schemes in Massachusetts and elsewhere. For two years he besieged the Massachusetts Legislature to adopt what was known as the "Crane scheme" for purchasing all the Massachusetts railroads and running them under State management. Another time his scheme was a trunk line from Boston to Chicago, owned in Boston and run in the interest of the "Hub." He next appeared in New York as the advocate of the towpath scheme, which was a scheme for a railroad along the Erie Canal to be used for towing the canal boats, and at the same time for general freight transportation. He was at one time President of the old Boston, Hartford and Erie Railroad, and is now supposed to represent some New York capitalists who are planning to make the New York and New England a part of an air line from New York to Boston, and will enter the former city by means of a road running parallel to the New York, New Haven and Hartford.

The directors of the Chicago, Burlington and Quincy will meet here Thursday to take action on the matter of a stock dividend, which it is generally admitted will be 66⅔ per cent.

Mexican Central subscriptions have declined under a pressure to sell from 121 to 116.

The fourth assessment of $425 is due Dec. 9, and being undesirable collateral, in times of stringency weak holders are forced to part with them.

New Railroad to the Sea Coast.

The Pennsylvania Railroad Company is perfecting arrangements for the construction of a new line of track running east to the seashore over a rather remote section of the State of New Jersey, which, it is expected, will open up another desirable beach resort contiguous to both New York city and Philadelphia. The chief object in the construction of the road is, however, to make a direct route to the seacoast from Philadelphia. The Camden and Burlington County Railroad runs hence to Pemberton, and the Pennsylvania Railroad Co. controls the Pemberton and New York Railroad, which runs east to Whiting's on the New Jersey Southern Railroad, and around Tom's river. It is proposed that the new track will lead from Whiting's to Tom's River Village in Ocean county, continuing on the south side of this stream to Sheep's Head Point, crossing Barnegat bay over a bridge 7,200 feet in length, and there striking what is known as Island Beach, a long tract of available shore between the bay and the ocean. Here the road will take a northerly direction, running up the beach on the bay side, crossing Squan Inlet and connecting with the Farmingdale and Squan Railroad, and having its terminus at or near Sea Girt. The track from Whiting's to the ocean will be a straight stretch of seventeen miles. Work will shortly be begun upon the new track; operations have already commenced upon the beach branch. It is expected that the road will be in running order during May. Speaking of the new road, a railroad official said that it would throw open for development the best piece of beach property from Sandy Hook to Cape May.

New York, Fort Wayne and Chicago R. R.

Articles of consolidation have been filed in the office of the Secretary of State of Indiana of the Ohio Railway Company, organized to construct, equip and maintain a line of road across Ohio from Trumbull to Paulding County, and the Ohio, Fort Wayne and Chicago Railroad Company, or-

ganized to build and operate a line from the west end of the Ohio Railroad to a point in Lake County, at the southeast corner of Cook County, Illinois. The new corporation will be known as the New York, Fort Wayne and Chicago Railroad Company. Of the directors, one shall reside in Indiana, two in New York and four in Ohio. The office shall be located at Tiffin, O. The capital stock will be $7,400,000 in $50 shares.

New York and New England Railroad.

From the report of this company prepared for presentation at the annual meeting of the stockholders held in Boston on the 7th inst., it appears that the lines owned by the company are: Boston to Waterbury, 149.66 miles; Providence to Willimantic, 58.50; Brookline to Woonsocket, 33.75; East Thompson to Southbridge, 17.50; Islington to Dedham, 2; Charles River to Rigde Hill, 1.64; Dorrance street track, Providence, 0.82—total miles owned and operated by the company, 263.87; and the lines leased by the company: Norwich and Worcester, 66.4 miles; Rhode Island and Massachusetts, 13.6; Rockville, 4.4; Connecticut Central, 34.25—total leased lines, 117.39; total miles of road operated, 381.26. In addition the company owns the road (nearly finished) from Waterbury to Hopewell Junction, 65 miles, and has a running arrangement over the Newburg, Duchess and Connecticut Railroad, from Hopewell Junction to the Hudson River at Fishkill, 13 miles. The company also controls, through its lease of the Norwich and Worcester Railroad, the Norwich and New York Transportation Company's line of steamers, which run between Allyn's Point, New London, and New York, 116 miles.

The earnings of the roads operated by the company for the years ending September 30, 1879 and 1880, (not including the Norwich and Worcester Railroad) were:

	1879.	1880.
From passengers'....	$788,216 95	$893,616 51
" freight.....	1,058 722 84	1,250 526 93
" mails.....	25,013 50	25,755 72
" express.....	57,121 81	61,279 16
" miscellaneous.	42,461 83	93,862 20
	$1,971,536 43	$2,324,940 52
Operating expenses:		
Conducting transportation, passenger..	$245,528 75	$224,251 89
Conducting transportation, freight	321,580 33	339,618 95
Maintenance of way.	365,005 44	365,043 88
Motive power.....	361 028 43	464,573 99
Maintenance of cars	88,858 25	89,315 03
General expenses...	47,390 11	80,151 60
	$1,429,391 31	$1,552,955 35
Net earnings.....	$542,145 12	$771,985 17
Deduct taxes, interest on floating debt and rent paid other roads,..		143,128 42
Available net earnings.....		$628,856 75
Interest paid on first mort. bonds...		339,010 00
		$289,846 75
Add premium on bonds sold.....	$39,376 49	
Deduct worthless acco'ts.	996 82	
		38,379 67
Surplus for the year.....		$328,226 42

The gross earnings show an increase of $353,404 09, or 17.92 per cent, the operating expenses an increase of $123,564 04, or 8.05 per cent, and the net earnings an increase of $229,840 05, or 42.4 per cent.

The bonded debt of the company at the close of the fiscal year amounted to $6 468,000, having been increased during the year by the sale of $1,760,000 par value of first mortgage bonds. After the payment of coupons and taxes, the surplus earnings and the proceeds of the bonds have been expended for improvements, additional equipment of the road, for terminal grounds at Boston and for the construction of the western extension from Waterbury, Ct., to the Hudson River. The story of the purchase of the lands of the Commonwealth in South Boston, 37 acres in area, at a cost of $1,108,165, is given at some length, and the facts are noted that upon them are being constructed a freight house 650 feet in length by 210 feet in width, and a grain elevator with a capacity of 500,000 bushels.

Of the advance towards the Hudson, it is said: Work on the extension from Brewsters to Hopewell Junction has been pushed with a fair degree of rapidity, but it is now quite certain that the western extension of the road, and the necessary connections, transfer and terminal arrangements at the Hudson River cannot be completed till spring, though the section between Waterbury and Brewsters will probably be opened for traffic at an earlier date. There has been paid on this work $1,319,384 82.

There have been purchased within the year ending Sept. 30, 7 "Mogul" and 8 passenger engines, 8 passenger and 5 baggage, mail and express cars, 662 box, 113 flat and 15 drop side gondola cars, at an aggregate cost of $507,895 57. Five hundred of these new box cars have been placed, by permission of the Pennsylvania Railroad Company, in the Star Union Line.

Notwithstanding the additions already made to equipment, it will be necessary to buy or build, as soon as possible, at least 100 20-ton drop bottom gondola and 150 side dump coal cars, in order to meet the demands of the rapidly increasing coal trade. It will also be necessary to contract for about 15 heavy freight engines, in order to furnish motive power sufficient to promptly handle the business from New York and the West, now coming by the way of New York, and also such new business as may be obtained by the completion of the western extension of the road.

During the year 2,479 tons of new steel rails, costing, with the necessary fastenings, $81,921 09, were bought and put into the track, as against 2,316 tons new steel rails, costing $40,357 41, and 1,652 tons new iron rails, costing $14,678 91, for the year previous, while 144,325 new cross ties, costing $47,198 76, were put into the track this year, as against 110,616, costing $34,685 26, for the preceding year. The entire cost of these rails has been charged to repairs, and no part to betterments or improvements, as is common on many roads. In addition to the above, 312 tons of steel rails have been used in extending the double tracks to Walpole. For the proper accommodation of the company's business, and to meet the prejudice existing against a single track road for passenger traffic, it is believed that it will be necessary, at an early day, to complete the double track from Boston to Hartford.

Profit and Loss Account.

DEBTOR.

To operating expenses.....		$1,552,955 35
Rent of other roads.....		47,059 99
Taxes.....		54,944 43
Interest—		
On first mortgage bonds..	$339,010	
On notes payable.....	41,224	
		380,234 00
Worthless accounts.....		996 82
Balance Sept. 30, 1880.....		782,970 93
Total.....		$2,769,061 52

CREDITOR.

By balance from last year.....	$404,744 51
Gross earnings.....	2,324,940 52
Premium on first mortgage bonds..	39,376 49
Total, as above.....	$2,769,061 52

General Balance Sheet.

Railroad equipment and property, as represented by B, H. & E. R. R. "Berdell bonds".....		$20,000,000 00
Underlying liens, paid to obtain possession and perfect title, and equipment and improvements on the constructed road.....		5,981,580 91
Purchase of South Boston flats...		1,449,390 00
Extension of road west of Waterbury.....		1,828,270 11
Bonds of Ct. Central R. R.....		281,884 67
Stock of the New England Transfer Company.....		40,900 00
		$29,027,025 69
Supplies and materials on hand...		302,901 55
Balances due from Agents and conductors.....		154,401 00
Balances due from sundry roads and individuals.....		97,426 60
Cash.....		111,079 69
		$29,692,834 53
Capital stock:-		
Amount actually issued.....		$7,146,000 00
B., H. & E. R. R. "Berdell bonds," convertible into stock.....		12,854,000 00
		$20,000,000 00
First mortgage 7 per cent bonds.....	$5,718,000	
First mortgage 6 per cent bonds.....	750,000	
		6,468,000 00
Mortgage note.....		125,000 00
B. & A. R. R. Co. note (50-acre lot).....		300,000 00
Notes payable.....		340,452 48
Balance due State of Massachusetts (25 and 12 acre lots).....		1,061,582 00
Coupon interest unpaid.....		3,022 52
Unpaid vouchers and pay rolls...		468,294 67
Balances due to sundry roads and individuals.....		193,561 83
Profit and loss.....		32,970 98
		$29,692,834 53

United States Sixes of 1880.

The following circular relative to the payment of interest due Dec mber 31, 1880, on the United States six per cent bonds, act of February 8, 1861, was issued at the Treasury Department on the 4th ult.:

Notice is hereby given to the holders of United States six per cent registered bonds, issued under the act of February 1, 1861, commonly known as "sixes of 1880," that the interest on said bonds, due December 31, 1880, will be paid with the bonds upon the presentation of the bonds for redemption. No intrrest on that loan will be paid upon schedules. JOHN SHERMAN, Secretary.

AMERICAN Railroad Journal. ESTABLISHED 1832.

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New York, Saturday, December 11, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

THE Grand Duke Nicholas turned his exile in Central Asia (occasioned by extravagance and misbehavior) to good account. Becoming interested in the construction of a railroad connecting Siberia with the western part of the Russian empire the young man under exile personally explored the respective regions and wrote a masterly report on the best line to be selected for the grand enterprise. He has been pardoned by the Czar and allowed to return to St. Petersburg;—another illustration of railroads as the true benefactors and inspirers of Grand Dukes as well as the People.

THE New York Chamber of Commerce does not like Judge Lowell's bankruptcy bill because it does not sufficiently discourage insolvency. That seems to be a valid objection, but the merchants of New York have a much better method at their command of "discouraging insolvency," viz, that of discouraging extensive and ill-considered credits without which there would be few bankrupts and little need of a statute. So long as we have no national bankrupt law and every merchant is compelled to trust to the varying State enactments for the recovery of debts, credit and insolvency alike seem to be discouraged.

A CABLE dispatch from London announces that the appeal by the defendants in the case of the Erie Railway Company against Mc Henry was decided Monday. The Court of Appeal upheld the decision of the Master of the Rolls, ordering McHenry to pay £400,000 to the Erie Railway Company. It also decided that McHenry is not entitled to commission on moneys raised by him for the Erie Company. This probably terminates the important suit, as it is not thought that McHenry will take an appeal to the House of Lords. There is doubt as to the amount which it will be possible to secure from McHenry, who sometime ago began proceedings in bankruptcy though it is said they have not been prosecuted. He is reported to have offered $500,000 as a compromise.

THE annual report of Auditor French, the controller of the government's accounts with the land grant railroads, among the other valuable facts contained in its comprehensive statements, exhibits a very assuring and salutary condition of affairs with the great Pacific lines. It shows most emphatically the great advantages the travelling and shipping public have received through the liberal expenditure which has marked the generous policy of their managers; an expenditure made possible by their enterprise and experience and the public confidence in the same. Reductions in rates have been made as fast as it has been possible, until the charges have been reduced on an average to nine-tenths of a cent per ton per mile for freight, and for passengers to two and one-eight cents per mile. A far better business than ever before is now being done by the Pacific roads, with a rapidly increasing traffic promised. The managers and the public alike certainly have reason to congratulate themselves upon the attainment of these conditions in trans-continental railroading, which have been secured, and under no pressure, save that which comes from a healthy competition and the common sense belief that the best way to increase traffic is to study the needs of commerce and the public welfare.

Judge Black's Letter.

In comparison with the melo-dramatic remarks of Mr. Thurber, Judge Black's letter to the New York Board of Trade and Transportation is a very tame affair. He indulges in no newspaper or lecture quotations and utters nothing startling or even novel. The opinions of so eminent a lawyer as Judge Black are entitled to respectful consideration, but the ideas that he has just advanced upon the transportation questions now being agitated, will add little to the general knowledge upon the subject. The greater part of the letter is consumed in proving that States have the power to *regulate* railroads within their limits and to prescribe reasonable and equal rates for the transportation of freight and passengers. Surely Judge Black cannot be ignorant that legislatures have for several years past, freely exercised the powers, that he has taken so much pains to prove they may exercise.

Some States have prohibited under penalty any railroad within their territory from charging a larger sum for transporting freight of the same class over a given distance, than it is charging for the same distance over another part of its road, or in the opposite direction or for a less distance in the same direction. Let us look at the operation of such statutes. At certain seasons of the year more freight is moving from Albany toward New York, than in the opposite direction. The consequence, of course, is that the supply of empty cars at the latter point will be in excess of the demand. The Hudson River lies between these points, and touches nearly all the stations upon the New York Central road. Unless the railroad is permitted, under such circumstances, to induce shipments over its line by lowering its freights, it follows that a portion of its cars will return empty. This would necessitate a higher charge for freight moving toward New York than it would be necessary to impose if return freight could be secured by lowering the rates on the return trip. To forbid the company to lower the rates of return freight would thus benefit no one, and would work an injury both to the company and to the people along the line. At other seasons of the year the larger amount of freight is moving in the opposite direction, and then the operation must be reversed. But statutes now in force in several States will not allow this expansion and contraction in similar cases, and it is this power that Mr. Thurber wishes to abrogate entirely. Again, it is evident that it is much

cheaper to deliver freight in Boston, where it can be moved in long trains than it is to peddle it out in small quantities, but the legislature interferes once more to say that no railroad must charge more for carrying one hundred pounds of freight from Albany to Boston than from Albany to a little village just outside of Boston.

Rates for freight and passengers should be allowed to vary with the volume of traffic but legislatures in some States prescribe an arbitrary rate for passengers and freight, and from their dictum there is no appeal. All States have the right to prescribe rates that shall be reasonable and equitable and no one knows better than Judge Black that they have exercised such rights, and have carried their power in many cases to extreme limits. Indeed he says that "the laws necessary for this purpose are not difficult to frame," and he confesses that in the constitution of his own State there are "a series of provisions which if carried out and enforced would be amply sufficient." Then why not enforce them if there are wrongs to correct? There was *one* honest man in Sodom; would Judge Black have us infer that there is not one honest judge in Pennsylvania? The cases he has cited might lead some persons to suppose that the doctrines he has maintained in the beginning of his letter were of recent date, but the duties and liabilities of common carriers are clearly defined by the common law, and have been so defined for centuries. One of these principles is, that nothing excuses the carrier for the non-delivery of goods received by him for carriage, except the act of God or the public enemy. This principle is not written in the charters of railroad corporations, that they shall exercise their franchises subject to this stringent liability; nevertheless courts have universally held them to it, not permitting them to evade it, even by a notice, or by any means short of a special contract to which the free consent of the shipper must be shown.

Another perfectly well settled rule of the common law with regard to common carriers is, that they shall not exercise any unjust and injurious discrimination between individuals in their rates of toll. Chief Justice Hall, when delivering the opinion of the court of King's Bench, in the celebrated case of Cogga vs. Bernard, 2 Lord Raymond, decided in 1703, that the common carrier "exercises a public employment," and it necessarily follows that he must deal with the public fairly and without unjust discrimination. This common law duty is not prescribed in the charters of railroad corporations but attaches to them by virtue of their function as common carriers. We suggest to Mr. Thurber and his associates that they first acquaint themselves with the rights that the shippers of freight already have by the common law, and by the constitutions and statutes of the different States before they shriek stronger "regulations."

Judge Black advises the passage of a national statute which shall suspend the operation of the statutes of several States and give to Congress the power to prescribe rates for freight and passengers. We will discuss this proposition at another time and will only suggest to the members of the Board of Trade and Transportation, that if they decide to present this matter to Congress, they can hardly find a gentleman of greater legal acumen or better adapted to address a congressional committee upon this subject than Judge Black of Pennsylvania.

Death of a Noted Inventor.

Thomas S. Hall, the well known inventor of Hall's electric danger signal, now in use on several railroads, died at his home in Meriden, Connecticut, last week. He had been a sufferer for some time from paralysis, and he leaves a widow and several children one of whom, Mr. W. P. Hall, carries on the business that his father established.

The signal which bears his name is one of the best known and most widely used of automatic danger signals. In the Hall system an open circuit is employed; and the current which keeps the signal set at safety is transmitted over the wires. This current being broken by an engine entering a section and touching a circuit closer, sets the signal at danger. Mr. Hall had made the very important subject of railroad signals almost a life study. Railroad men generally will miss his practical suggestions and the novel mechanical appliances that he was continually giving to the public; and the traveling public will not soon forget the quiet and unostentatious but valuable and we may say philanthropic labors of Thomas S. Hall.

Railroad Law.

COMMON CARRIERS.

LIABILITY FOR CONNECTING LINE.

In Stewart vs. Terre Haute and Ind. R. Co., United States Circuit Court, East District of Missouri, Oct. 1, 1880, 10 Rep. 618, it was held that in the absence of a special contract, a common carrier is liable to the extent only of his own line, and for safe delivery to the next carrier. The court said: "In the present case the question is whether a special contract on the part of the defendant to carry through to Buffalo is established by proof that the cattle were delivered to defendant, that its agent knew of their destination, and that he named the price to be charged for carrying through to Buffalo, the price having been paid at the end of the route, and to the last carrier. The fact that the defendant gave the through rate with knowledge of the point of destination is most relied upon by the plaintiff. Ordinarily, men contract with reference to the use or disposition of their own property, and do not undertake to control that of others. It follows, I think, that a contract by which one carrier agrees to carry freight over a railroad belonging to and under the control of another, being out of the usual course, must be established by something more clear and definite than by proving the fact that such carrier has named a through rate. It is commonly known that it is the duty of a railroad agent to inform himself and advise all inquirers as to the rates of fare and freight to distant points, and it would be a hard rule that would make the giving of this information equivalent to an agreement to carry to all such distant points. If it had appeared in evidence that there was an arrangement between the several lines comprising the through route by which each was the agent of all the others to solicit and ship freight over the combined through line, the case would have been very different, and I think that such proof would have been sufficient to make out a prima facie case for the plaintiff. This for the reason that in such a case each of the several companies may be regarded as operating the whole line as if it were its owner, and therefore its contracts would be presumed to run to the destination of the freight anywhere upon such line, unless the contrary should appear. But in the absence of any further showing, the naming of the through rate and knowledge of the destination of the freight are not enough." This is the ordinary American ruling, and is supported by the following authorities and later ones in the same States; Railroad Co. vs. Manufacturing Co., 16 Wall, 318; Nutting vs. R. Co., 1 Gray, 502; R. Co. vs. Berry, 68 Penn. St. 272; Root vs. R. C. 45 N. Y 524; Converse vs. Transportation Co., 33 Conn 166; Perkins vs. R. Co., 47 Me. 573; Bank vs. Transportation Co., 23 Vt. 209; Express Co. vs. Rush, 24 Ind. 403; McMillan vs. R. Co., 16 Mich. 79; Hoagland vs. R. Co., 39 Mo. 451; Balt. and Ohio R. Co. vs. Schumaker, 29 Md. 176; Irish vs. Railroad, 19 Minn. 376; Crawford vs. R. Assoc., 51 Miss. 222; Philips vs. Railroad, 78 N. C. 294. In Gray vs. Jackson, 51 N. H. 9; 12 Am. Rep 1, the agreement was held to be a question of fact, and where there was no agreement for liability beyond the carrier's own line there was no liability beyond. But in Mobile and Girard R. Co. vs. Copeland, Supreme Court of Alabama, 1880, 10 Rep. 625, the carrier was held liable for delivery at the destination, even beyond his own line, unless he expressly limits his liability. The court said: "When goods are consigned to a place on his own line of transportation, the known and established duty of the carrier is to deliver them at that place, and to the person who has the right to receive them. A mistake, however innocent, in making delivery, either to the proper person or at the proper place, involves him in liability. When he accepts goods directed to a place beyond the line of his own route, not limiting his liability, what difference is there in the measure of his duty and liability? The true doctrine, that which is most consistent with all the principles which govern the liability and duty of carriers, and which seems to us required by the same necessity and public policy upon which these principles are founded, is that a common carrier who receives goods destined to a place beyond his own line of transportation, not expressly otherwise limiting his duty and liability, must be regarded as contracting for a delivery at the point of destination. It cannot be said that this rule is more unjust to the carrier than that which holds him liable as an insurer for loss or injury not occurring by the act of God, or of the public enemy. Nor is it more

unjust than the rule which compels him to receive all goods within the scope of his business, which are offered for transportation on his own line. The injustice seems to us to be visited upon the public, who are compelled to employ carriers, if the opposite rule is adopted." This is the English doctrine, founded on Muschamp vs. Ry. Co., 8. M. & W. 421, and followed in this country in Ill. Cent. R. Co. vs. Copeland, 24 Ill. 332; Carter vs. Peck, 4 Sneed, 203; Angle vs. Railroad, 9 Iowa, 487; Bennett vs. Filyans, 1 Fla. 403; Bradford vs. Railroad, 7 Rich. 201; Mosher vs. South. Ex. Co., 33 Ga. 37; Lock Co. vs. Railroad, 48 N. H. 339.

SLEEPING CARS—LIABILITY OF R. R. CO. FOR NEGLIGENCE OF SERVANTS OF.

47. The Pennsylvania Company vs. Jos. E. Roy. In error to the Circuit Court of the United States, for the Northern District of Illinois.

This was a suit for damages on account of injuries sustained by Roy in consequence of the breaking down of a berth in a Pullman sleeping car in which he was traveling on one of the leased lines of the Pennsylvania Railroad Company. Roy alleges that the injuries complained of were caused by a breach of the railroad company's obligation to furnish safe cars and competent servants. The Pennsylvania company asserts that negligence which led to the injuries was neglect of the Pullman Palace and Sleeping Car Company, not of the Pennsylvania Company; that if (the Pennsylvania Company) did not agree in its contract with Roy to furnish him with a sleeping car or take pay therefor; that his contract for a sleeping car was with the Pullman Company, and that he should look to that company for compensation for the injuries complained of. This court holds that passenger carriers are under an obligation arising out of the very nature of their employment to provide for the safety of the passengers whom they have undertaken for hire to convey from one place to another In fulfilling that obligation they should be held to the greatest possible care and diligence. It is an immaterial circumstance in this case as between the parties before this court that the sleeping car was owned by the Pullman Palace Car Company, and that that company provided at its own expense for such car a conductor and porter, who had immediate control of its interior arrangements. The duty of the railroad company was to convey passengers over its line. In performing that duty it could not, consistently with the law and obligations arising out of the nature of its business, use cars and vehicles which careful and thorough examination would have shown to be inadequate or insufficient for safe conveyance. Where it did not choose to exercise from time to time such right of inspection over the cars of the Pullman Palace Car Company as it should exercise over its own cars, it is chargeable with negligence or failure of duty, and is responsible for any injury therefrom to passengers. The conductor and porter assigned by the Pullman Company to control the interior arrangements of the car in which Roy was injured exercised such control, as the law will conclusively presume, with the assent of the railroad company. For the purpose of the contract between that company and Roy, therefore, the sleeping car conductor and porter are to be deemed the servants and employes of the railroad company and their negligence was the negligence of the railroad company. The law will not permit the carrier of passengers through any arrangement with sleeping car companies whereby the latter's cars become a part of the train of carrier to throw off the responsibility of providing proper means for the safe conveyance of those whom he has agreed for hire to convey. While holding these views, however, as to the responsibility of the railroad company, the court is of the opinion that evidence tending to improperly increase the damages awarded was erroneously admitted in the trial below, and on that ground alone the judgment of the Circuit Court is reversed and the cause remanded for a new trial.—[Chicago Legal News.

Construction.

—It is estimated that the Nevada Southern Road will be open for travel in June 1881.

—Surveys are being made for a special bridge at Belmont, for the Philadelphia and Reading Railroad.

—Work is being pushed on the enlargement of the Welland Canal, the intention being to complete it by July next.

—The Chicago, St. Louis and New Orleans Railroad is to be laid with steel rails from New Orleans to Cairo, about 500 miles.

—It it reported that Senator Davis of West Virginia is planning for the construction of a railroad up the north branch of the Potomac river.

—The railroad from Baltimore to Annapolis and Drum Point, seventy-five miles, has been taken up by capitalists who intend to push work upon its completion at once.

—It is announced that work will be rapidly pushed in constructing the Chicago, Texas and Mexican Railroad. The headquarters for Texas will be at Dallas.

—Memphis aims to have a railway into Texas, and surveyors will soon make a beginning of the work, which includes a no less undertaking than the bridging of the Mississippi.

—Prominent New England railroad men have recently been looking into the plan of extending the Manchester and Keene Railroad, N. H., from Greenfield to Manchester.

—An effort is being made by the citizens of Benton, Gilboa and other Ohio towns to have the Findlay branch of the Cincinnati, Sandusky and Cleveland road extended to Gilboa and ultimately to Toledo. The preliminary survey will soon be made.

—The abutmen's for the new bridge being built by the Delaware, Lackawanna and Western Railway Company at Binghamton, N. Y., are about completed, work having been rapidly pushed while the water was low and before the setting in of winter.

—The Chicago and Northwestern Road is building 600 miles of road this season, including 238 in Dakota, 19 in Iowa, 151 in Wisconsin and 45 in Michigan. This will bring the great system up to about 3,200 miles. The Wabash system now includes 2,477 miles of road.

—The directors of the New York, Ontario and Western Railroad Company met in this city, Tuesday, and considered bids for the extension of the road between Jersey City and Middletown. The contract for the improvement will be awarded at the next meeting of the Board.

—Twenty-five surveying parties are to be sent out next week, to make surveys for the route of the proposed extension of the Lake Erie and Western Railroad, from some point on the main line of the road, not yet decided upon, to St. Louis, 12,000 tons of steel rails, it is said, have been purchased for the new road, which it is proposed to have completed within a year.

—It is expected that Messrs. Charles E. Powers, John M. Clark, Samuel B. Rindge, J. Warren Merrill, Sumner R. Mead and others will ask the Massachusetts General Court of 1881 for a charter for an elevated railroad company, which shall locate, construct and operate an elevated railroad in the cities of Boston, Cambridge, Somerville and Chelsea, and in the towns of Malden, Medford and Everett.

—The Massachusetts Central Railroad Co., will probably have its line completed during the next year with trains running over its entire route to the Hoosac Tunnel. Rails are now being laid in the vicinity of Sudbury, Mass., about half a mile of track being completed daily. On the eastern side of Sudbury construction trains are now running to the town of Wayland.

—The extension from Parkersburg to Evansville of the Peoria, Decatur and Evansville Railroad is nearly completed, and through trains over it to Chicago will probably be run by Jan. 1st. A round house and machine shops are being erected for this road, and excavations are being made for a large brick depot at the corner of Faanklin st. and 6th avenue, Evansville.

—The Texas and St. Louis Railroad, a narrow gauge road, is about completed from Texarkana, the southern terminus of the St. Louis Iron Mountain and Southern road, to Corsicana on the Trinidad river and will reach Waco during this season. The line will probably be extended to the Mexican frontier, to make a connection with the Mexican narrow-gauge system.

—It is reported at Denver, Col., that the Denver and Rio Grand Railway Company will, as soon as iron can be procured, begin laying a third rail between Denver and Pueblo, with a view of running the Atchison, Topeka and Santa Fe cars through to Denver without transfer. The additional rail, it is understood, can be laid on the present ties. In the meantime there will be erected hoisting machinery at Pueblo for the purpose of changing Santa Fe freight cars to the Rio Grande tracks.

—As soon as the weather will permit, work is to be begun on the completion of the Chicago and Atlantic Railroad, which was partially constructed several years ago. The road is graded from Marion, O., to Kenton and through portions of Indiana. That part of the road which is laid with a three foot gauge is to be changed in the spring to the regular standard gauge. The line begins at Marion, O., on the New York, Pennsylvania and Ohio, and will run through Kenton, St. Mary's, Celina, Bluffton, Huntington and Rochester, Ind., to Chicago.

—A New Albany despatch says: "The engineer corps now engaged in making the survey and location of the New Albany and St. Louis Railroad, between Albion, Ill., and St. Louis, will complete their work by the last of January. From Albion, Ill., to the Pike county line, in Indiana, the road is completed and being profitably operated. From the Pike County line to New Albany the most expensive grading hnd tunnelling have been done and will only need slight repair to complete it ready for the superstructure. The completion of the division between New Albany and the Pike County line is now regarded as a certainty in 1881. It is stated that work upon the division between Albion and St. Louis will be commenced in April next.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,268,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,191	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,715,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	653,353	1,218,236	553,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,169,633	—	32,247	.....	1,656,433	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,784	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	814,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	687,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia.	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,373,414	963,491	2,259,843	4,135,296	698,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N. H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	(June 30	185,755	543,931	824,789	33,749	6	100	....
Sept. 30, 1879	408.0	20.0	85.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	130,466	358,002	1,686,820	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	33	181,700	—	—	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶.....Md. & W. Va.	29,543,315	12,203,068	46,223,039	835,939	19,792,566	29,386,875	1,421,260	88,204,657	547.1	8,679,346	.....	.....	8,864,827	4,341,248	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington branch ¶.....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	286,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	699,899	186,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago.O., I. & Ill.	12,668,762	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,048,016	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	209	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 992,718	90.2	565,121	895,965	347,456	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¶	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,383	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.... Mass. & N. York.	29,068,415	*	1,170,317	708,193	20,000,000	7,000,000	1,455,702	2,491,224	249.6	4,889,772	5,199,160	2,738,096	6,427,463	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	680	Boston and Lowell.....Mass.	5,781,306	441,334	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,764	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6¶	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,805	36,391	3,260,000	977,000	79,493	83,021	50.0	183,202	79,176	107,569	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	677	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	668,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	29.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,894	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,592	5,665	415,430	—	1,633,957	45,060	39.0	632,807	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1879	8 8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	38,870	1,800	—	—	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,163	30,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthope.....Virginia.	110,500	*	.....	.....	110,500	—	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	...	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	336	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,540,000	1,401,765	248,391	120.5	617,728	207 289	1,063,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,418,962	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,442	—	100	....
May 31, 1880	46.4	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,353	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,991	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	258,107	764,183	1,410,260	459,702	—	100	....
June 30, 1879	146.5	—	10.7	3-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	.....	.....	4,565,000	2,500,000	.....	.....	146.5	305,452	.....	.....	231,630	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	182,592	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	64.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,068	395,014	138,806	275,094	12,000,000	6,850,000	1,536,688	L. 606,715	115.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3¶	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,661,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,082	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	85	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,241	280,507	467.5	.....	.....	.....	2,995,365	547,276	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	126.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	16	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,21¶	34.6	76,090	21,672	73,578	57,929	2,559	6¶	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	893.2	329.9	194.8	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,080,469	10,284,033	1,461,793	54,275,500	57,080,000	28,169,285	16,382,538	1,218.1	7,203,691	6,842,307	1,875,348	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	168.0	273.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,526	2,578,000	2,700,971	44,941	105,122	195.0	366,525	62,384	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	5¢	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	680.000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,581	—	100	....
Sept. 30, 1879	423.0	9.3	63.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,991,542	884,210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,259	322,266	141,111	185,166	2,153,300	831,000	25,703	33,803	53 6	648,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663,316	12,490,872	11,627,850	2,597,988	579,378	840.4	3,609 638	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,349	*	202,408	172,924	333,054	3,714,329	259,340	204,950	152 0	1,600,088	146,218	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1879	80.0	—	10.7	4-8.5	15	6	5	160	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	524,373	196,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan..... .....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,866,795	*	8,313,765	2,811,506	36,513,610	37,688,000	11,448 446	5,988,060	1,627.5	12,769,568	3,964,798	5,574,685	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,227,440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	78	Chicago and Tomah.....Wisconsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,634,371	31,004,466	27,270,225	16 526,547	4,492,865	1,857.3	8,600,517	2,076,184	4,686,363	14,817,106	7,260,088	8	100	....
Dec. 31, 1879	163.6	44.8	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,210.193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	208.1	330,754	71,007	101,562	491,076	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.0	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,591,292	3,531,538	2,231.0	7,655,701	1,855,446	2,559,734	10,012,820	4,538,925	7pf	100	....

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RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,531	446,529	438,583	340,932	3,950,868
1879	314,733	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	.....	.....	.....	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,139	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	2,154,000	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	488,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,952	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,084,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1,450,302	1,573,422	1,407,240	1,080,838	14,999,840
1879	1,008,321	889,693	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,568,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,375,516	897,090	946,427	1,632,907	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,463,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,729	809,212	716,513	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	315,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,968
1880	392,632	375,619	303,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,320	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,336	654,840	625,301	599,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,337	797,232	860,124	720,571	.....	.....
Lake Shore & Mich South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,315	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,596	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,864,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,581	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 832	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	89,044	1,243,959
1879	94,907	77,624	91,956	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,378	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	.....	.....
1880	750,147	762,558	982,480	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	.....	.....

A New Departure in Railroad Brakes.

Mr. Wm. Loughridge has made arrangements with the Baltimore and Ohio Railroad Company, through its master of machinery and others connected with that corporation, to introduce on an experimental train now being equipped a new method of applying brakes to an entire train of freight cars. This system, the invention of Mr. Loughridge, whose air brake is in use on the Baltimore and Ohio Railroad, is to be operated by the engineer by steam power, assisted by the force of the momentum of the train. This is done without any connection of flexible hose, or the use of air or air-pumps in any form. Mr. Loughridge has made elaborate experiments with dynamometers and other instrumentalities, which prove that the engineer can apply the full braking power required, and graduate the same to any degree required for grades or moderate stops. The great feature in this improvement is that the engineer can within two seconds apply the full power to a train of any length, and relieve the brakes from the wheels within the same time to start the train. This remedies the great evil now found in the air-brake, by relieving the brakes from the wheels to start. With the new method the power is so nicely adjusted that it is impossible to slide the wheels, and it can be graduated to deliver on each brake lever ten pounds pressure. It is also capable of being graduated to transmit the required power to each car in the train, whether loaded, partly loaded or empty, without sliding the wheels. The experimental train is now being equipped at Mount Clare, and will within sixty days be ready for actual test. Some estimate of the value of a perfect freight brak will be better appreciated when it is understood that there are only 15,000 passenger cars in operation in the United States, and over 600,000 freight cars. Mr. Loughridge expresses the belief that this experimental train will fully develop the feasibility of a freight-train brake that will enable the engineer to control his train quite as effectively as can now be done with passenger trains. That it is a hard problem to solve is proven by a failure in all efforts heretofore made to accomplish it, yet when we consider that he has fulfilled heretofore all his promises in the equipment of passenger trains, and was the first to accomplish that end, and with the fact that he is a very careful experimentalist, and fully posted in the law of forces, and has had great practical experience in this connection, it is to be hoped that this, the greatest effort of his life, will prove a success.—[Balt. Sun, Dec. 3.

BOOK NOTICE.

THE LAW OF CARRIERS OF PASSENGERS; Illustrated by Leading Cases and Notes. By SEYMOUR D. THOMPSON, Author of "Law of Negligence," &c. (St. Louis; F. H. Thomas & Co., 1880.)

Mr. Thompson's book is an attempt to examine more closely into a subject which has steadily increased in importance during the last few years. We are very much in favor of treating the more prominent branches of Railroad Law separately and in detail. Judge Redfield's general treatise upon the Law of Railways, scholarly though it is, was published several years ago, and does not now meet the wants of the profession. The rapid growth of Railroads and the yearly increase in the number of passengers by rail, combine to make the subject an interesting and important one. We therefore cordially recommend this work to our readers as being worthy of their patronage. The plan adopted by Mr. Thompson is to give a number of the leading cases in full, and to give the results of the other cases in the form of notes. The notes are able and scholarly and constitute a very commendable treatise on the law of carriers of passengers. The table of cases embraces a concordance of citations similar to that in the author's work on Negligence. Mr. Thompson has given us a book of six hundred and twenty pages, nearly faultless in its mechanical execution and well indexed. It is dedicated to Judge Samuel Treat of the United States District Court. The author acknowledges valuable assistance from Edwin G. Merrian, Frank W. Peebles and William L. Murfee, J.

Organization.

—The Providence and Springfield Railroad Company has re-elected its old board of directors.

—The incorporators of the Arlington and Pimlico Railway Company are Messrs. Oden Bowie, Washington Booth, James L. McLane, J. B. Ferguson and J. Alexander Preston. The new railroad is to be located in Baltimore County, Md.

—Among the certificates of incorporation recently filed at Columbus, Ohio, were those for the following companies: The Parlor Cattle Car Co., of Cincinnati, and The Goshen Building and Loan Co., of Mechanicsburg; the capital of the latter to be $100,000.

—Articles of incorporation have been filed in the County Clerk's office of Hudson County, N. J., for the Ocean Oil Company, with a capital stock of $250,000. The incorporators are Messrs. James R. Keene, John Pitcairn, Josiah Lombard, Pascal L. Taylor, David M. Kelsey, Josiah G. Benton and Alanson A. Sumner.

—The annual meeting of the New York and New England Railroad was held at Boston, Tuesday. The directors elected were as follows: Messrs. William T. Hart, James H. Wilson, Joseph K. Baker, Le Grand B. Cannon, Samuel A. Carlton, George P. Carter, R. Suydam Grant, John Goldthwait, Marshall Jewell, Frederick J. Kingsbury, Jesse Metcalf, Thomas Nickerson, Gornam P. Pomeroy, Stillman B. Allen and James Sturgis.

—At the annual meeting of the stockholders of the Pittsburg and Connellsville Railroad Company in Pittsburg, Monday, the following directors were elected, Messrs. John King, Jr., of Cincinnati; Mendes Cohen, Hugh Sisson, Charles Webb and Robert Garrett, of Baltimore; W. S. Bissell, of Pittsburg; Wm. Baldwin, of Connellsville; Charles Donnelly and Jno. L. Scully, of Pittsburg; W. H. Koontz, of Somerset; W. H. Markle, of Greensburg, and C. C. Markle of West Newton.

—The directors elected at the annual meeting of the New York, Lake Erie and Western Railroad Co. are: Messrs. Theron R. Butler, Charles Dana, Harrison Durkee, R. Suydam Grant, James J. Goodwin, Solomon S. Guthrie, Hugh J. Jewett, John T. Johnston, James R. Keene, Edwin D. Morgan, Cortlandt Parker, John F. Pierson, Homer Ramsdell, Henry G. Stebbens, William L. Strong, and John Lowber Welsh.

—Mr. Henry M. Whitney has been elected president, and Mr. G. T. W. Bramant reasurer of the Cape Cod Canal Company, which was organized, under a special act of the Massachusetts Legislature of 1880, as the successor of the Cape Cod Ship Canal Company. The corporators of the new company are Messrs. Henry M. Whitney, Hocum Hosford, George M. Bainard, Alfred A. Nickerson, G. T. W. Braman, Henry F. Dimock, William C. Whitney and Charles T. Barney.

Interest and Dividends.

The Missouri Pacific Railroad Company has declared a dividend of 1½ per cent payable Jan. 3, 1881.

The Western Union Telegraph Company has declared a quarterly dividend of 1½ per cent, payable Jan. 15, 1880, to stockholders of record on the 20th inst.

The Richmond and Petersburg Railroad Company have declared a semi-annual dividend of three per cent, payable Jan. 1, 1881.

A semi-annual dividend of 3½ per cent will be paid by the Spring Mountain Coal Company on and after Dec. 10.

A semi-annual dividend of 2½ per cent has been declared by the Vermont Valley Railroad Co., payable Jan. 1, 1881.

The New Central Coal Company of Maryland has declared a dividend of 2 per cent, payable January 15. 1881.

The Ontario Silver Mining Company has declared its sixty-second dividend, payable at Wells, Fargo & Co.'s on the 15th inst. Transfers close on the 10th. The Ontario has now paid in dividends $3,100,000.

The Chicago and Northwestern Railway Company has declared a quarterly dividend of 1½ per cent on the preferred stock, and a dividend of 3 per cent on the common stock payable Dec. 28.

The New York Central and Hudson River Railroad Company have declared a quarterly dividend of two per cent, payable on the 15th of January, 1881. Transfer books close on the 15th inst.

A dividend of four per cent upon the capital stock of the New York and Harlem Railroad Company will be paid by the New York Central and Hudson River Railroad Company, lessee, on the 3d of January, 1881, to stockholders of record on the 15th inst.

The Treasury Department gives notice that no books for registered interest on 6s of 1880, which are payable on 31st instant, will be made up The interest up to that date will be paid when the bonds are redeemed.

The Pennsylvania Railroad Company give notice that the First Mortgage Coupon Bonds of the company maturing December 31, 1880, will be paid at the Office of the Company in Philadelphia on that date, after which time interest on same will cease. The coupons on said bonds, maturing January 1, 1881, will be paid at the same time.

A dividend af 1½ per cent will be paid by the Union Pacific Railway Company on and after January 1, 1881, to stockholders of record December 15, 1880. New York stockholders will be paid at the Union Trust Company, 73 Broadway, New York, and Boston stockholders at the company's office, 44 Equitable Building, Boston.

Personal.

—Mr. Joan W. Garrett was re-elected president of the Baltimore and Ohio Railroad Company, Wednesday.

—Mr. George Morris Dorrance has been elected President of the Philadelphia and Long Branch Railway.

—Mr. T. S. Spear is the newly appointed Southeastern agent of the Vandalia and Pennsylvania lines at Dallas, Texas.

—The new Buffalo, Cleveland and Chicago Railroad Company have elected Mr. Clarence H. Clarke, of Philadelphia, president.

—President Gowen of the Philadelphia and Reading Company postponed his departure for Europe from last Saturday to Wednesday of this week, when he sailed by the Cunard line.

—Mr. A. A. Talmage, superintendent of the Missouri Pacific Railroad has been appointed to the same position on the Missouri, Kansas and Texas road, which is operated as a division of the Missouri Pacific.

—Mr. Eugene Fontaine, the inventor of the new locomotive bearing his name which is attracting so much attention in the West, was born near Quebec of French Canadian parents, learned his trade as machinist at Rouse's Point N. Y., is 46 years old, and lives in Detroit, Mich., where five years ago he took charge of the "Pin Works" and in April last began work on the drawings of the new locomotive which has just been built at Paterson, N. J., and successfully tried at Detroit. The Fontaine locomotive has four drive wheels, revolving above the boiler upon the flanges of the smaller wheels below running upon the track; the lower wheels revolving one and three-quarter times to each revolution of the upper wheels. It is reported to have run a mile in forty-eight seconds.

Articles of incorporation of the Long Island Company, which bought from Drexel, Morgan & Co. a controlling interest in the Long Island Railroad Company, were filed on the 8d inst. at Albany. The incorporators are Austin Corbin, Alfred C. Chapin, Edward Tuck, Henry W. Maxwell and B. S. Hemming. The company is organized under the Limited Liabilities act of 1875, and has $1,000,000 capital. It has power to buy receivers' certificates, scrip, stock, bonds and other securities of railroad companies and to buy and sell rolling stock.

At the recent meeting of the directors of the Louisville and Nashville Railroad Company a letter was read from Mr. H. V. Newcomb, the retiring President, recommending the extension of the Memphis division into Arkansas, the immediate completion of the Knoxville branch and a more advantageous connection via the Evansville, Henderson and Nashville line with Chicago and St. Louis.

A meeting of the stockholders of the Ohio Central Railroad will be held in Toledo on the 5th of January, 1881, for the purpose of passing a resolution authorizing an increase of the capital stock of the company from $4,400,000 or 44,000 shares at $100 each, to $12,000,000 or 120,000 shares at $100 each.

Patent Office Operations.

A summary of the operations of the Patent Office during the last fiscal year, prepared by Commissioner Marble, for the forthcoming report of the Secretary of the Interior, shows that in twelve months ended June 30, 1880, the office received 20,990 applications for patents for inventions, and granted 12 584, besides 496 "reissues" and 569 patents for designs. The receipt of the Patent Office from fees of various kinds aggregated $780,547, and the total expenses for salaries and all other objects were $538,926, showing a net revenue to the government of $191,621.

Statement of the Public Debt of the United States, December 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$11,255,000 00	$281,375 00
6 per cent. bonds, 1881 (Oregon,) 1861	710,850 00	17,763 75
6 per cent. 1881 bonds, 1861..	144,339,900 00	3,608,497 50
6 per cent. 1881 bonds, 1863..	57,216,100 00	1,430,402 50
5 per cent. funded loan of 1881	469,661,050 00	1,956,879 37
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,404,450 00	4,922,696 33
Refunding Certificates	948,350 00	6,289 00
3 per cent. navy pension fund, 1868	14,000,000 00	175,000 00
Aggregate of debt bearing interest	$1,686,520,400 00	$15,211,403 45
Interest due and unpaid		2,8 2,955 04

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,250 00	22 00
6 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862	378,750 00	2,524 43
6 per cent. 5-20 bonds, called June, 1864	6[illegible]0 00	617 32
6 per cent. 5-20 bonds, called 1865	114,050 00	50,052 50
5 per cent. 10-40 bonds, called, 1864	1,383,650 00	232,894 27
6 per cent. Consol. bonds, called, 1865	524,000 00	1,2 0 40
6 per cent. Consol. bonds, called, 1867	1,794,450 00	248,728 96
6 per cent. Consol. bonds, called, 1868	563,350 00	82,187 39
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861	16,400 00	1,111 28
5 per cent. 1 year notes, 1863.	45,635 00	2,293 85
5 per cent. 2 year notes, 1863.	35,7.0 00	1,832 99
6 per cent. compound interest notes, 1863-64	236,470 00	48,142 81
7 3-10 per cent. 3 years' treasury notes, 1864-65	144,600 00	5,333 23
6 per cent. certificates of indebtedness, 1862-63	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$5,518,085 26	$749,376 58

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.	$60,780 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit	8,525,000 00	
Coin certificates, 1863.	7,400,500 00	
Silver certificates, 1878.	35,077,280 00	
Unclaimed interest		7,927 03
Fractional currency, 1862, 1863 and 1864. $15,539,141 37		
Less amount estimated as lost or destroyed, act of June 21, 1879 8,375,934 00		
	7,163,207 37	
Aggregate of debt bearing no interest	$404,907,783 37	$7,927 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.	$218,521,550 00	
Bonds at 5 per cent.	469,651,050 00	
Bonds at 4½ per cent.	250,000,000 00	
Bonds at 4 per cent.	738,404,450 00	
Refunding certificates	948,350 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,686,525,400 00	$18,104,358 49
Debt on which interest has ceased since maturity	5,518,085 26	749,376 58
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,796 00	
Certificates of deposit	8,525,000 00	
Coin and Silver Certificates.	42,477,780 00	
Fractional currency	7,163,207 37	
	$404,907,783 37	
Unclaimed interest		7,927 03
	$2,096,946,268 63	$18,861,662 10
Total debt, principal and interest, to date, including interest due and unpaid	$2,115,807,930 73	

AMOUNT IN TREASURY.

Interest due and unpaid	$2,892,955 04
Debt on which interest has ceased	5,518,085 26
Interest thereon	749,376 58
Gold and silver certificates	42,477,780 00
U S. Notes held for redemption of certificates of deposit	8,525,000 00
Cash balance available Dec. 1, 1880	150,763,567 10
	$210,926,763 98
Debt, less amount in Treasury, Dec. 1, 1880.	$1,904,881,166 75
Debt, less amount in Treasury, on the 1st ult.	1,908,490,427 98
Decrease of debt during the month	$3,609,261 23
Decrease of debt since June 30, 1880	$37,291,138 59

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303.000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	40,708 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,879,165 67; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,055,296 76.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 30, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

The first passenger train on the Oregon Railway and Navigation Company went over the road from Celilo to Blalock's, 33 miles east of the former station on the 22d ult. Trains are now running regularly to Blalock's, where close connections are made with steamers for Umatilla. The track from a point opposite Ainsworth to Wallula has also been completed. The telegraph line between those points has also been erected. An announcement that freight will be received in Portland, Oregon, for the Northern Pacific Railroad to the present terminus of the track on the Pen d'Oreille Division will probably be made in a few days.

The report that the St. Louis Railroad Bridge, being a single track, was unable to accommodate the traffic since the close of the river and the boat transfers, is denied. The General Manager of the bridge claims that there is scarcely a limit to its capacity.

The agreement of consolidation of the Connotton Valley Railroad and the Connotton Northern Railroad, with a capital of $3,000,000, was filed in the office of the Secretary of State of Ohio on the 30th of November.

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 7.

	W.1.	Th.2.	F.3.	Sa .4.	M.6.	Tu.7.
Alleghany Val. 7 3-10s	....	....	....	122	....	
7s, Income	....	....	....	....	....	
Camden & Am. 6s, 1883	106	....	106	....	....	
6s, 1889	....	....	....	....	....	
Mort. 6s, 1889	114	114	111	113½	114	
Camden and Atlantic	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage	....	....	....	....	....	
Catawissa	....	....	....	....	....	
Preferred	....	....	....	....	50½	
7s, new	....	....	....	....	....	
Del. & Bound Brook	....	....	....	....	....	
7s	....	....	....	....	....	
Elmira & Williamsport	....	....	....	....	....	
Preferred	....	....	....	....	....	
Gunt. & B. Top Mt	8½	....	8	....	....	
Preferred	13½	....	....	....	....	
2d mortgage	....	....	....	....	....	
Lehigh Navigation	35½	35½	35½	35½	34½	35½
6s, 1884	....	111	....	....	....	
Gold Loan	....	115	....	....	111	....
Railroad Loan	....	....	....	....	....	
Conv. Gold Loan	....	....	....	....	....	
Consol. Mort. 7s	109x	109½	....	109½	109½	109½
Lehigh Valley	56½	57½	57	56½	57	57½
1st mort. 6s, coupon	....	....	....	....	....	
1st mort. 6s, reg	....	....	....	....	....	
2d mort. 7s	131	....	131½	....	....	131½
Consol. mort. 6s	116	116	....	....	....	116
Consol. mort. 6s, reg.	115½	....	....	....	....	
Little Schuylkill	....	....	....	51	....	
Minehill & Sch. Haven	56½	56½	....	....	....	
North Pennsylvania	54	54	54½	55	55	55
1st mortgage 6s	....	....	....	....	....	
2d mortgage 7s	....	120	....	....	....	
Gen'l mort. 7s, coup.	....	120½	....	....	....	
Gen'l Mort. 7s, reg	....	....	....	....	....	
Northern Central	42½	43	....	43½	43	43½
6s	....	98	....	....	....	
Northern Pacific	33	33	33	32½	32½	32½
Preferred	62½	63½	63½	63	62½	64½
Pennsylvania R. R.	62	62½	62½	61½	61½	62
1st mortgage	102½	....	102½	....	....	....
Gen'l mortgage	125	125	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	119	....	
Consol. mort. 6s, reg	....	....	....	....	....	
Penn. State 6s. 2d series	....	....	....	....	....	
do. 3d series	....	....	....	....	107½	
do. 5s, new	116½	116	....	....	116½	....
do. 4s	....	....	....	....	....	
Phila. and Reading	25½	25½	26½	24½	23½	26
1st Mortgage 6s	....	....	....	....	....	
7s, of 1893	....	....	....	....	....	
7s. new convertible	....	....	....	....	....	
Consol. mortgage 7s	126½	....	....	....	122½	....
Consol. mortgage reg	....	....	....	128½	123½	123
Gen'l mortgage 6s	86 c.h.p	....	....	86½	....	87
Philadelphia and Erie	19½	19½	19	20	19½	19½
1st mortgage, 6s	101½	....	....	....	....	118½
2d mortgage, 7s	118½	....	118½	118½	....	....
Pittsb., Cin. & St. L. 7s	....	....	....	....	....	....
Pittsb., Titusv. & Buff.	17½	17	17	17	17	17½
7s	81	82	82	....	83	84
Schuylkill Navigation	....	....	....	....	....	....
Preferred	11	....	10½x	....	....	10
6s, 1872	104	....	....	....	....	....
6s, 1882	....	....	....	79½	....	....
United Co. of N. Jersey	182½	182½	182½	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 7.

	W.1.	Th 2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore and Ohio	135	....	....	....	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	108½	....	....	....	110
Central Ohio ($50)	45½	45½	45½	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	117½	118	....	....	....	118
2d mortgage, 7s	85½	85½	85½	85½	85½	85½
3d mortgage, 8s	45½	45½	46	46½	46½	46½
Northern Central ($50)	42½	42½	43	....	43½	43½
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	110	....	....	....	....
6s, 1900, Gold	....	....	....	....	114	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	92	92	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	73	73½	73½	74	74½	76½
Consol. Coupons	91½	91½	92	91½	....	91½
10-40 bonds	47	47½	47	47½	47½	48½
Deferred Certificates	....	....	....	....	16	16
Western Maryland	8½	....	....	....	....	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	111	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	37½	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 8.

	Th.2	F.3.	Sat.4	M.6.	Tu.7.	W.8.
Adams Express..	117¼	118	117½	117½	117½	
Albany and Susq.....	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
2d mortgage.....	....	....	108	....	....	
American Express..... 65½	65¾	65	64¾	65¼	65¾	
Atlantic & Pacific Tel. 37¼	....	38	36	37	37¼	
Barl., C.R. & Nor.....	66	....	....	66½	69	
1st mortgage 8s	97	....	97¾	97	97¼	
Canada Southern..... 70½	70¾	70¾	....	70¾	72	
1st mortgage guar...100	100½	100	100½	101½	101	
Central of N. Jersey .. 77¾	78½	77¾	77¾	77¾	79¾	
1st mortgage 1890	....	....	118½	....	....	
7s, consolidated, ass.....	113	....	112½	....	....	
7s, convertible, ass.....	....	....	....	....	....	
7s, Income.....	90½	91	....	....	....	
Adjustment.....	....	111½	111½	112½	111½	
Central Pacific.....	82½	...	81½	82	83¾	
6s, gold.....	....	....	....	114	....	
1st M.(San Joaquin).....	....	107	....	....	....	
1st M.(Cal. and Or.).....	....	....	105	....	....	
Land grant 6s.....	....	....	....	....	....	
Chesapeake and Ohio... 22¼	22	22	22	21½	21¾	
Chicago and Alton ..138½	137¾	139	138	136	140	
Preferred.....	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
Sinking Fund.....	....	....	....	....	....	
Chic., Burl. & Quincy 168	169	172½	172	174½	173	
7s Consol, 1903..... 130	....	....	....	....	....	
Chic., Mil. and St. Paul 107¾	107¾	106½	106½	107½	109¾	
Preferred..... 121	....	....	119½	119	121	
1st mortgage, 8s.....	....	....	....	....	....	
2d mortgage, 7 3-10s.....	....	....	....	....	....	
7s, gold.....	....	125	....	....	....	
1st M.(La Crosse div.....	....	120½	....	....	120½	
1st M. (I. and M. Div.).....	....	....	....	....	....	
1st M.(I. and D. ext 120	....	....	....	....	120½	
1st M.(H. & D. div.)117	117½	....	117	117½	117½	
1st M.(C. & M. div.....	....	....	....	....	125	
Consolidated S. F.....	119½	12 §	....	....	120½	
Chic. & Northwestern 121¾	119¾	119	119½	120¾	123½	
Preferred..... 142	139½	139½	137½	136¾	139¾	
1st mortgage.....	....	....	111	....	....	
Sinking Fund 6s.....	....	....	109½	109	....	
Consolidated 7s 132	....	132	133	....	....	
Consol. Gold bonds. 123¾x	....	123½	....	123½	123	
Do. reg.....	122½	123	....	123	....	
Chic., Rock Isl. & Pac 123	122¾	124	123	124	125	
6s, 1917, c...	....	126½	....	....	....	
Clev., Col., C. and Ind. 81¾	81¾	82½	82½	82½	83	
1st mortgage.....	....	....	....	....	....	
Clev. & Pittsburg guar 123	....	....	....	....	....	
7s, Consolidated.....	....	....	....	....	....	
4th mortgage.....	....	....	....	....	....	
Col., Chi., & Ind Cent 18¾	19½	19	18½	19½	19¾	
1st mortgage.....	....	....	....	107	....	
2d mortgage.....	....	....	....	....	....	
Del. & Hudson Canal. 87	88	87½	86½	87	89	
Reg. 7s, 1891.....	....	....	....	....	....	
Reg. 7s, 1884.....	....	....	....	....	....	
7s, 1894.....	....	....	....	114½	114½	
Del., Lack. & Western 101¾	102½	101	100½	101½	103¾	
2d mortgage 7s.....	....	....	....	....	....	
7s, Consol. 1907.....	....	....	124	....	125	
Erie Railway	....	....	....	....	128	
1st mortgage.....	....	....	....	....	....	
2d mort. 5s, ext.....	....	....	....	108¾	....	
3d mortgage.....	....	....	....	....	....	
4th mort. 5s, ext.....	....	....	107½	....	....	
5th mortgage.....	....	....	....	....	....	
7s, Consol. gold..... 126½	126	125½	126½	126½	127	
Great Western 1st mort....	....	....	....	....	....	
2d mortgage.....	107½	....	....	106½	....	
Hannibal & St. Joseph 42	42½	42	42	42½	43¾	
Preferred..... 92	93	92½	91½	92½	94½	
8s, Convertible.....	....	111½	....	....	....	
Houston & Tex. Cent.....	70	....	70	70	70	
1st Mortgage.....	....	....	....	....	....	
Illinois Central..... 119½	119¾	119	119	119½	121¼	
Lake Shore & Mich So 120½	122	120	119½	120½	122½	
Consol. 7s	....	127½	....	....	130	
Consol, 7s, reg.... ..128	....	....	....	....	....	
2d Consolidated.....	....	....	....	....	123	
Leh. & W.B. 7s, Con	....	....	....	....	....	
Long Dock bonds..... 119	....	....	....	....	....	
Louisville & Nashville.. 84	83	83¾	82½	80	83	
7s Consolidated.....	120	....	....	....	....	
Manhattan 32	33	33	32½	33½	33¾	
Metropolitan Elevated.....	...	111	110½	110	110½	
1st Mortgage 104½	103½	104	104	104	104½	
Michigan Central..... 113½	113½	113	111½	113	116½	
7s, 1902..... 127	....	....	....	....	125	
M. S. and N. I. 1st, S.F 110	110	....	109½	109½	....	
Morris and Essex 118	....	119½	117½	118½	119¾	
1st mortgage.....	....	....	134	....	134	
2d mortgage.....	....	....	....	....	....	
7s of 1871.....	....	....	117	117	....	
7s, Convertible.....	....	....	....	....	....	
7s, Consolidated..... 119x	....	....	....	....	....	
N. Y. Cent. & Hud. Riv 142½	143¼	142½	142	143	144½	
6s, Sinking fund, 1883 104½	....	....	....	....	....	
6s, Sinking fund, 1887.....	....	....	....	....	....	
1st mortgage 135	....	....	135	....	136	
1st mortgage, reg...	....	....	....	....	....	
N. Y. Elevated..... 118	....	....	117½	118½	119	
1st mortgage.....	....	....	....	....	117	
N. York and Harlem.....	....	....	....	....	....	
Preferred	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
1st mortgage, reg....132	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 8.

	Th.2	F.3.	Sat.4	M.6.	Tu.7.	W.8.
N.Y., Lake Erie & W.. 45½	46½	45½	45½	46½	47	
Preferred..... 78½	79	79	78	....	79½	
2d Consolidated..... 97¼x	97½	92½	96½	97	98½	
New 2d 5s fund..... 93¼x	93	....	98½	92	93¾	
N.Y., N. Haven & Hart	176	....	91½	....	....	
North Missouri 1st M.....	....	....	....	....	....	
Northern Pacific..... 33½	32½	33	32½	32½	33½	
Preferred 63½	63½	63	63	63	63½	
Ohio and Mississippi.. 26½	26	25½	3 §	26½	26	
Preferred.....	90	89	86½	....	....	
2d mortgage	120	....	121	121	....	
Consolidated 7s.....	....	....	....	....	....	
Consol. Sinking fund	....	....	....	....	....	
Pacific Mail S. S. Co.. 46½	47½	47½	47	47½	47¾	
Pacific R. R. of Mo.....	....	....	....	....	....	
1st mortgage..... 107½	....	108½	108½	....	108	
2d mortgage.....	....	....	....	....	....	
Panama 208	....	....	....	220	210	
Philadelphia & Reading 51¾	52	49½	47½	51½	50½	
Pitts., Ft. W. & Chi. gtd	....	——	....	....	124¾	
1st mortgage.....	....	....	....	....	——	
2d mortgage..... 130	....	130	....	....	....	
3d mortgage	....	....	....	....	....	
Pullman Palace Car....124½	123	....	123	....	....	
Quicksilver Mining Co	....	....	....	....	....	
Preferred.....	....	....	49	——	....	
St. Louis & San Fran.....	....	....	39½	....	41	
Preferred.....	....	52½	52½	53	54	
1st Preferred..... 85	84½	85	84½	84½	85	
St. L., Alton and T. H. 33	....	....	32	32	....	
Preferred.....	....	....	....	....	....	
1st mortgage.....	....	....	....	....	....	
2d mort. preferred.....	....	....	....	....	....	
Income bonds.....	....	....	....	....	....	
St. L., Iron Mt. & S. As. 49	48½	48½	47½	48½	47	
1st mortgage.....	118	119	....	....	....	
2d mortgage.....	104½	104½	105	105	....	
Tol., P. & War. 1st E.D.....	....	....	....	....	....	
1st mort., West. Div.....	100½	101	101	102½	106½	
Union Pacific 99½	115	114½	115	114½	114½	
1st mortgage 115½	115½	....	118½	....	....	
Land Grant 7s..... 115½	115½	....	118½	....	....	
Sinking Fund 8s.....	120	....	119½	120	119½	
United States Express.....	....	....	....	50½	....	
Wabash.....	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
2d mortgage..... 108½	108	....	....	....	....	
7s, Consolidated.....	109	....	....	....	....	
St. Louis Division	....	....	....	....	....	
Wabash, St. L. & Pac. 41½	42½	42½	41½	42	43½	
Preferred 76½	77½	77½	77½	77½	80	
New Mort. 7s.....	....	....	....	....	....	
Wells-Fargo Express.	114	114	....	113½	114	
Western Pacific bonds.....	....	....	....	....	....	
Western Union Tel ... 90½	91½	91½	89½	90½	89½	
7s, S. F. conv., 1900.....	....	....	....	....	....	

Boston Stock Exchange.

Closing Prices for the week ending Dec. 8.

	Th 2	F 3.	Sat.4.	M.6.	Tu.7.	W.8.
Atch., Top. and San. Fe 141½	140¾	141½	146	147½	142½	
1st mortgage..... .... ——	120	....	....	....	....	
2d mortgage.....	....	....	....	....	....	
Land Grant 7s.....	....	....	....	119½	....	
Boston and Albany...	162	....	160	....	....	
7s, reg.....	....	....	....	....	....	
Boston and Lowell . 109½	110	110	....	....	....	
Boston and Maine.....	....	....	....	146	146	
Boston and Providence	....	....	....	....	150	
Boston, Hart. & Erie 7s 47	48½	47½	46½	47	46½	
Burl. & Mo. R. L. G. 7s.....	....	....	....	....	....	
Burl. & Mo. R. in Neb.....	....	....	....	....	....	
6s, exempt.....	111	111	111	....	....	
4s.....	....	....	....	....	....	
Chi., Burl. and Quincy 169½	168	171½	171½	174½	172½	
7s	16½	16½	....	126	....	
Cin., Sand. and Clev....	....	95	....	16½	16½	
Concord ($50).....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern..... 33	....	34	....	33½	....	
New 4½ Bonds..... 99½	99½	99½	95½	100½	99½	
Fitchburg..... 144½	....	144	144	144½	145	
Kan. C., Top. & West.....	....	....	....	....	....	
Michigan Central.....	....	....	....	....	....	
N. Y. & New England.. 45½	47½	46½	45	44½	44	
7s.....	113½	....	....	113½	....	
Northern, N. H.....	....	....	110½	....	....	
Norwich & Worcester.....	....	....	....	....	....	
Ogden. & Lake Champ 23	22½	22½	22½	22½	22½	
Preferred.....	....	....	....	77	....	
Old Colony..... 128	127	127	127	128	127½	
Ph., Wil. & Balt. ($50). 74	74	....	74	74	....	
Portl'd, Saco & Ports.....	....	110	....	....	....	
Pueblo & Ark. Val.....	....	....	....	....	....	
7s	117½	117½	117½	117½	....	
Pullman Palace Car... 124	....	....	123	....	122½	
Union Pacific..... 100	100	101½	....	101½	103½	
8s..... 111½	....	....	....	111½	....	
Land Grant 7s.....	....	....	....	....	....	
Sinking Fund 8s..... ...	118½	....	....	117½	117½	
Vermont and Canada.....	....	....	....	....	....	
Vermont and Mass.... 124½	124½	....	....	....	....	
Worcester and Nashua.....	....	....	....	60	60	
Cambridge (Horse).....	....	....	....	....	....	
Metropolitan (").... 70	....	70	....	70½	....	
Middlesex (").....	....	....	....	....	....	
Cal. & Hecla Mining Co.....	....	237½	237½	238	237½	
Quincy..... 36½	37½	39	39	39	39	

New York Stock Exchange.

Closing Prices for the week ending Dec. 8.

	Th.2.	F.3.	Sat.4	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg..... 110½	....	110½	110½	110½	111½	
U. S. 4s, 1907, coup..... 111½	111½	....	111½	111½	112½	
U. S. 4½s, 1891, reg.....	....	....	110½	....	111½	
U. S. 4½s, 1891, coup.....	....	....	....	....	111½	
U. S. 5s, 1881, reg.....	101½	....	....	101½	....	
U. S. 5s, 1881, coup..... 101½	....	....	....	101½	....	
U. S. 6s, 1881, reg.....	....	....	101½	101½	101½	
U. S. 6s, 1881, coup..... 104½	....	....	....	....	....	
U. S. 6s, 1880, reg..... 103	....	....	.	103	....	
U. S. 6s, 1880, coup.....102½	103	....	....	....	....	
Dt. of Col. 3-65s, reg.....	....	....	....	....	....	
Dt. of Col. 3-65s, coup..... 100½	....	99½	99½	....		

London Stock Exchange.

	—Closing Prices— Nov. 19.	Nov. 12
Atlantic & Gt. W. 1st mort., Certs.	— — —	— — —
Do. 2d mort., Certs.....	— — —	— — —
Do. 3d mort., Certs.....	— — —	— — —
Baltimore and Ohio (sterling).....	115 —117	115 —117
Central of New Jersey $100 shares .	78 — 82	76 — 80
Do. Cons. Mort. Oct. '79 coupon...	114 —115	115½—114
Do. Adjustment bonds.....	111 —114	111 —113
Do. Income bonds.....	92 — 96	86 — 92
Det., Gd. Haven & Mil. Equip. bds.	112 —114	112 —114
Do. Con. M. 5 p.c. till '84 after 8 p.c	108 —110	107 —109
Erie shares $100 Recon. Ass. $6 pd.	45¼— 46	44¼— 45
Do Pref. Shares, R. T. Ass. $8 pd	77 — 79	76 — 77
Do. 1st Con. M. ex-Certs. 6 Cou..	122 —124	128 —120
Illinois Central $100 shares.....	117 —120	125 —127
Lehigh Valley Consol. mortgage.....	116 —118	117 —120
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —138
Do. $100 shares.....	146 —148	141 —143
Do. Mort. bonds (as).....	121 —123	121 —123
N. Y., Lake Erie & West. 1st Con. Mort. Funded Coupon bonds.....	125 —127	125 —127
Do. do. 2d do.	101 —103	99 —101
Do. 2d Consol. Mort. bonds.....	96 — 98	95 — 97
Do. Gold Income Bonds.....	85 — 90	85 — 90
Pennsylvania, $50 shares.....	64 — 65	64¼— 66
Do. Con. Sink. Fund Mort.....	118 —122	118 —122
Philadelphia & Reading $50 shares.	24 — 25	24 — 25
General Consol. Mortgage.....	112 —114	113 —115
Do. Improvement Mortgage.....	99 —101	99 —101
Do. Gen. Mort. '74, ex-deferd. cou.	86 — 88	86 — 88
Do. Scrip for 6 def. ¼ coupons.	82 — 90	85 — 95
Pittsbg, Ft. W. & Chic. Equip. bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	116 —117	114 —116
Do 1st pref. stock.....	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 —118	116 —118

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, December 9, 1880.

The quotation for call loans during the day has been 6 per cent, a few brokers paying a small commission, and in the last hour as high as 1-16th of 1 per cent was paid for the privilege of getting money at 6 per cent.

The posted rates for prime bankers' sterling are now 4.79½ and 4.82½; the actual rates are 4.78¾@4.79¼ and 4.81½@4.82. Cable transfers are 4.82@½. Prime commercial bills are 4.77 @½.

The governing committee of the New York Stock Exchange have admitted to call the following securities: $8,000,000 prior lien bonds and $35,000 000 first mortgage bonds of the New York, Pennsylvania and Ohio Railroad Company, and $600,000 additional consolidated mortgage bonds of the Chicago, St. Paul, Minneapolis and Omaha Railway Company.

By reference to the public debt statement in another column, it will be seen that the total debt of the United States on the 30th of November was $2,115,807,930 73, less cash in the Treasury $210,926,763 98, leaving net $1,994 881,166 75. Since the 1st of November the debt has been reduced $3,609,261 23, and since the 1st of July last the reduction is $37,291,128 59. Of the bonded debt $213,521,550 bears 6 per cent interest, $469,651,050 bears 5 per cent, $250,000,000 bears 4½ per cent, $739,347,800 bears 4 per cent and $14,000,000 bears 3 per cent Interest h

ceased on $5,518,085 26, and there is $104,907,783 37, in the shape of legal tenders, certificates of deposit, fractional currency, and gold and silver certificates which bears no interest. The Treasury has purchased and paid off $4,178,000 6 per cent bonds in the past month. In addition to the above there are $61,623,510 6 per cent currency bonds outstanding, which were issued to Pacific Railroads, and on which the Government has paid a balance of interest amounting to $33,955,296 76.

The payments made from the United Stater Treasury in November on warrants (exclusive of interest and principal of the public debt,) were on account of civil and miscellaneous $5,152,298 97; war $1,024,597 86; navy $1,677,474 13; Indians $679,713 72, and pensions $4,275,145—total, $15.809,229 68.

The closing quotations on Thursday were: Adams Express, 116@118; American Express, 65@65½; American District Telegraph, 76½@76⅞; Canada Southern, 72@72½; Central of New Jersey 78@78⅛; Chicago and Northwestern, 123⅛@123¾; do. pref., 139⅛@140½; Chicago, Burlington and Quincy, 177@177¾; Chicago, Milwaukee and St. Paul, 111⅜@111⅝; do. pref., 121⅛@122; Chicago, Rock Island and Pacific, 125@125¾; Cleveland, Columbus, Cincinnati and Indianapolis, 83⅜@83¾; Columbus, Chicago and Indiana Central, 20@20⅛; Delaware and Hudson Canal, 87⅛@87¾; Delaware, Lackawanna and Western 102@102½; Hannibal and St. Joseph 43¾@44; do. pref., 95¼@95¼; Lake Erie and Western, 35@35¼; Lake Shore and Michigan Southern, 122⅛@122⅜; Louisville and Nashville, 83¾@84; Morris and Essex, 119@119½; Manhattan Elevated, 33½@34; Michigan Central, 115½@115¾; Metropolitan Elevated, 111¼@111½; New York Elevated, 119@120; New York Central and Hudson River, 144⅛@144¾; Northern Pacific, 83@83¼; do. pref., 63⅛@64; Ohio and Miss., 35⅛@35⅝; Pacific Mail, 48⅛@48¾; Philadelphia and Reading, 49¾@50; St. Louis and San Francisco, 41⅛@42; do. pref., 55⅛@56; do. 1st pref., 86⅛@87⅛; St. Louis, Iron Mountain and Southern, 45¾@46; Union Pacific, 106¾@107; United States Express, 51@52; Wells Fargo Express, 113@114; Western Union Telegraph, 82¼@82½; Wabash, St. Louis and Pacific, 42⅛@43; do. pref., 79⅜@79⅞.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Boston and New York Air Line, 48½; Boston, Hartford and Erie 1st, 46½; do. guar., 43¼; Chicago, St. Louis and New Orleans, 38; Chesapeake and Ohio 1st pref., 30; do. 2d pref., 23½; do. cur. int., 43; do. 1st, Series B, 74¼; Chicago, St. Paul, Minn. and Omaha, 44½; do. pref., 85; do. consol., 102; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass., sup., 103¼; do. inc., 58; Chicago, Milwaukee and St. Paul, 24, 105; do. 1st Southern Minn. div., 107½; do. La Crosse and Dav. div., 97; do. Chicago and Pacific div., 107; Central Iowa 1st, 111½; Chicago, St. Paul and Minn. 1st, 107; Cedar Falls and Minnesota 1st, 113; Chicago and Northwestern Int. bonds, 105; Chicago and Eastern Ills. inc., 90; Clev., Col., Cin. and Ind. consol., 119; Denver and Rio Grande, 79¾; do. 1st, 110½; do. 1st consol. 108½; Dubuque and Sioux City, 75; Frankfort and Kokomo 1st, 103; Galveston, Harrisburg and San Antonio 1st, 102; Galena and Chicago 1st, 105; Houston and Texas Central 2d, M. L., 116; International and Gt. Northern 1st, 105; do. 2d inc., 84½; Ind. Bloom. and Western 1st, 78¾; do. inc., 68; Indianapolis, Decatur and Springfield 1st, 104; Keokuk and Des Moines pref., 38½; do. 1st, 99; Kansas Pacific, 1st consol., 101¼; do. 6s, J. & D., 1896, with coupon certif., 122½; do. Denver Div. ass., with coup. certif., 113; Lake Erie and Western, 34¾; do. 1st, 106½; do. inc., 68½; Louisville, New Albany and Chicago, 47; Laf., Bloom. and Muncie 1st, 104½; do. inc., 72; Lehigh and Wilkesbarre consol. ass., 102; Lake Shore div. bonds, 103; Louisiana and Missouri River 1st, 115; Louisville and Nashville Gen'l mort., 6s, 102⅜; Manhattan Beach, 86; Marietta and Cincinnati 1st pref., 9¼; do. 2d pref., 6¾; Mobile and Ohio, 20⅛; do. 1st deben., 86; do. 2d deben., 55; do. 1st mort., 106; Missouri, Kansas and Texas, 41; do. consol. ass., 110⅛; do. 2d, 73¼; Memphis and Charleston, 43; Minneapolis and St. Louis 1st, Iowa Ext., 102; Nashville, Chattanooga and St. Louis, 79; New York, Ontario and Western, 32⅛; do. pref., 80; North Wisconsin, 111; Ohio Central, 22; do. 1st, 102; do. inc., 57¼; Oregon Railway and Nav., 130; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 113; Peoria, Decatur and Evansville, 23½; Rensselaer and Saratoga 1st, 137½; Rome, Watertown and Ogdensburg, 27½; do. consol., 76⅞; St. Paul, Minn. and Man., 77½; do. 1st, 111¼; St. Louis and Iron Mt., 1st pref. inc., 90¾; do. 2d pref. inc., 73; do. Cairo, Ark. and Texas 1st, 104¼; do. Arkansas Branch, 106¾; do. Cairo and Fulton 1st, 104⅝; St. Louis and San Francisco 2d, Class A, 98; do. B, 84½; do. C, 82¾; do. Equip., 101½; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 104; do. Clarinda Branch, 1st, 95½; St. Paul and Sioux City 1st, 107; Southern Pacific of California, 1st, 102; St. Louis, Jacksonville and Chicago 1st, 115; St. Louis, Vandalia and Terre Haute 1st, 120; Texas and Pacific, 37½; do. inc. L. G., 74; do. 1st Rio Grande div., 94⅞; Toledo and Wabash Fund. int. Decatur and East St. Louis div., 98; Union Pacific, Col. Trust, 105⅝; Wabash 6s, Gen'l mort., 95; Winona and St. Peter 2d, 115; Alabama, Class A, 75⅜; do. B, 85; Arkansas 6s, Fund Act, 22; Louisiana consol., 121; Missouri 6s, 1886, 109⅛; do. 1887, 109¾; do. 1888, 110; South Carolina 6s, non-fund, 5¾; Tennessee 6s, old, 48; do. new, 45¾; Virginia 6s, def., 17½; do. 6s, consol., ex mat. coup., 73½; American Union Tel., 65½; Am. Dist. Tel., 77; Colorado Coal and Iron, 27; do. 6s, 82¾; Montauk G. & C., 33⅛; New Central Coal, 30⅞; Starmont, 3½; Sutro Tunnel, 1⅜; New York and Straitsville, 64; Elk Lick, 39⅜; Canton Co., 50; Central, 7¾; Caribou, 2¼; Excelsior, 7; Homestake, 29; La Plata, 9½; Little Pittsburg, 2; Ontario, 33; Standard, 23.

Philadelphia.—Am. S. S. Co., 30; do. 6s, 110; Allegheny Valley 7s, 107½; Central Transp., 49½; Cincinnati 7.30s, J. & J., 128½; Chesapeake and Delaware Canal 6s, 82; Huntingdon and Broad Top Mt. consol. 7s, 69; Nesquehoning Valley, 55½; Oil Creek 1st mort., 102; Philadelphia and Trenton, 182½; Pittsburg Av. 7s, A. & O., 108; Pennsylvania div. scrip, 124; Philadelphia, Germantown and Norristown, 106½; Pennsylvania Canal 6s, 93½; St. Paul and Duluth, 30; Texas and Pacific, 35; do. consol. 6s, 99; do. 1st mort. 6s, 108; Union and Titusville 7s, 95½; West Jersey R. R. 6s, 101; West Jersey and Atlantic 6s, 105; Warren and Franklin 7s, 110. The latest quotations are: City 6s, 110@111; do. free of tax, 126@128; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 107¾@108; do. 5s, new loan, 116@116½; do. 4s, new, 109@111; Philadelphia and Reading, 26@—; do. consol. mort. 7s, coup. 122½@124; do. reg., 122@123; do. mort. 6s, 115@—; do. 7s, 1893, 119@122; United New Jersey R. R. and Canal, 182@182½; Pittsburg, Titusville and Buffalo R. R., 17¼@—; do. 7s, 82@84; Camden and Amboy mort. 6s, 1889, 113¾@114; Pennsylvania R. R., 62@62¼; do. 1st mort., 102⅛@102¾; do. gen'l mort., coupon, 124@125½; do. reg., 122@122⅝; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 51¼@52½; Morris Canal, 60@61; do. pref., 162@163½; Schuylkill Nav., —@5; do. pref., 10@11; do. 6s, 1882, 79@79½; do. 1872, 104¾@105¼; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@114; do. 5s, 85@—; Lehigh Coal and Navigation, 35@35¼; do. 6s, 1884, 109@—; do. R. R. loan, 115@—; do. Gold Loan, 110½@111½; do. consol. 7s, 109⅛@110; Northern Pacific, —@33⅛; do. pref., 63@—; North Pennsylvania, 54⅞@55; do. 6s, 108½@109½; do. 7s, 118@120; do. Gen'l mort. 7s, reg., 120@—; Philadelphia and Erie, 19½@20; do. 6s, 101⅛@102; do. 7s, 118½@118¾; Minehill, 56½@—; Catawissa, 13⅛@14; do. pref., 49¼@50¼; do. new pref., 47¼@48⅛; do. 7s, 1900, 116@—; Lehigh Valley 57⅛@57¼; do. 6s, coupon, 122@128; do. reg., 120@—; do. 2d mort. 7s, 130@131¼; do. consol. mort., 115@119; Fifth and Sixth streets (horse), 125@—; Second and Third, 114@115; Thirteenth and Fifteenth, 65@68; Spruce and Pine, 51@57; Green and Coates, 100@103; Chestnut and Walnut, 82@—; Hestonville, 19@20; Germantown, 70@70½; Union, 110@115; Lombard and South, 12½@18; West Philadelphia, 76@76¾; People's, 18⅛@18⅜; Continental, 100@101.

Baltimore.—Atlantic Coal, 1.40; Baltimore and Ohio 1st pref., 118; Baltimore City 6s, 1902, 121; do. 6s, 1890, 117⅛; do. 6s, 1884, 107; do. 6s, 1886, 111¾; do. 5s, 1894, 113¾; do. 5s, 1916, 116¼; Central Ohio pref., 53½; Charlotte, Columbia and Augusta 2d, 99¾; George's Creek Coal, 98; Northern Central 5s, 95½; North Carolina Fund 6s, 11½; Parkersburg Branch, 10; Richmond and Danville, 90½; South Side (Va.) 3d mort., 100⅛; Virginia Peelers, 29; Wilmington, Columbia and Augusta, 69; do. 6s, 105. The latest quotations are: Atlanta and Charlotte 1st, 100@104¼; Canton Co. 6s, gold, 114@115; Baltimore and Ohio, 185@186; do. 6s, 1885, 109⅛@—; Northern Central, 43½@44; do. 6s, 1900, —@116; do. 6s, 1900, gold, 114@114½; do. 6s, 1904, gold, 112@115; do. 5s, 1926, 95½@96; Marietta and Cincinnati 1st mort., 1892, 118@—; do. 2d mort. 7s, 85¼@85½; do. 3d mort. 8s, 46½@46¾; Pittsburg and Connellsville 10@20; do. 7s, 120@—; Orange and Alexandria 2d, 121

@— ; do. 3d, 95@96 ; do. 4th, 53¼@54 ; Orange, Alex. and Manassa 7s, —@96½ ; Virginia consol. 6s, 76⅜@76½ ; Virginia Consols coupons, 91¾@91⅞ ; Virginia 10-40 bonds, 48⅝@48¾ ; Virginia 10-40 coupons, 96@97 ; City 6s, 1886, 111½@113 ; do. 6s, 1890, 117@— ; do. 6s, exempt 119@— ; do. 5s, 1894, —@114 ; do. 5s, 1916, 116½@— ; do. 5s, 1900, 114@115 ; Wilmington, Columbia and Augusta 6s, —@105½ ; Richmond and Danville R. R., 90@91 ; do. bonds 1885, 102½@— ; Western Maryland 6s, unindorsed, 112@113 ; Virginia and Tennessee 2d, 104½@— ; Chesapeake and Ohio Canal 6s, —@85 ; Charlotte, Columbia and Augusta, 2d, 99⅝@99⅞ ; City Pass. R. R., 38½@40 ; Parkersburg Branch, 9½@10 ; Union Canal endorsed by Canton Co., 115½@—.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 100⅛ ; Atchison, Colorado and Pacific 6s, guar., 95⅜ ; Boston Water Power, 9⅛ ; Boston Land, 7¼ ; Burlington and Missouri River in Nebraska 6s, non exempt, 103¼ ; Boston and Maine 6s, 1898, 125¼ ; Boston and Lowell 6s, 110 ; Boston, Clinton, Fitchburg and New Bedford pref., 108¼ ; Cincinnati, Sandusky and Cleveland 2d, 7s, 100 ; Chicago, Milwaukee and St. Paul, 6s, Dubuque div., 103½ ; do. Wisconsin Valley div., 100¼ ; Chicago and West Michigan, 7s ; Connecticut and Passumpsic Rivers R. R., 86 ; Cheshire R. R., 59¼ ; Chicago, Iowa and Nebraska, 139⅞ ; Cedar Rapids and Missouri River, 138½ ; do. 7s, 1916, 120 ; Chicago, Burlington and Quincy 8s, 1883, 107 ; Connotton Valley, 18 ; Cincinnati, Hamilton and Dayton 6s, 1905, 105¾ ; Dixon, Peoria and Hannibal 8s, 1889, 115 ; Flint and Pere Marquette, 23½ ; do. pref., 78¼ ; do. 10s, L. G. 1888, 125 ; Florence, El Dorado and Walnut Valley 7s, 108 ; Iowa Falls and Sioux City, 54 ; Jackson, Lansing and Saginaw 8s, 1891, green, 114¼ ; Illinois Grand Trunk 8s, 1890, 116 ; Kansas City, Fort Scott and Gulf, 69½ ; do. 7s, 111 ; Kansas City, St. Joseph and Council Bluffs, 7s, 115⅜ ; Kansas City, Lawrence and Southern, 90¼ ; do. 4s, 100 ; Little Rock and Ft. Smith, 62⅞ ; do. 7s, 108¾ ; Marquette, Houghton and Ontonagon, 34¼ ; do. pref., 71¾ ; do. 6s, 98¼ ; Metropolitan 7s, 1884, 108¼ ; New Mexico and Southern Pacific 7s, 116½ ; Nashua and Rochester 5s, 1894, 100¾ ; Ottawa, Oswego and Fox River Valley 8s, 1900, 125 ; Ogdensburg and Lake Champlain income, 37 ; do. 6s, 1897, 101 ; do. 8s, S. F., 102 ; do. consol. mort., 88¾ ; Oregon Railway and Nav., 130 ; Old Colony 6s, 114½ ; Portsmouth, Gt. Falls, and Conway, 17¾ ; Philadelphia, Wilmington and Baltimore 5s, 105½ ; Quincy, Alton and St. Louis 6s, 1896, 90 ; Republican Valley def., 90 ; Rutland, 5⅝ ; do. pref., 28 ; do. 5s, 80 ; Summit Branch, 20 ; South Shore R. R., 30 ; Sandusky, Dayton and Cincinnati 6s, 1900, 100¾ ; Vermont Central 8s, 1902, inc. and ext., 61¾ ; Vermont Central and Vermont and Canada 8s, 1889, 60½ ; do. 1889, Equip., 64½ ; Vermont Central, 5c. ; Wisconsin Valley 7s, 111 ; Wisconsin Central, 13½ ; do. pref., 31 ; Aztec Mining Co., 1¼ ; Atlantic, 18 ; Allouez, 3 ; Blue Hill, Antimony, 3¾ ; Catalpa, 2 ; Contentment, 1½ ; Copper Falls, 14½ ; Duncan, 3¾ ; Douglass, 2¼ ; Empire, 30c. ; Franklin, 16 ; Huron, 5½ ; Harshaw, 8⅜ ; National, 2½ ; Osceola, 38 ; Pewabic, 28 ; Ridge, 6¾ ; Silver Islet, 37 ; Sullivan, 6 ; Winthrop, 35 ; Waukeag, 4.

Right of Way for Telegraph Lines.

In the Circuit Court for Shelby County, Tenn., on the 4th inst., Judge Pierce decided the case of the American Union Telegraph Company against the Memphis and Charleston Railroad Company which was an application by the Telegraph Company, a corporation of the State of New York, to condemn for its new line a right of way over the Memphis and Charleston Railroad, between Memphis and Grand Junction, Tenn. The points decided were as follows:

First—The grant of a privilege to have property condemned for the purpose of public improvements rests wholly in the discretion of State legislation.

Second—The laws of the State of Tennessee do not confer to any telegraph corporations, except those chartered under statutes of the State, the right to ask for or to have a condemnation of property of any kind for the erection of telegraph lines.

Third—The acts of Congress do not confer any powers upon foreign corporations in this respect. Section 5,263 of the United States statutes only gives Federal permission to telegraph companies to build their lines along railroads; but they must acquire the right of way by purchase or contract when the State laws, as in this case, do not allow condemnation.

Accordingly the privilege of condemning a right of way in this case was denied to the American Union Telegraph Company.

The Post Master General, in his recent report to Congress, calls attention to the suit brought by Christopher C. Campbell against the Postmaster at New York, now pending upon appeal before the Supreme Court. Suit has recently been brought by the same person against other Postmasters upon the same grounds, viz: Alleged infringement of letters patent for and improvement in Post Office post marking and canceling stamp, which stamps are furnished to Postmasters by the Department. It is again requested that before a final judgment is had, the Postmaster should be placed under the same legal protection given Treasury officials against a levy upon their private property under judgment for acts done in their official capacity and under orders of the department.

The earnings of the Richmond and Petersburg Railroad for the year ending Sept. 30, 1880, were $164,198, the expenses $85,099, and the net earnings $79,099 ; for the year ending Sept. 30, 1879, the earnings were $154,062, the expenses $80,-991, and the net earnings $73,071—showing an increase in earnings of $10,136, in expenses of $6,038, and in net earnings of $4,108. Of the $25,-000 8 per cent bonds which matured on the 1st of April last, $23,000 were paid off out of the current revenues. The remaining $2,000 had not been presented up to the close of the year. They bear no interest.

The Pittsburg Chronicle says that $7,000 have been subscribed toward the extension of the Emlenton and Shippensville Railroad from Clarion to Strattonville. Only $3,000 more are wanted, which will assure the speedy completion of the road.

The Hawley branch of the New York, Lake Erie and Western Railroad extends from Hawley, Penn., to Lackawaxen, a distance of 15 miles, passing through a most romantic country, and following the course of the Lackawaxen river the entire length of the road.

Coefficient of Safety in Navigation.

Prof. W. A. Rogers, of the Cambridge (Mass.) Observatory, recently delivered a lecture at the Institute of Technology, Boston, under the auspices of the Society of Arts, upon the subject of the Coefficient of Safety in Navigation. The causes of wrecks he treated under four heads as follows: Direct, or indirect from over insurance; Variations of the compass; Errors of astronomical observations; and Causes clearly beyond human control. Seven out of eight of the accidents which occur were, Prof. Rogers thought, the result of preventable causes. He dwelt especially upon the subject of insurance, which he believed to involve more or less of fraud and to be the cause of the destruction of more vessels than many people even imagine. He showed the deviation of the compass in an iron vessel to be much greater than in a wooden one, and still greater in an iron steam vessel than in an iron sailing one; the effect upon the needle, of course, being produced by the iron in the first case; and in the second case he showed that the steam had its effect upon the instrument. His statement to the effect that it was impossible for masters of vessels to ascertain their precise positions with certainty within 8.6 miles by means of the chronometer or astronomical observation was surprising to many of the audience. From 8.6 miles to 15 miles was about as near the precise position as sailing masters were able to get.

The Massachusetts Railroad Commissioners have granted a location to the Eastern Junction, Broad Sound Pier and Point Shirley Railroad Company, which, with a capital of $40,000, proposes to lay a track of the standard gauge from the track of the Eastern Railroad near Beach street in Revere to Point Shirley in Winthrop by the way of Broad Sound Point, a distance of four miles.

The New York and New England Railroad Company, in order to attract settlement along its line, announces that on the main line between Boston and Franklin, and on the Woonsocket Division, between Brookline and West Medway, all in Massachusetts, it will give free tickets for two years to the first occupants of any dwelling hereafter erected costing $1,000, and for three years for a house costing $2,000.

Judge Wallace in the Circuit Court of the United States for the Northern District of New York has decided that city governments cannot tax the National banks. This is good news for the banks here as well as at Albany, and steps on their part will be at once taken to secure the full benefit of the decision. At present the amount of taxes imposed on bank shares in this city is about $1,-500,000.

It is reported that the Chicago, Burlington and Quincy has leased the Central Iowa Railroad, which runs from Albia to Northwood, about one hundred and ninety miles.

The Government of Nova Scotia is negotiating for the sale of the railroads built by the Province, 341 miles in all, and is offering inducements to capitalists to purchase them.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 3½
Ashuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov.'80 2
Atlanta and West Point.100	1,232,200	J. & J.	July '79 4
Atlantic and St. Law*..100	5,000,000	M. & S.	Sept.'80 2
Augusta and Savannah.100	1,022,900	J. & D.	June'79 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. '80 5
" " pref.100	4,549,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	Nov.'80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	July 80 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Br. guar..100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '80 3
Buffalo, N. Y. and Erie*..100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*..... 50	1,159,500	October.	Oct.'80 $1½
" pref. 50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Nov.'80 1
" " pref 100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	880,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref..100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	Dec. '80 3
" pref.100	21,525,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific-100	30,000,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug.'80 4
Concord..... 50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Aug.'80 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk . 50	600,000	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref.100	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,300,200	J. & J.	July 80 3
East Mahanoy*..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Kel River.....100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'79 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	July '80 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and D.	Dec. '80 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	July '80 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug.'80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	20,000,000	M. & S	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Nov. 80 1½
Io. So. & Mo. Northern. 25	600,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	600,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,600	F. & A	Aug.'80 4
" (guar.).100	533,536	F. & A.	Aug.'80 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley..... 50	27,332,565	quarterly	Oct. '80 1
" pref. 50	106,300	quarterly	Oct. '80 2½
Little Miami*..... 50	5,871,450	quarterly	Dec. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '80 3
Louisville & Nashville..100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated...100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 2½
Missouri Pacific.....100	42,416,000	quarterly	Jan. '81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur...100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 1½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	.....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref..100	8,148,700	.....	... ...
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Nng. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov.'80 1½
Northern Central 50	5.842,000	A. & O.	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	July '80 3
Oregon Railway & Nav.100	4.455,000	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 3½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Oct. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Porti., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 8
Providence & Worces...100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb.....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*..110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½s
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,000,000	... ...	.....
" " pref.100	4,000,000	... ...	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*..100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon..100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua.. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200.000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)..... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '78 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	232,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg. Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.) 50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '78 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov.'77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	400,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.)..... 100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Oct '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)..... 100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2.888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	3,000,000	J. & D.	June'80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	... .	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4.400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	6,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '80 2
Mohongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	Oct. 80 3
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car.....100	5,990,200	F.M.A.N	Nov.'80 2
Quicksilver, common...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	20,000,000	F.M.A.N	Nov.'80 2
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '81 1½

Canadian Counterfeit Note List.

1s.

Charlottetown, P. E. I. Union Bank. Green Letter Issue. Photograph. Green letters "one" painted on.

Dominion of Canada. Dated Ottawa. Letter D Present Gov't issue. Has a blurred appearance. Good imitation.

St. John, N. B. Bank British No. America. Lithograph. Badly done, retouched with pen. "New Brunswick" across end of bill.

Montreal, Quebec. Bank of Montreal. Vignette. Title of Bank, Right upper corner, 1 on ships under full sail. Left upper corner, two Indians and Shield.

Toronto, Ont. Bank of Toronto. Vignette. Lumberman, axe, and log.

2s.

Charlottetown, P. E. I. Union Bank. Green Letter Issue. Photograph. Green letters "two" painted on.

Montreal, Quebec. Bank of Montreal. Vignette. View of Niagara Falls. Cars and bridge.

Ottawa, Ont. Bank of Montreal. Dated March 1, 1852. Ottawa printed in red across the bill; coarse engraving.

Toronto, Ont. Bank of Toronto. Vignette. Shield, lion and unicorn.

Toronto, Ont. Quebec Bank. Toronto Branch. Old issue; Dated 1860. Recalled. The issues of this Bank since 1863 have green backs.

4s.

Montreal, Quebec. City Bank. Vignette. Vulcan, anvil, &c. Right end, Female, Lion and Unicorn. Left end, Lion, &c. The City Bank and Royal Canadian Bank are merged, forming the Consolidated Bank of Canada.

St. John, N. B. Bank British N. America. Photograph.

Toronto, Ont. Dominion Bank. Vignette. Horses and Cattle in farm yard. Right end, Britannia with trident. Nos. and letters vary. Sig. on counterfeit, W. H. Holland, Jr., Cashier engraved, genuine written, Date of issue, Feb. 1, 1871. Lathe wo k around 4 defective; numbering bad. Few genuine.

5s.

Charlottetown, P. E. I. Union Bank. Photograph. Green-letter issue. Green-letters "five" *painted* on back; in genuine they show through from face of bill.

Kingston, Ont. Bank British N. America. Vignette.
1. Arms of Great Britain. Date of issue May 1st, 1875.
2. Same bank. Vignette. Dated Quebec, 22d Nov. 1871. Photograph, No. 44,490. Large green 5 painted across center of bill. Old issue.

Toronto, Ont. Canadian Bank of Commerce. Letter C. Dated May 1, 1871. Very dangerous.

Toronto, Ont. Bank of Toronto. Vignette.
1. View of Suspension Bridge.
2. Same bank. Vignette. Farmer seated on grain. Raised from 1. Well done.

10s.

Halifax, N. S. Merchants' Bank. Vignette. Dated January 1, 1874. Steamship under sail. 10 TEN 10. Figures in red, and word Ten in green ink across bottom of face of bill. Ten dollars across each end of note. Some with red and others green backs. Engraver's imprint, *Blades, East & Blades*, London, between signatures.

Fredericton, N. B. Peoples Bank New Brunswick. Photograph. Detected by brownish tint. Plate A.

Ottawa, Ont. Bank of British N. America. Photograph.

Montreal. Consolidated Bank of Canada. All tens of this bank are worthless, having been stolen unsigned and signatures forged.

Montreal. City Bank. Vignette.
1. British Coat of Arms. Parliament spelt Parliment.
2. Vignette. Britannia with Spear and Shield. Raised from 1. The City Bank and Royal Canadian Bank are merged, forming the Consolidated Bank of Canada.

Toronto, Ont. Ontario Bank. Letter A. Work well done.

20s.

Quebec. Quebec Bank, Toronto Branch. Raised from 4. Old issue. Dated 1856. Recalled. The issues of this Bank since 1863 have green backs.

An engineer of one of our Western Railroads says that his prominent success in economizing fuel is readily explained. He breaks the lump coal as fine as nut coal before using it, and that by this method he can get twenty per cent more steam out of a ton of coal than could an engineer who burns the coal as it comes, regardless of its size. Another part of his statement was that his fireman paid special attention when throwing fuel into the fire-box to drop it where it is needed, the secret of firing successfully being to have an even fire all over the fire-box. As saving fuel is one of the most important features in operating railroads the statements above are matters of interest. On the roads in Pennsylvania the firemen saturate the coal with water in dry weather, and in this way claim there is a great saving as well as a greater heat produced.

Articles of association of the Crystal Railway Company of St. Louis have been filed with the Secretary of State of Missouri. The road is to run from Crystal Station, on the St. Louis and and Iron Mountain Railroad, to Crystal City, near Platin Rock, on the Mississippi River, in Jefferson County. The capital stock of the company is $75,000; the incorporators, Carlos S. Greeley, Ethan A. Hitchcock, James M. Lute, Edmund T. Allen and Henry Hitchcock, all of St. Louis. The corporation is to continue in existence fifty years.

The Board of Railroad Arbitrators has reversed the decision of Commissioner Fink made two years ago, by which the Chicago, Burlington and Quincy Railroad Co. was given a 3½ per cent share in the pool on east-bound freight from St. Louis, which share was taken from the 12 per cent allowed the Chicago and Alton Railroad Co. The arbitrators decide that the Chicago, Burlington and Quincy is not entitled to any share in the pool, and restores the Chicago and Alton's share to 12 per cent.

A decision has just been rendered by the Supreme Court of Iowa to the effect that it is a flagman's duty as a matter of law, not only to warn against collision, but also to give such warning as will enable a traveler approaching a crossing, in the exercise of reasonable care, to protect himself from alarm to the animals he is driving.

The Indianapolis Journal says that seventeen surveying parties are now engaged in different parts of the State making surveys for new roads, surveys of old lines, and surveys where it is proposed to extend roads already built. Probably five or six of the new projects will be pushed to completion.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$844,038	$514,355
" cotton .	919,816	813,293
" silk	1,737,292	1,280,109
" flax.....	970,875	694,007
Miscellaneous dry goods.	606,115	632,369
Total	$5,078,136	$3,934,133

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$445,023	$601,109
" cotton..	198,666	269,895
" silk	307,274	460,407
" flax	328,844	314,591
Miscellaneous dry goods.	143,684	224,811
Total	$1,423,491	$1,869,813
Add entered for consump.	5,078,136	3,934,133
Thrown upon market...	$6,501,627	$5,803,946

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool ..	$362,030	$382,602
" cotton .	281,658	261,117
" silk.....	346,635	370,698
" flax	296,561	296,533
Miscellaneous dry goods	141,660	382,544
Total	$1,428,544	$1,643,194
Add entered for consump	5,078,136	3,934,133
Total entered at the port.	$6,506,680	$5,577,627

The imports of dry goods at New York for eleven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	$13,952,178	$17,748,914
" cotton...	14,510,229	19,920,396
" silk	23,397,155	27,584,381
" flax.....	10,400,921	12,243,545
Miscellaneous dry goods	5,968,279	8,029,494
Total	$68,228,762	$85,527,030

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	$5,716,700	$7,563,786
" cotton ..	2,598,324	3,746,395
" silk	3,793,340	5,654,203
" flax	3,140,975	4,169,674
Miscellaneous dry goods.	1,590,927	1,920,717
Total withdrawn from warehouse	$16,840,266	$23,054,725
Add entered for consump.	68,228,762	85,527,030
Total thrown on the market	$85,069,028	$108,581,755

ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool...	$5,675,974	$9,533,204
" cotton .	2,762,415	4,177,626
" silk	4,143,851	6,106,000
" flax . ..	3,190,934	5,658,923
Miscellaneous dry goods	1,528,202	2,505,593
Total entered warehouse.	$17,301,376	$27,981,351
Add entered for consump	68,228,762	85,527,030
Total entered at port....	$85,530,138	$113,508,381

The headquarters of the Missouri, Kansas and Texas railway are being removed from Sedalia, Missouri, to St. Louis.

Improvement in Car Windows.

In traveling, it is evident that there is no greater nuisance than the dust, smoke and cinders which penetrate every window and every crevice. The officers of the Consolidated road, in a new palace car which is building at the New Haven shops, will introduce a simple device, which is calculated to remedy the evil, in part at least, although it is not claimed that all the smoke and finer particles of dust can be prevented from entering the car. The invention consists of an extra window, placed outside of the ordinary car window. The metal frame, top and bottom, is curved, and the general principle is that of a curved bay window. The glass is only half the width of the window, and slides in a groove above and below. The regular window being opened, this glass is pushed around to the front side, and thus presents a slope outward, against which cinders, dust and smoke strike, and are thrown outward from the car. The air enters from the open half of this additional window, and will, of course, bring with it some smoke and fine dust, but in such inconsiderable quantities as to prove of little inconvenience, as the draught inward into the car is almost wholly prevented. The inventor asserts that these windows, when subjected to the severest test on fast express trains, have proven very successful.—[Hartford (Conn.) Courant, Dec. 1.

A meeting of the directors of the New York, Port Chester, Ridgefield and Danbury Railroad Company was recently held at Port Chester to receive a proposition from Judge Wright having for its object the completion of the road. About seven or eight years ago nearly $100,000 was expended in grading the road, and nearly all the heavy work between Port Chester and Ridgefield was done.

The Milford (Del.) News says that the engineers who are surveying the line for the proposed extension of the Delaware railroad from Dover to Milford, have located the line from Dover to the crossing of Murderkill creek about half a mile from Frederica. They are now engaged in running lines from the creek to Milford for the purpose of determining the best one for their purpose.

The Chicago Tribune says that the Union Pacific Railway Company, recognizing the tendency toward low passenger fares has reduced the rates from Omaha to Ogden, a distance of 1,033 miles, from $77 to $62, or from 7½ cents per mile to 6 cents per mile.

The Southeastern Railway Company has entered into an agreement with the Quebec Government to carry all the through freight and passenger traffic of the North Shore Railway, to and from the New England States and New York, for a period of nine years from Jan. 1.

The Detroit and Butler Railroad bridge over the Raisin at Adrian, Mich., is completed. The whole length of the bridge and trestle work is 875 feet, the iron span being 125 feet long and 85 feet above the water.

The transfer apparatus, by which the Cincinnati Southern and its connections at Cincinnati will transfer car bodies from one gauge of trucks to another, is completed, and when properly manned it is claimed that thirty cars per hour can be transferred.

Work on the Bergen County, N. J., Short Cut of the New York, Lake Erie and Western Railroad is making as good progress as the weather will allow, and the grading is now half done. It is reasonably certain that the road will be in operation by Spring.

From Havana, Cuba, Nov. 23d, we learn that the project for a railroad between the Canto and the town of Bayonne is being actively pushed; also one for a line between Puerto Principe and Santa Cruz. The estimated cost of the latter, including building, material and lands, is $700,000.

From Berlin, Germany, November 25th, we learn that the Government is about to complete a number of branch lines over the country, hoping thus to extend a network of railways which will be of great advantage both strategetically and economically.

Ground was broken at Matamoras, Mexico, on the 1st inst. for the Matamoras and Monterey Railway. The road is under the special patronage of President Gonzalez, and was begun in his name.

The Sea Breeze Avenue Railroad Company has been incorporated with a capital of $10,000, The line is to be but a mile in length, connecting the depots on Coney Island with the Coney Island and Brooklyn railroads.

Messrs. Riehle Bros. the Philadelphia scale and and testing machine manufacturers have removed their Pittsburg store from Penn Avenue to 272 Liberty street, under the 7th Avenue Hotel, in Pittsburg.

The Olean, Bradford and Warren Railroad, extending from Olean, N. Y., to the Pennsylvania State Line, 12.53 miles, and from thence to Bradford, Penn., 10.48 miles, is to be extended to Warren.

The Ocean Navigation and Pier Company have increased their capital stock $50,000. The proceeds are to be used in liquidating indebtedness in the construction of the Coney Island iron pier.

The Sherburne, Ontario, by-law, granting a bonus of $10,000 in aid of the Toronto, Grey and Bruce Railway was voted on the 30th ult., and carried by a majority of six.

The engineers have commenced work at Port Moody, Burrard Inlet, British Columbia, the western terminus of the Canadian Pacific Railway.

The lease of the Nashua and Lowell Railroad to the Boston and Lowell Railroad Company has been signed and the lessees are now in possession.

The work of extending the Credit Valley Railway track, from Queen street into the heart of the city of Toronto is being proceeded with.

The Wheeling and Lake Erie Railroad, extending from Martin's Ferry, Ohio, to Sandusky, has all been placed under contract.

The increase in the receipts of the Grand Trunk Railway in Canada this year is estimated at more than $2,300,000.

The Southern Nevada Railroad Company has been incorporated with a capital of $700,000.

One thousand hands are now at work on the Waycross and Jacksonville (Florida) Railroad.

The Utah Eastern road is finished to Kimball's.

OFFICE OF THE ONTARIO SILVER MINING CO.,
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H. B. PARSONS, Assistant Secretary.

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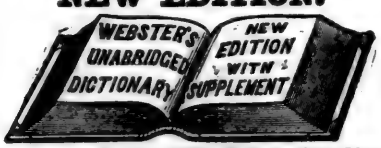
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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending November 27, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	241,866	7,179,398	8,147,579
Schuylkill Canal	9,567	524,988	910,917
Lehigh Valley	153,369	4 606,415	4,861,785
Del., Lack. & Western.	66,753	3,190,106	3,490,203
Shamokin Valley	22,070	840,949	886,306
Central New Jersey..	122,364	3,494,216	3,744,098
United New R. R. of Jersey	24,939	1,040,025	857,170
Pennsylvania Coal ..	26 409	1,028 980	1,304,618
Delaware and Hudson	81,059	2,757,654	3,111,467
Huntingdon & Broad Top Mt.....	4,824	391,110	286,128
Penn. and New York.	35,576	1,140,981	1,190 063
Clearfield, Pa.....	37,891	1,542,813	1,458,586

The above reports for the Lehigh Valley Railroad and the Pennsylvania and New York Canal and Railroad are for eight days ending November 30, and they embrace the entire tonnage of the fiscal year for each of these companies. The Lehigh Valley Railroad, it will be seen, has carried 4,606,415 tons, an increase over the previous year of 244,630 tons, and the Pennsylvania and New York Road has carried 1,140,981 tons, a decrease compared with the previous year of 49,082.

The reports for the Reading Railroad and Schuylkill Canal are also for eight days ending November 30, and embrace the year's tonnage. The Reading Railroad has carried 7,179,398 tons, a decrease compared with the previous year of 968,181 tons, and the Schuylkill Canal has carried 524,988 tons, a decrease of 385,928 tons.

The report of the Lehigh and Susquehanna Division of the Central Railroad of New Jersey also concludes its fiscal year, showing 3,494,216 tonnage, a decrease of 249,881 tons.

The total tonnage of anthracite coal from all the regions for the week ending November 27, as reported by the several carrying companies, amounted to 603,096 tons, against 621,639 tons in the corresponding week last year, a decrease of 21,548 tons. The total amount of anthracite mined for the year is 21,678,593 tons, against 24,162,647 tons for the same period last year, a decrease of 2,584,-054 tons. The quantity of bituminous coal sent to market for the week amounted to 73,400 tons against 95,185 tons in corresponding week last year, a decrease of 21,782 tons. The total amount of bituminous mined for the year is 4,001,018 tons against 3,705,109 tons for the corresponding period last year, an increase of 295,904 tons. The total tonnage all kinds of coal for the week is 676,496 tons, against 719,821 tons in corresponding week last year, a decrease of 43,325 tons, and the total tonnage for the coal year is 25,579,606 tons against 27,867,756 tons to same date last year, a decrease of 2,288,150 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of November was 169,688 tons, of which 125,358 tons were coal and 44,280 tons coke. The total tonnage for the year thus far has been 6,418,457 tons of which 4,834,112 tons were coal and 1,584,345 tons coke. These figures embrace all the coal and coke carried over the road east and west. The Reading Railroad for the week ending December 4, carried 90,000 tons of coal, of which 13,500 tons were sent to Elizabethport and 13,000 tons shipped from there, and 12,500 tons sent to Port Richmond and 20,000 tons shipped from there.—Phil. Ledger, Dec. 6.

A new electric signal has been placed along the track of the New York, Lake Erie and Western Railroad three or four hundred yards from the Jersey City Depot. This signal is to inform engineers approaching the depot whether the track is clear or not. If there is anything in the way the signal shows a red light, and if the track is clear it shows a white light.

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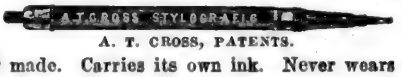
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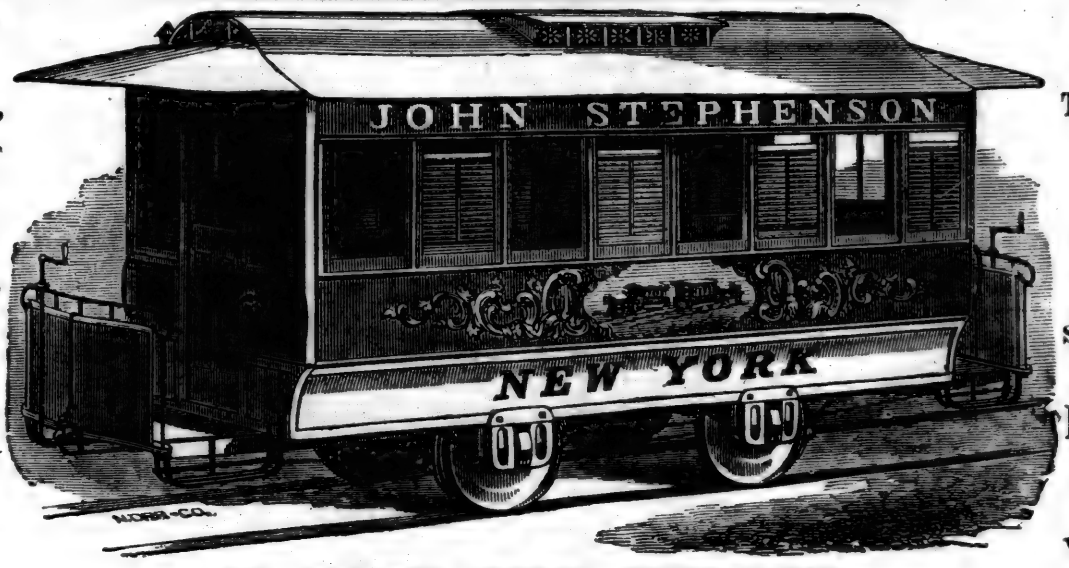
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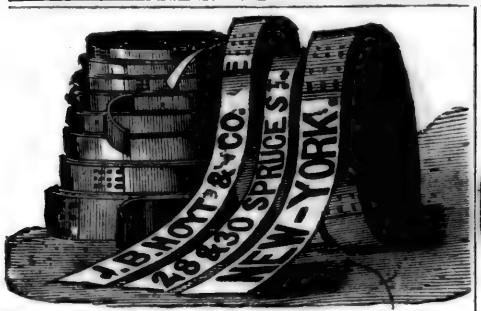
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ESTABLISHED 1831.

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SECOND QUARTO SERIES, VOL. XXXVI., No. 51.] NEW YORK, DECEMBER 18, 1880. [WHOLE No. 2,330, VOL. LIII.

Transportation of Cattle.

THE FEEDING AND WATERING OF CATTLE IN TRANSIT.—HUMANE, SANITARY AND PECUNIARY BENEFITS TO BE DERIVED BY CATTLE DEALERS' PROPER TREATMENT OF THEIR STOCK.—AN IMPORTANT DEVICE IN THIS DIRECTION.

The rapid increase in the transportation of live stock from the West to the Eastern markets and seaports, augmented by the growing export of American cattle, makes the method of treatment of the stock in transit one of greatest importance to shippers, railroad companies, dealers and the general public alike; and in nothing pertaining to this branch of transportation is there more need of wise and humane action, than in the feeding of the cattle on their journeys from rich pasture lands to market. In the past a "penny wise and pound foolish" system, or rather lack of system, in the matter seems to have prevailed among cattle dealers in bringing their stock East. They have insisted upon the very lowest rates of transportation, and upon the railroad companies furnishing the cheapest, or lowest priced, and consequently the most crude means of conveyance for their living freight. The dealers would hire a car at prices oftentimes unreasonably low, pack it to its utmost and strained capacity, and then without any grounds for expecting accommodations from the carriers in the way of caring for the health or comfort of the stock, rely for the safety and welfare of the same upon rapid and unobstructed delivery, which at the best must necessarily be variable and subject to the most barbarous results to living freight and ultimately to the health and sensibilities of its consumers. It was not wholly a fault, but quite as much a necessity perhaps on the part of shippers, for until recently the attention of practical men, inventors and dealers has not to any extent been turned toward providing methods of relief.

The Agricultural Committee of Congress has among its most important subjects for consideration during the present session, that of providing means to suppress pleuro-pneumonia in cattle. A large number of petitions and memorials have been presented to Congress, urging prompt action in this matter, and this is an especially opportune time to consider one of the best and most practicable safe-guards that can easily be employed to prevent the occurrence and spreading of pleuro-pneumonia and other cattle diseases.

Since the days when the transportation of cattle by rail was proven to be eminently practicable up to within the past year or two, almost nothing has been done tending directly to improve its sanitary relations. Cattle in transit must be fed, and the cost of this feeding had by far better be borne by the consumers if necessary, rather than that an inferior and diseased article of diet should be thrown upon the market. Not having the facilities it not infrequently happens that dealers send their stock over railroad lines from the West, feeding at almost incredibly long intervals, sometimes even several days passing in succession without proper nourishment being given to the animals, and when they are properly fed and rested by unloading it can only be done at a great expense and loss of time, under the ordinary method. Animals which before being shipped have been under high feeding are placed in a most unnatural physical condition through having their food abruptly and inhumanly cut off, and a result of this, increased by the strangeness of the position in the cars, is that the animals are thrown into a feverish and frenzied condition which not only superinduces a great waste of flesh but renders them peculiarly susceptible to pleuro-pneumonia and other diseases, placing unwholesome meat on the market. In publishing a report of the New York Board of Health, in November, in which were reported several seizures of beef found to have been diseased through the cattle being weak and sickly when killed, the *New York Herald* said:

"We believe that a large portion of the cattle arriving at this and other large cities are sick when they arrive, and that their sickness is caused from the fact that they are from 72 to 154 hours in transit without being properly fed and watered."

There is a strong element in this matter that appeals to the instinct which naturally influences man in his treatment of the lower animals in a helpless condition, and so strong has it become that a public demand is being made that animals in transit shall receive less barbarous treatment at the hands of their owners. This demand is one that must be listened to or strong societies, backed by public opinion, will be seeking the enactment of laws that may be more humane in their intent than easy or practicable to comply with. But there is an element more likely to move the public, an unpleasant confession to make though it be, and that is the public's stomach. In this prosperous country there is no need of diseased meat from poorly fed cattle being complacently accepted. But if the heart and the stomach remain passive to the evil, consideration for the purse should be a strong influence in mitigating it.

It is not economy to poorly feed or partially starve cattle in transit. It is well known that much stock dies on the cars through starvation and ill use. Of the cattle which are brought by comparatively comfortable means, excepting as to feeding, through long journeys, many lose from fifty to one hundred pounds of the most valuable part of the meat; this under ordinarily fair treatment. It is estimated that a loss of about six per cent on cattle and nine per cent on sheep and swine occurs in transportation, a large proportion of which is known to result from improper care. It has been shown by actual tests that a shrinkage of fifty pounds a head was saved by watering and feeding live stock regularly twice a day on a route of 1,000 miles. *The Scientific American* gives the following as a moderate estimate of saving to the shipper with eight feeding and watering stations between St. Louis and New York.

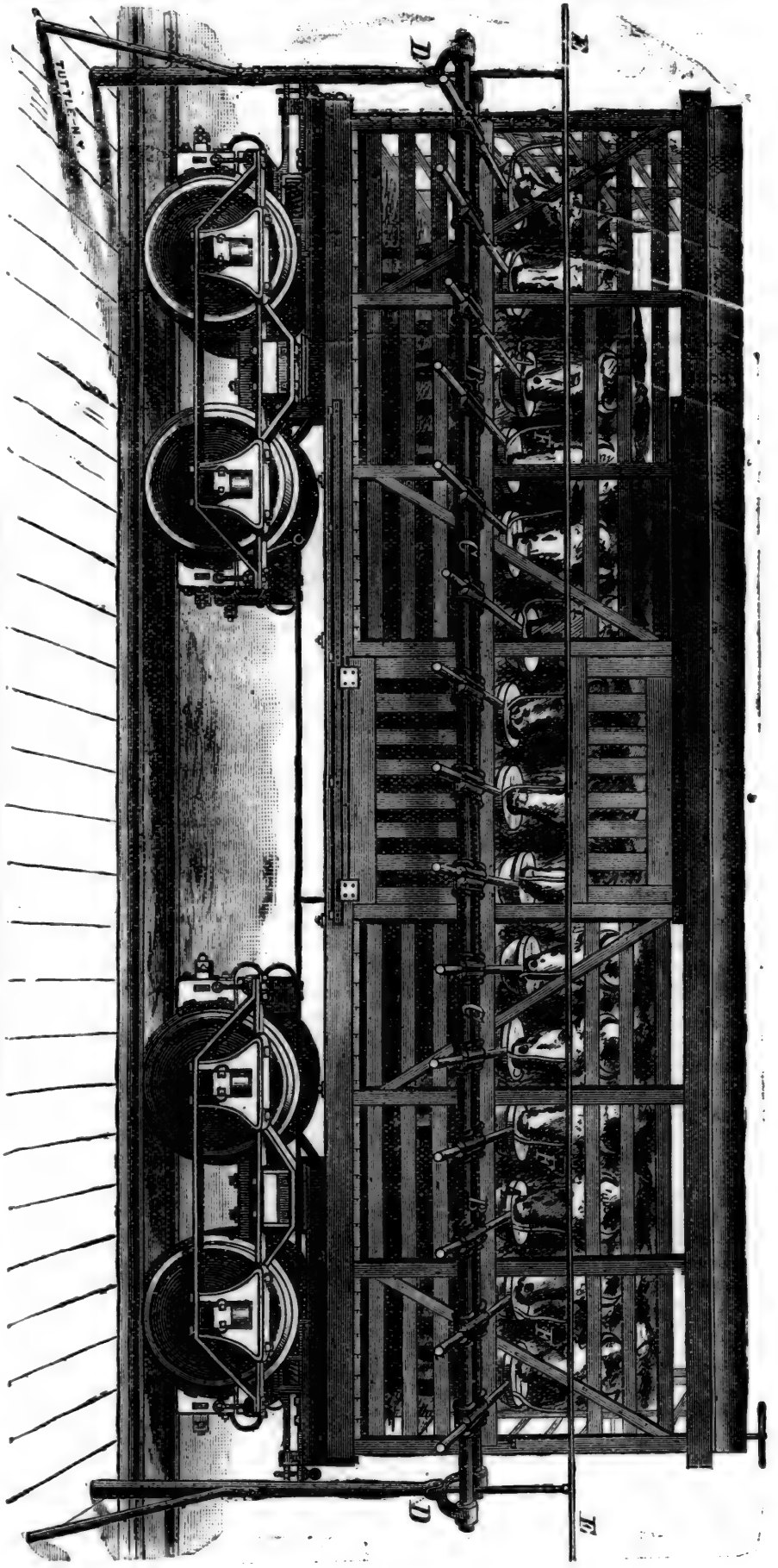
Allowing 16 cattle to each car, and a saving in shrinkage of 50 lb. per head, or 800 lb. per car, worth 8 cents per lb., we have a total saving to the shipper on each car load	$64 00
Deduct cost of feeding and watering at 20 cents per head at each station	25 60
Net saving to the shipper on each car load	$38 40

When it is remembered that over 14,000,000 head of live stock were shipped from St. Louis and Chicago alone in 1879, an idea can be formed of the vast amount of capital employed

in this department of transportation and trade, and of the importance of any improvement tending materially to save waste in the animals in transit. This is a direct source of economy, needing little demonstration. It would add greatly to the profits of the cattle trade. Indirectly, too, the people at large would feel the effects of anything tending to prevent a waste in animals sent to market. Meat could be furnished at considerably lower prices if the dealers adopted methods to avoid or decrease the important item of loss occasioned by ill feeding their stock. The benefits would be soon felt by the public, and the dealers would find an impetus given to their export trade, could the foreign market be assured of receiving better beef at even slightly reduced prices. The consumption of American beef in Europe has rapidly increased within the past few years, as is well known, and of course the introduction of our meat into the foreign market has had to contend with a strong opposition on the other side of the water, the main point of which has been to decry it on sanitary grounds. In this opposition has been much of rivalry and prejudice, but it has become of the utmost importance that our exporters of cattle and meat should provide every possible means for assuring foreign as well as home consumers, that the article of diet offered to them is derived from animals that have received the utmost care in sanitary and humane respects.

A plan has been devised by which these essential results can be obtained without materially affecting or disarranging the present methods of transportation, and yet greatly convenience railroad men and shippers and increase the profits of all concerned in the transportation of live stock. It is a plan devised by Mr. A. D. Tingley, of 27 Union Square, New York, and which has received the strong endorsement of The Farmers Club of this city, and prominent men interested in transportation matter; practical men looking to its merits financially as well as those looking at it from a humane standpoint, among the latter Mr. Henry Bergh. We understand that negotiations are under way for the erection of feeding stations on this principle on some of our western railroad lines. The device is for feeding and watering cattle in a cheap and expeditious manner without removing them from the car; the feeding stations to be erected at intervals of about a twelve hour run, on both sides of the track, at convenient stopping places. The cut with the following explanation illustrates the device.

A series of feed boxes, A, slide back and forth in sockets, B, so that they can be pushed in and out of the car as desired. The sockets slide sideways on the rods, C, by which a lateral movement is obtained for the feed boxes, to avoid posts, braces, etc. Hinges D, attached to the upright posts allow the feed boxes to be slightly lowered or raised to suit the elevation of the cattle. A main water pipe, E, is connected to each separate feed box by a small flexible hose, F, so that the water is taken by the cattle from the same box as the feed. No alteration in the stock cars now in use is required, excepting the loosening of one board on each side of the car, to be supported on hinges and hooks, to furnish an opening through which the feed boxes are pushed under the heads of the cattle. Mr. Tingley generously offers to railroad companies the right to use these devices free of charge until they have made large profit in using them, when he is to be paid only a small royalty. The economy and simplicity of this plan and the humane, and sanitary pecuniary benefits to be derived from it would seem to make it a very popular one with all concerned,



DEVICE FOR FEEDING AND WATERING LIVE STOCK IN TRANSIT.

AMERICAN Railroad Journal. ESTABLISHED 1831.

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New York, Saturday, December 18, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

SECRETARY THOMPSON has resigned his position as Secretary of the Navy to assume the chairmanship of the American Committee of the Panama Canal Company. Secretary Ramsey has been designated by the President to perform the duties of the Secretary of the Navy in connection with those of the Secretary of War; the change to take effect on the 20th inst.

MR. GEORGE TICKNOR CURTIS has written a public letter in answer to the recently expressed views of Judge Black on the relations of the railroads to the States and the General Government. He takes a strongly fortified position against the consideration of railroads as public highways or public property, and with ample citations argues forcibly against the legality of attempts to treat or control them as such. His letter will be widely read and will have great weight from its legal and logical strength.

IF the plans laid before the House of Commons for the construction of the Canadian Pacific Railway are adopted and the contract awarded, as is generally believed it will be, it is expected that work will be commenced in the spring. Ten years from next May are allowed under the agreement for the completion of the road. Mr. George Stephen of Montreal is mentioned as the probable president of the company. Great opposition to the agreement under consideration appears to exist, but it is in strong favor with the present Canadian Government.

A BILL incorporating the "Maritime Canal Company of Nicaragua" was introduced by Congressman Morton in the House of Representatives Tuesday. The incorporators mentioned are General Grant, ex-Governor Morgan and Messrs. H. J. Jewett, Howard Potter, William R. Garrison, Frederick Billings, George W. Riggs, Solon Humphreys, Frederick Butterfield, J. Thomas de Franco, E. F. Beale and William Dennison. It provides that the capital stock shall not be less than $50,000,000, nor more than $100,000,000, in shares of $100 each, and that bonds shall be issued not exceeding one-half of the capital stock. One of the eleven directors is to be appointed by the Government of Nicaragua.

THE practical aid which the New York Central and Hudson River Railroad Company is giving to the movement for the suppression of the circulation of objectionable literature, by forbidding its sale on the trains and at the stations of that road, will be appreciated by a public fully aroused to the importance of checking in every way the growth of these poisonous and trashy publications. The railroad officers have made their orders very emphatic and explicit, specifying the objectionable papers by name, and the worthy example will undoubtedly be followed by many other passenger carriers as it should be by hotel proprietors and news agents. Orders of this kind are practical reformers and strong aids in the suppression of vice.

ONE of the chief obstacles, it is claimed, which the managers of M. de Lesseps's Panama Canal project have had to contend with in awakening enthusiasm among American investors has been the difficulty of convincing our capitalists of its strictly commercial or universal character. There may have been at times a little adverse feeling created in this country by brandishing the "Monroe doctrine," but an indication of the comparatively slight hold this influence has is seen in the character of the men who are becoming prominently identified with the project. What American investors want demonstrated before putting their money down liberally for the undertaking is something a little more clear and definite about its paying qualities; what advantages it offers in the way of dividends over many of our flourishing and tested enterprises. These things may not be easy of demonstration, but then they are points stronger than doctrinal points. The tendency of such demonstration is to make "Monroe" and other doctrines flexible.

Richmond and Danville Railroad.

The annual report of the Richmond and Danville Railroad Company, presented at the annual meeting of the company held in Richmond Va., on the 8th inst., shows the earnings, expenses, etc., of the several roads operated by the company as follows: Richmond and Danville and Piedmont—earnings $1,243,271, interest received on investments $57,485, total, $1,800,756; expenses $745,333; net $555,423. Northwestern North Carolina Railroad—earnings $57,233, expenses $20,995, net $36,238. North Carolina Railroad—earnings $632,856, expenses $380,184, net $252,-222. Total receipts from all lines $1,990,845, total expenses $1,146,462, total net earnings $843,883. The total net revenue from all lines is $807,641, from which, deducting interest on funded and floating debts and rental of the Piedmont and North Carolina Railroads, a balance is left of $233,825. Total net increase on all lines for the year $45,760. The ratio of earnings to expenses was 59.8 per cent.

The late Mr. Hall and his Railroad Signal System.

Further particulars concerning the late Mr. Thos. Hall, the inventor of the Automatic Electric Railroad Signal, and in relation to the business started by him, have been furnished us as follows: Though suffering for several years past from partial paralysis of the sciatic nerve, the immediate cause of Mr. Hall's death was an attack of pneumonia resulting in dropsy of the chest. The signal business has been carried on for years past by a joint stock corporation, known as the Hall Railway Signal Co., Meriden, Conn., and will suffer no interruption in consequence of the death of Mr. Hall. His son, Mr. W. P. Hall, is a young man of about seventeen years of age, of estimable and promising character, and is in the employ of the company.

The features of the Hall signal system are that

the signals are set at danger by the closing of an electric circuit on the entrance of a train into a section or block, and reversed or set at safety in the same way, by the train leaving the section, the signals being held in either position by suitable mechanism, and when properly cared for they are an effectual preventive of a large class of railway accidents.

OUR BOSTON LETTER.

(From our regular correspondent.)

BOSTON, Dec. 14, 1880.

The market is dull and is likely to remain so till borrowing becomes easier. Some of the large corporations who lend their balance on the street are calling in loans preparatory to dividend disbursements, and borrowers are experiencing great inconvenience in shifting loans at this time.

The rates for Clearing House balances between the banks is seven per cent, and the banks are perfectly satisfied to loan their surplus funds to each other at that rate.

Advanced.

Boston, Clinton, Fitchburg and N. B. Com	19½	to	20¾
Boston, Clinton, Fitchburg and N B. Pref	105	to	108½
Cin., Sandusky and C.	16½	to	17¼
Conn. and Passumpsic	85	to	86¼
Flint and Pere Marquette Pref	78½	to	79⅛
Fort Scott and Gulf, Pref	125	to	128
Marquette, Houghton and O. Pref.	70	to	71
Marquette, Houghton and O. Com.	33	to	34
Summit Branch	20	to	21⅜
Wisconsin Central	13½	to	14¾

Declined.

Chic. Bur'. and Quincy	174½	to	172¾
Chicago and W. Michigan	73½	to	73
Little Rock and Ft. Smith	62¾	to	61½
Lawrence and Southern	91½	to	90
New York and New England	45	to	43

The report of the Worcester and Nashua Railroad for the year ending Sept 30, 1880, contains the following items:

Total income	$575,860
Expenses (including taxes)	386,559
Net income	$189,301
Rentals Nashua and Rochester R. R.	$74,274
Interest	50,000
Balance surplus for the year	$65,027

The directors have declared a dividend of one dollar and a half per share, payable in January.

The earnings increased 22 per cent for the year, and the large increase in expenses is due to the fact that the money has been put into the road and charged to expenses.

The report shows net earnings of 3½ per cent on Worcester and Nashua stock. The Nashua and Rochester leased by the Worcester and Nashua receives 3 per cent on its stock, $1,305,000 as the first charge against net earnings, after that the Worcester and Nashua gets 3 per cent, and after that the surplus is divided between the two roads according to the relative number of shares.

The Worcester and Nashua, however, hold more than one fourth of the shares of the Nashua and Rochester and the dividend on that portion of course goes back into the treasury of the Worcester and Nashua.

The Boston, Clinton, Fitchburg and New Bedford Railroad held its first annual meeting since the road was leased to the Old Colony, Dec. 7, at South Framingham. The report shows

Total income derived from 10⅔ per cent of the gross earnings of the Old Colony R. R		$374,509
All other sources		7,088
		$381,597
Taxes	$28,855	
Office expenses	4,787	
		33,642
		$347,955
Rentals Framingham and Lowell		35,000
Int. on funded debt	$177,969	
Int. on unfunded debt	52,346	
		330,316
4½ per cent divs. on preferred stock		78 754
Balance for the year		3,883

Ten per cent increase in the gross earnings of the Old Colony Railroad, will enable the company to pay full seven per cent on its preferred stock, and thirty-three per cent increase will enable them to pay six on its common. The common stock has risen from one dollar to twenty since the lease to the Old Colony, and the preferred is regarded by many as a certain seven per cent stock.

The bonds of the Chicago, Burlington and Quincy will open Dec. 17, and the settlement of contracts made since the books closed, will require very large sums of money, but as the buyers of that stock at the present high prices have been of the heavy description, the settlements are as likely to bring relief as stringency.

The certificate holders and stockholders of the Eastern Railroad held their annual meetings last week and the present board of directors were re-elected in both instances.

Hoosac Tunnel Line.

Boston is in a flutter because of a rumor that the Erie road has decided to take off the St. Louis and Cincinnati sleeping cars from the Tunnel Line on account of the refusal of the manager to allow Sunday trains to run over the Troy and Greenfield Railroad, as per the following correspondence:

BOSTON, October 29, 1880.

G. C. Gardner, Esq., Manager T. and G. R. R. and H. T.—

DEAR SIR: All the roads interested in the passenger line between Boston and Cincinnati via Hoosac Tunnel new route insist that trains shall run daily east of Albany as they are now run west of Albany. Will you agree to a daily schedule for this train, to go into effect with change of time table, November 8? I think I need not argue the question with you, as to the necessity for making this train a daily line as above indicated, in order to successfully compete with roads which do not use the tunnel. I have made similar application to Fitchburg road, and have their assurance that the train will be run as desired, if you will put the same on your schedule. An early reply will oblige.

Yours truly,

(Signed) A. A. GADDIS, Gen'l Manager.

COMMONWEALTH OF MASSACHUSETTS,
TROY & GREENFIELD R. R. & HOOSAC TUNNEL
Office of Manager, North Adams, Nov. 2, 1880.

A. A. Gaddis, Esq., Gen'l Manager B., H. T. and W. Ry. Co.—

MY DEAR SIR: Noting your favor of the 29th ult., and although it may be an arbitrary ruling, I must decline, under existing circumstances, to place on the schedule of the road any additional Sunday trains. Trains run on Sunday, except from necessity or charity, are in violation of law, and I have no evidence that those you propose to run are either from necessity or charity; yet, as you may think otherwise and consider this construction of the law as detrimental and discriminating against the rights of your company, I would suggest that you bring the matter before the railroad commissioners for their consideration.

Yours truly,

(Signed) G. CLINTON GARDNER.

Organization.

—Col. A, S. Buford has been re-elected president of the Richmond and Danville Railroad Company.

—The following managers of the Plymouth Railroad, now controlled as a branch of the Philadelphia, Germantown and Norristown Railroad, were elected Dec. 13: Messrs. James Boyd, Edwin Swift, W. S. Wilson, I. V. Williamson, John Slingluff and Christopher Heebner.

—The following are the directors of the Rhode Island and Massachusetts Railroad Company, elected Dec. 8: Messrs. Jonathan Chace, Arnold B. Chace, George L. Littlefield, Henry B. Metcalfe, Hezekiah Conant, Newton D. Arnold, Jesse Boynton, and Darius Goff, The road is leased by the New York and New England Company.

—The stockholders interested in the "Keely Motor" have elected the following as directors of their company: Messrs. John W. Keely, George B. Collier, William Bockel, John Marsten and John H. Lorimer, of Philadelphia; William W. Wright, Frank G. Green, Frederick W. Foote, W. S. Hoyt, Enos T. Thorpe, Radcliff Baldwin, Henry Cummins and John A. Flagler of New York.

—A meeting of stockholders of the Washington County Railroad Co. was held in President Keyser's private car at Hagerstown, Md., Dec. 10, and officers were elected as follows: Directors, Messrs. Wm. Keyser, Galloway Cheston, Jacob A. Miller, E. W. Mealey, Walter S. Kennedy, Peter B. Small and David Fowler. Mr. Wm. Keyser was re-elected president, and Mr. Peter B. Small secretary and treasurer.

—The Boston, Clinton, Fitchburg and New Bedford Railroad Co. has elected the following directors: Messrs. Nathaniel Thayer, Jr., of Lancaster, Lyman Nichols of Nahant, Eugene V. R. Thayer of Lancaster, W. J. Rotch of New Bedford, W. W. Crapo of New Bedford, Harrison Bliss of Worcester, C. T. Crocker of Fitchburg, Charles Burleigh of Fitchburg, W. B. Wood of Boston, John E. Sanford of Taunton, George A. Torrey of Boston.

—The Boston and Maine Railroad Co., has elected the following directors: Messrs. Nathaniel G. White of Lawrence, George C. Lord of Boston, Amos Paul of South Newmarket, N. H., Nathaniel O. Bradlee of Boston, Wm. S. Stevens of Dover, N. H., James R. Nichols of Haverhill, John F. Osgood of Boston, Samuel E. Spring, of Portland, Me., Nathaniel W. Farwell of Lewiston, Joseph D. Guppy, of Dover, N. H. Jonathan Sawyer of New Hampshire.

—At the annual meeting of the New York, Providence and Boston Railroad Company, held in Providence, R. I., Dec. 8, the following directors were elected: Messrs. Samuel D. Babcock, Henry Morgan, Edward Morgan, J. Boorman Johnston, D. S. Babcock and George M. Miller, of New York; Henry Howard, of Coventry, R. I.; Charles H. Salisbury, of Providence; Nathan F. Dixon, of Westerly, R. I.; John A. Burnham, of Boston; A. S. Matthews of Stonington.

—The stockholders of the Richmond and Allegheny Railroad Company met at Richmond, Va., Dec. 8th, and elected directors as follows: Messrs. George M. Bartholomew, Hartford, Conn.; the Hon James G. Blaine, Maine; Joseph H. Gray, Boston; Conrad N.

Jordan, New York; the Hon. Hugh McCulloch, Washington; Cyrus H. McCormick, Chicago; John I. McCook, New York; H. C. Parsons, Richmond, Va.; Samuel Shelthar, and John W. Simpson, New York; H. D. Whitcomb, and C E. Wortham, Richmond, Va.

—Tbe following directors of the Eastern Railroad Company were elected at the annual meeting held in Boston, Dec. 8th, the first three being elected by the stockholders, and the others by the certificate holders: Messrs. Jacob C. Rogers of Peabody, William B. Bacon, of Boston, and Stephen J. Young of Brunswick, Me., Elijah B. Phillips, Alfred P. Rockwell, George P. King and Richard Olney of Boston, George S. Morrison of New York and John Cummings of Woburn.

—The Mutual District Telegraph Co. has filed articles of incorporation at Albany. The capital stock is $250,000, with power to increase to $1,000,000. The shareholders are as follows: Messrs. Henry W. Pope, of Union, N. J., 900 shares, George V. B. Frost, Peekskill, 800, John D. Haines, New York, 800. It is expected that lines will be run from New York through all the cities in the State, and the transmission will be by telephonic signals and messages, dwellings, stores, &c., being connected with one another and with the main office in New York.

Personal.

—Vice President Blanchard of the New York, Lake Erie and Western Railroad, has returned from his extended trip in Europe, in considerably improved health.

—Mr. Grenfeldt, one of the firm of Messrs. Morton, Rose & Co., of London, who has been on a business visit to Messrs. Morton, Bliss & Co., of New York, has returned to Europe.

—Mr. David Dudley Field, has gone to Jamaica, to visit his daughter, wife of Sir Anthony Musgrave, Governor of the Island, to be absent perhaps until sometime in January.

—General Grant and family and Mr. and Mrs. U. S. Grant, Jr., will make their winter home on 52nd street, this city, General Grant having rented the residence of ex-Senator Chaffee.

—Major B. S. Heming, of the Indiana, Bloomington and Western Railroad, it is said, will take charge of the Long Island Railroads, which have recently passed under the control of Mr. Austin Corbin.

—Mr. Henry C. Jones, of the Philadelphia and Reading Railroad, has been selected as Superintendent of the Junction Railroad, Philadelphia, in place of O. E. McClellan, of the Pennsylvania Railroad, resigned.

—Mr. John J. Kiernan, the manager of the Financial News Agency, on account of increasing business has removed his office from the second story of the building on the corner of Wall and Broad streets to the basement, with the entrance on Broad street.

—Mr John B. Mulliken has been promoted to be General Manager of the Detroit, Lansing and Northern Railroad. Mr. T. S. Fish has been appointed General Superintendent, and the offices of Chief Engineer and Assistant Superintendent have been abolished.

—Mr. Roberts, the successor of Col. Thos. A. Scott as president of the Pennsylvania Railroad Company, is said to be an indefatigable worker, acquainting himself thoroughly with the workings of the road and personally examining many of its detailed accounts and reports.

—Among the prominent railroad men who have been in New York within the past week or ten days are; Vice-president R. R. Cable, of the Rock Island and Pacific, Vice-president R. B. Angus, of the St. Paul, Minneapolis and Manitoba, President J. Tracy, of the Burlington, Cedar Rapids and Northern, and President Isaac Hinckley of the Philadelphia, Wilmington and Baltimore Railroad Co.

—Mr. Brassoy, an English contractor and operator and famous as a yachtsman is reported to have recently bought two more tracts of land amounting to about 120,000 acres near the base of the Rocky Mountains, and Senator Cochrane, of Canada, is also said to have bought 50,000 acres west of Lake Winnepeg, for cattle raising. Extensive purchases of a similar kind are also being made by other Canadians and Englishmen, on the probabilities of early railroad communication between that region and the East.

—The Czar of Russia does not have the most enjoyable and assuring railroad journeys. It is said that as he is about to leave Livadia for St. Petersburg hundreds of menacing letters are daily received by members of the Imperial family and other distinguished personages, threatening murder on the road. As on the former occasions, the entire line of rail will be watched by soldiers and peasants, and lighted up by torches at night. There will be several trains on parallel lines, the one carrying the Emperor being unknown; and Count Melikoff will himself go from the capital to the Crimea to return with his sovereign.

—The Springfield, Ill, Morning Monitor, says: "O. M. Shepard, formerly of this city, who was Trainmaster on the old Grand Central and Springfield Railroad when it was under the Sheldon and Melvin regime, and later was for a long time connected with the old St. Louis and Southeastern as Assistant Superintendent, has been promoted by the New York and New England Railroad Company, from Superintendent of Construction to Master of Transportation and Superintendent of the Eastern Division, with headquarters at Boston, Mass. Mr. Shepard's friends in this city will be pleased to learn of his success in the profession for which he is so well fitted."

—Concerning the value of seats in the New York Stock Exchange, *Harpers Weekly*, says: 'Mr. Metcalf a partner of Mr. Ives, the president of the Stock Exchange, bought the seat of Mr. George Chapin for $20,500, and paid $1,000 admission fee to the Exchange in addition. The value of seats has of late appreciated more rapidly even than the prices of stocks, for it is only a year or so since Mr. James Gordon Bennett paid but $10,000 for a seat, which he presented to his friend Mr. Lawrence R Jerome. At the rate paid by Mr. Metcalf, the 1,100 seats of the Exchange are worth about $22,000,000. One of its advantages is that at the death of a member his family or estate is entitled to $10,000.

—Mr. William C. Whitney, who has just been appointed to the New York City office of Counsel for the Corporation, is a son of General Whitney the well-known New England Railroad man. Mr. Whitney graduated from Yale College in 1863, came to New York soon afterward and entered the office of Hon. Abram R. Lawrence, Justice of the Supreme Court. He was appointed in 1865 by Mayor Wickham to fill the vacancy caused by the removal of Mr. E. Delafield Smith, and in 1876, was re-nominated for a full term, the nomination being confirmed by an almost unanimous vote. He is a lawyer of recognized ability and strength and is eminently fitted by a valuable experience for the position to which he has just been appointed.

—Mr. Allan Campbell, the new Comptroller of New Yoak, is a civil engineer by profession and has been interested in the construction of several important railroad and other works, having been connected for over forty years with enterprises requiring the highest engineering skill. He was the Chief Engineer in the construction of the Union Pacific Railroad, marked out the route for the New York and Harlem Railroad and began the construction of the first railroad in South America, from Lima to Callao. For six years, beginning with 1855, he was president of the New York and Harlem Railroad Co., in which office he was succeeded by Commodore Vanderbilt. He has also been president of the Consolidated Coal Company, one of the great coal companies of Western Maryland, and has also been chairman of the Finance Committee of the Ohio and Mississippi Railway. During the late war Mr. Campbell was the engineer of the harbor defenses of New York. In 1876 he was appointed commissioner of Public Works, which office he has just vacated to assume his new duties. Mr. Campbell is of Scotch descent, is about sixty years of age stands six feet and two inches in height and is a fine specimen of substantial Scotch growth. His appointment is received with general approval by the public, his record in office being highly appreciated by the citizens of New York, among whom he is known as a genial and able business man and a gentleman of unusual strength and decision of character. He is very popular personally and professionally and a wise and just administration of the office of Comptroller is confidently expected of him.

The directors of the Boston, Clinton, Fitchburg and New Bedford Railroad, in their annual report, say: "It is impossible to give a full comparative statement of the rental for the year, as the previous report only covers eight months under the Old Colony lease, but the same eight months this year show an increase of earnings amounting to $23,946 83 over the corresponding months of last year. During the past year your Directors have placed a loan of $1,200,000 of the new mortgage bonds authorized by you at 5 per cent interest. This loan they regard as of very great importance to your property. It has enabled them to pay off all the floating debt, including $528,000 secured by 7 per cent New Bedford Railroad mortgage bonds; also to call in and retire $247,600 Fitchburg and Worcester 7 per cent bonds, thereby saving nearly $5,000 a year in your interest account. It also makes probable a very large reduction in interest as your different forms of securities mature."

The Baltimore Sun says that Mr. Thos. R. Sharp has written a letter to a friend in Danville, Va., in which he says: "I am still president and receiver of the Long Island Railroad, and the conditions on which I effected the sale from Drexel, Morgan & Co., to Mr. Austin Corbin, who is one of my personal friends, was that I was to be a member of the Corbin syndicate, and manager of the roads under the new arrangement. I negotiated the sale from Drexel, Morgan & Co. to Mr. Corbin and friends, and it was all arranged before my departure from New York, to which place I return this week."

Two new locomotives arrived at the railroad shops in Sacramento, Cal., on the 30th of November for the Southern Pacific Railroad, of Arizona. They will be put in order and forwarded as soon as possible to Tucson.

The branch of the Flint and Pere Marquette Railroad to Manistee will be built this winter, the contract having been let.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,688	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	61	24	13	2,200	Albany and Susq. †(D. & H.)..New York.	9,715,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,915	638,353	1,218,236	559,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.0	4-9	75	37	8	1,930	Allegheny Valley†.....Pennsylvania.	21,564,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,556	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,433	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,869	*Atchison, Topeka and Santa Fe*.....Kansas.	25,065,300	*	5,711,949	662,734	12,634,400	14,136,500	2,577,400	2,080,693	996.9	2,794,120	314,301	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	249.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,766	1,232,200	65,000	5,996	39,719	80.7	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	2,935,149	.....	.....	34,675,800	33,850,311	.....	.....	422.8	5,373,414	963,497	2,229,543	4,135,296	668,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N. H. & Vt.	8,484,000	—	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	39,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio†..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,338	.....	428.0	1,312,118	180,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	33	121,700	—	—	389	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio †.....Md. & W. Va.	29,643,315	12,203,068	46,223,039	835,939	19,792,666	29,386,875	1,421,260	88,204,667	547.1	3,679,346	.....	.....	8,864,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	—	.....	.....	1,650,000	—	20,000	149,110	31.0	757,757	.....	.....	285,007	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	180,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	262.6	.....	140,428	494,622	1,043,015	136,507	—	100	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 932,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	9.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	.....	.....	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1879	201.6	48.0	136.9	4-8.5	243	184	55	4,907	Boston and Albany.....Mass. & N. York.	20,068,415	*	1,170,317	708, 93	20,000,000	7,000,000	1,465,702	2,491,224	249.6	4,889,772	5,199,160	6,738,096	6,427,463	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	45	68	22	680	Boston and Lowell.....Mass.	5,781,303	441,334	932,767	402,141	3,250,000	3,496,100	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,572	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	4,801	36,391	3,250,000	977,000	79,493	83,021	50.0	183,302	79,176	107,589	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,751	4,000,000	500,000	607,266	391,311	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	260,719	L. 79,229	52.5	140,214	97,633	141,631	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	30	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,949	585,694	165.8	789,349	247,312	192,877	678,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,592	5,665	415,430	—	1,633,957	45,060	39.0	63 307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1879	8.8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,995	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	88,870	1,800	—	—	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,163	30,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightbourne.....Virginia.	110,500	*	.....	.....	110,500	—	—	—	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	89,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,669	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island. N.Y.	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	87,960	7,328	203,051	102,924	—	100	....
Sept. 30, 1879	43.8	—	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb.. N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	336	Buffalo and Southwestern.....New York.	1,248,204	*	.....	.....	943,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207 239	1,068,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,413,662	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.1	—	2.7	3-0	3	2	1	59	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	241.6	192.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor. Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911 305	253,107	764,183	1,410 280	459,702	—	100	....
June 30, 1879	146.5	—	10.7	3-0	19	7	7	377	Cairo and St Louis..... Ill.	7,065,000	*	.....	.....	4,585,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,520	21,228	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	2,624,300	5,000,000	.....	.....	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,406	276,094	12,000,000	6,850,000	1,530,688	L. 606,715	116.4	.....	.....	.....	550,000	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	3pf	50	....
June 30, 1879	248.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,861,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,196	—	100	....
Dec. 31, 1879	229.5	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern..... .....Canada.	23,717,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	142.0	—	14.2	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	212.0	468,426	.....	134,524	466,519	189,270	—	—	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,213	34.8	75,090	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	713.5	1,079,243	103,705	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,683,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	235,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,024,373	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*†.....Cal. Nev. & Utah	135,031,029	8,030,469	10,234,033	1,461,793	54,276,500	57,030,000	23 163,385	16,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	278.4	37.0	4-8.5	109	67	44	1,955	Central Vermont.....Vermont.	6,024,373	*	.....	.....	3,150,000	2,874,373	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug.. N. C., S. C. & Ga.	5,132,315	*	372,842	23,826	2,678,000	2,700,971	144,941	105,122	195.0	366,525	62,884	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	57,142	26,037	648,763	500,000	990	.....	22.8	67,547	180,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Charlraw and Darlington..... S. C.	680.000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio .....Va. & W. Va.	54,238,716	*	534,267	133,248	23,762,136	22 526,315	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384 210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire..... .....N. H. & Mass.	2,395,229	322,266	141,111	185,166	2,153,300	831,000	25,703	33,804	53 6	548,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	199.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663 315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609 638	843,429	2,634,177	5,755,077	2,706,166	6	100	....
Aug. 31, 1880	131.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,843	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152 0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1879	80.0	—	10 7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	62,814	.....	80 4	.....	.....	.....	524,373	195,911	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan. .....Mich	6,238,201	429,640	33,923	119,443	6,151,000	480,009	114,740	75,467	245.6	537,908	248,287	345 467	654,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,965,795	*	8,318,765	2,811,506	36,518,610	37,688,000	11,448 446	5,988,060	1,627.8	12,769,568	3,964,798	5,574,686	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah .....Illinois	7,22 .440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	146,571	270,586	45,477	—	100	....
Sept. 30, 1879	30.5	—	1.5	3-0	2	2	—	73	Chicago and Tomah ..... Wisconsin.	211,342	—	.....	.....	13 400	88,000	109.942	.....	30.5	12,896	.....	.....	18,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,886	1,857.3	8,600,517	2,076,184	4,686,853	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	763.6	44 5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0 193	233,825	730,016	115 027	5,151,440	953,000	265,620	45,100	208.1	330,734	71,007	101,562	491,075	136,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,683,744	41,349,500	1,591,292	3,531,538	2,231.0	7,655,701	1,565,446	2,559,734	10,012,820	4,539,025	7pf	100	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	2,154,000	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,361	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	459,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,952	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,064,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1,450,302	1,573,422	1,407,240	1,080,838	14,999,840
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	302,787	281,650	303,906	334,742	400,332	424,164	410,103	444,104	422,123	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,819	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	563,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,307	797,232	860,124	720,571	.....	.....
Lake Shore & Mich. South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,493
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,736	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,294	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1 492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,.81	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	.....	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,061	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,773	656 832	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	89,044	1,243,959
1879	94,907	77,624	91,356	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	.....	.....
1880	760,147	762,568	982,480	890,137	946,186	952,049	1,065,080	1,165,325	1,177,134	1,526,475	1,105,616	.....	.....

Title in Lost or Stolen Bonds.

The First Comptroller of the U. S. Treasury has just rendered a decision touching the finding of a Government coupon bond, in which he holds—

First, United States coupon bonds, being payable to bearer, the title thereto passes by delivery. Possession, even fraudulently obtained, is prima facie evidence of ownership, and all persons not chargeable with knowledge of the fraud, may safely purchase from the holders.

Second, if the holder of such bond present it to the Treasury for payment, or for the issue of a new bond, and give notice of any defect in his title, payment to such holder will not relieve the Government from the duty to again pay the rightful owner.

Third, when registered bonds are presented for transfer to an indorsee, the Government is bound at its peril to ascertain the genuineness of the assignment, and in case of transfers by operation of law, as in case of administration or bequest, the Government is bound to ascertain the parties who, by legal right, are entitled to be inscribed as payees.

Fourth, payment to a person who is not the owner of a registered bond, even though procured by false personation and with the possession of the bond, will not relieve the government from liability to pay the rightful claimant, who has in no way participated in the fraud.

Fifth, payment or transfer of registry of a registered bond on a forged endorsement will not deprive the bona fide owner of the bond of his rights therein.

Sixth, on general principles of the common and civil law the finder of a Government bond acquires no title therein.

Seventh, when the holder of a Government bond presents it to the Treasury for payment, with evidence showing he is not the owner or entitled to payment, he has no right to a return of the bond to his custody. It is the duty of the Government to hold it, to protect the rights of the proper owner until he demands it.

The Oil City and Ridgeway (Pa.) Railroad and Mining Company and its liberal franchises, with depots, engines, cars and six hundred and fifty-six acres of valuable bituminous coal lands, already largely developed and now being worked, has been sold entire to T. H. Wilson, of Oil City.

The Carson and Colorado Railroad has been completed to Dayton.

Railroad Earnings—Weekly.

	Month of September.		Month of October.		Month of November.		—WEEKLY EARNINGS IN DECEMBER.— First week.		Second week.		Since January 1.	
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$171,524	$204.991	$147,785	$189,330	$40,621	$12,471	.....	.....	$1,399,365	$1.902.533
Chicago & Alton.....	628,811	733,234	668,163	786,116	601,101	680.952	.....	.....	.....	.....	5,202.663	7.128.606
Chicago & Eastern Ills.	82,049	131,904	92,975	150,891	88,477	128,597	.....	.....	.....	.....	793.431	1.170.030
Chi., Mil. & St. Paul...	1,018,806	1,257,000	1,290,739	1,494,000	1,100,244	1,472,000	.....	.....	.....	.....	8,951,362	11,668.810
Chi., St. Paul, M. & O.	117,810	144,771	147,605	190,403	142,737	176,555	.....	.....	.....	.....	1,125.451	1,449.430
Cincinnati & Springf ..	89,373	81,488	95,465	93,506	82,951	101,547	.....	.....	.....	.....	720.251	826,388
Clev., Col., Cin. & Ind.	410,064	410,103	423,257	444,104	366,274	422,123	.....	.....	.....	.....	3,341,444	4.007.564
Denver & Rio Grande..	112,823	400,990	140,083	473,318	130,265	408,562	32,098	74,643	29,353	88,601	1,158,040	3.266.064
Flint & Pere Marquette	107,350	146,032	123,570	158,752	113,898	153,959	27,943	34,742	.....	.....	1.058.944	1.480.580
Grand Trunk of Ca....	800,857	893,241	867,646	957,519	833,560	897,402	.....	.....	.....	.....	8.112.078	9.556.606
Great Western of Ca...	357,376	436,705	446,445	487,618	407,512	438,238	95,155	105.213	.....	.....	4,108,481	4,747,443
Hannibal & St. Joseph.	176,810	209,058	239,735	240,359	193,125	204,116	56,740	57,291	.....	.....	1.800,812	2,334.160
Hous. & Tex. Central.	.....	.....	406,565	476,866	429,804	431,994	.....	.....	.....	.....	2.823.453	3.296.119
Ind., Bloom. & West...	122,406	110,622	120,785	121,343	92,279	96,621	.....	.....	.....	.....	1,055.641	1,117,509
International & Gt. N.	178,949	195,057	228,800	276,646	244,813	256,756	.....	.. ..	.....	.....	1,557,593	1,702,299
Lake Erie & Western..	68,102	109,852	68,036	170,925	*39,455	*71,329	.....	.....	.....	.....	592.027	1.177.622
Louisville & Nashville.	527,214	891,000	609,578	1,000,000	697,033	929,400	151,200	218,600	.....	.....	†2,840,744	†4.553,700
Marq., Hough. & Onto.	*50,699	*82,918	60,000	91,000	*24,134	*33,297	.....	.....	.....	.....	533.520	760.661
Memphis & Charleston.	35,395	104,734	66,066	125,731	131,250	139,225	.....	.....	.....	.....	770.635	1.055,021
Mo., Kansas & Texas...	380,758	369,065	387,710	407,549	387,087	371,079	90,771	84,937	.....	.....	3,054,136	3,269,335
N. Y. & N. England..	.....	.....	.....	.....	173,713	207,241	48,160	50.015	.....	.....	.....	.....
Northern Pacific.....	270,893	332,810	295,260	364,474	210,635	277,755	24,073	59,600	.....	.....	1,889,471	2,332,356
St Louis, Alt. & T. H..	114,229	129,603	116,682	137,045	100,963	109,693	.....	.....	.....	.....	930.132	1,274.245
Do. Branches.....	.....	.....	63,786	68,550	52,460	68,070	.....	.....	.....	.....	500,770	599,600
St. L., Iron Mt. & So...	591,076	661,400	724,713	678,200	656,832	626,725	181,336	167.500	.....	.....	4,818,535	5.770,819
St. Louis & San Fran..	199,129	277,817	213,712	310,582	199,861	284,081	53,100	54,100	.....	.....	1,493,500	2.524,400
St. Paul, Minn. & Man.	224,830	274,145	291,202	345,057	226,695	300,675	52,942	64,404	.....	.....	2,423,849	2,924,508
St. Paul & Sioux City.	110,433	152,700	121,618	153,344	109,620	150,289	.....	.....	.....	.....	1,017,175	1,346.140
Scioto Valley	23,125	31,733	30,249	30,172	26,251	28,751	.....	.....	.....	.....	262,029	291,743
Wab., St. Louis & Pac.	936,222	1,177,134	1,198,076	1,526,475	864,057	1,105,616	.....	.....	.....	.....	8,130,162	11,373,489

* For three weeks only. † July 1 to latest date.

Railroad Law.

SUPREME COURT OF PENNSYLVANIA, CAULEY VS P. C. & ST. L. R. R. CO.—NEGLIGENCE—CHILD OF TENDER YEARS.

Parents who permit their children to trespass upon the track of a railroad, are guilty of negligence. It is not only gross but culpable negligence, as it imperils the lives of the children, as also the lives of the traveling public.—[ED. CHICAGO LEGAL NEWS.

These were two actions on the case to recover damages, one brought by the father of John Henry Cauley, a boy of tender years, for loss of his services, etc., and the other in right of the boy, for damages for the injury itself. On the trial, counsel for plaintiff offered to prove by the mother of the boy, that on September 20, 1879, the day of the accident, she saw from her house on the hill side opposite to the point bridge, this city, and above the defendant company's railroad tracks, a train of freight cars in motion, down the road; that she saw the conductor of the train standing on the track close to the moving train, and heard him call out to a number of boys that were on a car loaded with sand, ordering them in an authoritative tone of voice, to get off the car; that noticing that her own son, John Henry Cauley, was amongst the boys on the car, she protested against her boy being compelled to get off the car while in motion, and asked the conductor that he should not be put off till the cars were stopped; that the conductor persisted in compelling the boys to get off while the train was in motion, and that in complying with his orders, her boy, then aged seven years, two months and six days, fell under the car and had one of his legs so severely injured that it was subsequently amputated; that when the conductor was ordering the boys to get off, a brakeman went toward the car the boys were on, his manner indicating that he was about to enforce the order of the conductor, this immediately before the boys jumped off the car. This, for the purpose of showing that those in charge of the train of defendants had carelessly and negligently acted in the premises, and had ordered the boys to get off the train at an improper time, i. e. while it was in motion, and also to show negligence on the part of the defendants.

This was objected to, first, as incompetent and irrelevent; second, because the offer disclosed the fact that the plaintiff, the boy injured, was a trespasser at the time of the injury; third, because the offer failed to disclose any act of negligence upon the part of any employee of the company, for which the company itself was liable. The objections were sustained.

The plaintiff then rested, and the court directed a verdict for defendants. The rejection of these offers was assigned for error.

PAXON, J.—It was said by Mr. Justice Strong, in Philadelphia and Reading R. R. Co. vs. Hummell, 8 Wright, at page 378: "It is time it should be understood in this State that the use of a railroad track, cutting or embankment, is exclusive of the public everywhere, except where a way crosses it." The same doctrine has been reiterated again and again in subsequent cases. In Mulherin vs. Delaware, Lackawanna and Western R. R. Co., 31 P. F. S. 366, it was said: "Except at crossings, where the public have a right of way, a man who steps his foot upon a railroad track, does so at his peril. The company has not only a right-of-way, but it is exclusive at all times and for all purposes," and Railroad, vs. Norton, 12 Harris, 465, was cited in support of this rule. Many other cases might be referred to were it necessary. We live in an age of steam and of rapid development. The world demands quick transportation. Increased speed necessarily involves increased danger. Holding, as we do, such corporations to a strict responsibility for negligence, it is our duty to give them a clear track. This rule is not only proper in itself, but is necessary for the preservation of life. Its propriety is no longer a subject for discussion.

It ought also to be equally well understood that parents who permit their children to trespass upon the track of a railroad are guilty of negligence. It is not only gross but culpable negligence, as it imperils the lives of the children so trespassing, as also the lives of the traveling public. A similar view was taken in Railroad Company vs. Hummell, supra, where it was said that children "cannot be upon the railroad without a culpable violation of duty by their parents or guardians." It is very clear, therefore, that as to the suit brought by John Cauley in his own right for the injury to his son, he cannot recover. The child was upon the car where he ought not to have been by the negligence and want of care of his father. Nor does the offer of evidence ruled out by the court below tend to rebut the presumption of the negligence on the part of his parents. On the contrary it strengthens it. Assuming the offer to be true, it shows that the child was not only playing upon the car on the occasion when he received the injury, but that he had done so before. The location was near his parents' house, probably in sight, as his mother saw the accident and called to the conductor. That the child was there without his father's consent is not to the purpose. "To suffer a child to wander upon the street has the sense of permit. If such permission or sufferance exist it is negligence:" Philadelphia and Reading R. R. Co. vs. Long, 25 P. F. S., 265. I apprehend few parents would consent to a child playing upon a railroad track, or any other known place of danger. But many parents might neglect the precautions necessary to prevent it. In some instances it would require more than merely to caution a child against it. Positive prohibition, followed by punishment for violation sometimes may be necessary. It too often happens that boys are allowed to wander about the streets, and trespass upon railroad tracks with very little care or supervision of the parents. Whilst so engaged injuries of this character are deplored, and however much our sympathies may

likely to happen. Much as they are to be debe aroused for one so injured, it would be unjust to compel a corporation or individual to make a pecuniary compensation for such accident, where it was the result of the lawful pursuit of a lawful business by such corporation or individual. Aside from this the defendant company owed the father of this child no duty. The father owed his child the duty of protection. The company did not. The evidence was properly rejected.

In regard to the suit brought for the child by his father, as his next friend, it is sufficient to say that the child being unlawfully on the car, the defendant company owed it no duty, and is not liable for the injury. This was the principle upon which Railroad Co. vs. Hummell was ruled. In the recent case of Duff vs. Allegheny Valley R. R. Co., 27 Pittsburg Legal Journal, 58, it appeared that a conductor of a train in violation of the rules of the company, permitted a boy to sell papers on the train. By the alleged negligence of the company the boy was killed. The right of his mother to recover was denied, upon the ground that the boy was a mere trespasser, and the company owed him no duty. It is useless to multiply authorities. The rule is well settled and is sustained by reason and authority. Moreover, it is demanded by humanity. There are many unfeeling parents not only neglect, but maltreat their children. It would be cruel to such children to lay down a rule which would make it an object for unprincipled parents to expose them to injury and death upon a railroad track. Writ Quashed.—[Legal Intelligencer.

Interest and Dividends.

The American Express Company has declared a devidend of $2 50 per share, payable Jan. 3.

The Fitchburg Railroad Company has declared a dividend of $3 50 per share, payable January 1, 1881.

The Eastern (N. H.) Railroad Company has declared a semi-annual dividend of 2½ per cent, payable December 15th.

The Boston, Revere Beach and Lynn Railroad Company has declared a dividend of $3 per share, payable Jan. 1.

The Baltimore City Passenger Railway Company has declared a dividend of $1 25 per share, equal to 5 per cent, payable January 3, 1881.

Three per cent interest for the six months ending December 1, 1880, will be paid upon the income bonds of the Indiana, Bloomington and Western Railway Company on and after Jan. 3, 1881.

A dividend of 1¾ per cent on the preferred stock of the Chicago, St. Paul, Minneapolis and Omaha Railway Company, will be paid on the 20th of January, 1881, to stockholders of record on the 30th inst.

The Homestake Mining Company has declared its 27th dividend of 30 cents per share and an extra dividend (the 28th) of same amount, both payable December 27th. Transfer books close on the 20th.

The directors of the Chicago, Burlington and Quincy Railroad Company have declared a stock dividend of 66⅔ per cent, subject to ratification by the stockholders at a meeting, called for that purpose, to be held on the 28th inst.

The Northern Central Railway Company has declared a dividend of 2½ per cent, from the profits of the year 1880, payable January 10, 1881. This is the first dividend paid by this company since April 1, 1876, when 3 per cent was paid.

The Worcester and Nashua Railroad Company has declared a dividend of $1 50 per share of $75, or two per cent, payable January 1, 1881. This is the first dividend since July 1876, when a similar dividend was paid.

A dividend of $1 75 per share has been declared payable on the 23d of December to the holders of the preferred shares of the Keokuk and Des Moines Railway Company, at the closing of the books on the 15th of December.

The city officials of Harrisburg, Penn., give notice that all Five-twenty or Option Bonds issued by that city from January 1, 1875, to January 1, 1876, inclusive, are called in and will be paid January 1st, 1881, when interest will cease. They are payable on presentation at the Western Bank in Philadelphia.

The coupons of the First Mortgage Sinking Fund bonds of the Port Royal and Augusta Railway Company due January 1, 1881, will be paid at the office of the company, No. 252 Broadway, on and after that date. Also at the same time and place a dividend of two per cent on the company's income bonds on presentation of coupons 3 and 4.

The Boston and Maine Railroad Company is building over the Merrimac River at Haverhill, Mass., the heaviest and strongest iron railroad bridge in New England. It comprises five great spans of a total length of 720 feet, and bears two tracks, supported by trusses, each calculated to carry 3500 pounds live load to the lineal foot. The floor system will carry 4500 pounds per lineal foot upon each track. The masonry of the new structure will be completed by the 25th inst., and the iron work will be on the ground as soon as the foundations are ready to receive it.

A new railroad is projected to run from Port Rowan to Amherstburg, Ont., forming an Eastern connection with the Hamilton and Northwestern Railway, and a Western connection by crossing the Detroit River and connecting in Michigan with the Wabash system. The line is already surveyed as far west as the County of Essex, Ont.

The Pittsburg Chronicle says that as a part of the new scheme of the Pittsburg, Titusville and Buffalo Railroad the Baltimore and Ohio is surveying a route across the eastern part of Allegheny county to make connection with the New York, Pennsylvania and Ohio for a through route to Cleveland.

The New York and New England Railroad Company has completed its track between Danbury and Waterbury, Conn., and is only a few miles from the Harlem Railroad. The trains will soon run from Boston to Danbury, the cars being now ready.

The first through Pullman sleeper from Cincinnati to Savannah, Ga., over the Cincinnati Southern and Georgia Central railroad, arrived at Savannah on the 13th inst.

Five car loads of steel rails were forwarded for the terminus of the Southern Pacific Railroad from Sacramento on the 30th ult.

Track laying on the Utah Eastern Railroad is being prosecuted between Kimball's and Park City.

The Southern Pacific Railroad was completed 22 miles east of Rio Mimbres, N. M., and 60 miles from El Paso on the 1st of December.

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 14.

	W.8.	Th.9.	F.10.	Sa .11.	M.13.	Tu.14.
Allegheny Val. 7 3-10s	....	....	....	....	122	....
7s, Income	....	....	....	....	....	....
Camden & Am. 6s, 1883	....	....	....	....	....	....
6s, 1889	105½	....	....	....	....	....
Mort. 6s, 1889	....	....	114	....	....	114
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	50½	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	110	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	35½	36	36	36½	36½	36½
6s, 1884	....	....	....	....	....	109½
Gold Loan	....	....	....	....	....	....
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	110	....	....	....	111	111
Lehigh Valley	57	57½	57½	57½	57½	56½
1st mort. 6s, coupon	....	....	....	121	....	....
1st mort. 6s, reg	....	....	....	122	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	115	....	115	....	115	115
Consol. mort. 6s, reg	....	....	....	....	....	....
Little Schuylkill	....	....	....	52½	....	....
Minehill & Sch. Haven	....	58½	....	....	....	....
North Pennsylvania	55	55	....	55	55½	56
1st mortgage 6s	....	....	....	....	....	108
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	120	....	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	44½	45½	46½	45½	45½	45½
6s	....	96	97	97	....	....
Northern Pacific	33½	33½	33½	33½	32½	32½
Preferred	63½	63½	63½	63½	63	62½
Pennsylvania R. R.	61½	62	62½	62½	62	62
1st mortgage	....	....	102½	....	....	....
Gen'l mortgage	....	124½	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	118½	118½	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	108	108	....	....	....	....
do. 5s, new	....	....	....	116½	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	25½	24½	25½	25½	25½	25½
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s, new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	123	123	....
Consol mortgage reg	....	....	123	....	....	....
Gen'l mortgage 6s	86chp	86½	86½	86½	86½	86½
Philadelphia and Erie	20	20½	20½	20½	20½	20
1st mortgage, 6s	101½	....	101½	101½	101½	....
2d mortgage, 7s	....	....	118½	....	....	..
Pittsb., Un. & St. L. 7s	....	....	120½	....	....	....
Pittsb., Titusv. & Buff.	17½	17½	17½	17½	17½	17½
7s	....	84	90	91	90	90
Schuylkill Navigation	....	....	....	....	....	....
Preferred	10x	10	....	....	....	....
6s, 1872	....	....	104½	....	....	....
6s, 1882	79½	79	....	79½	80	80
United Co. of N. Jersey	....	....	181	181	....	181
Hestonville, (Horse)	....	19	19	19	....	....
Chestnut & Wal. (do)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore stock Exchange.

Closing Prices for the week ending Dec. 14.

	W.8.	Th 9.	F.10.	Sat.11.	M.13.	Tu.14.
Baltimore and Ohio	....	....	....	....	....	185
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	45½	....	....	....	46	....
1st mortgage	....	....	....	....	....	112
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	118	....	....	....
2d mortgage, 7s	85	85½	85½	85½	85½	85½
3d mortgage, 8s	46½	46½	....	46½	46½	....
Northern Central ($50)	45½	44½	46½	45½	45½	44½
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	116	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	115	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	53½	....	....	....	....
O., Alex. & Manassas 7s	95	....	....	94	95	97
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	77½	78½	75½	74½	75½	75½
Consol. Coupons	90½	....	91½	91½	91½	....
10-40 bonds	49½	49½	49½	46½	49½	49½
Deferred Certificates	18	18	18½	16½	....	18
Western Maryland	....	....	....	....	....	8½
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 15.

	Th.9.	F.10	Sat.11	M 13.	Tu.14	W.15.
Adams Express	116½	118	117½	118	118	118½
Albany and Susq.	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	65	65½	65½	....	....	65
Atlantic & Pacific Tel.	36½	36	35	34½	....	35½
Burl., C. R. & Nor.	68	....	....	....	....	....
1st mortgage 6s	97	97½	97	97½	97½	98
Canada Southern	72½	72½	73	73½	73½	74½
1st mortgage guar.	101½	101½	101½	101½	101	101½
Central of N. Jersey	78½	79½	80	79	79½	81½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	113½	113	....	....	....	113
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	91½	91½	....	92	....	93½
Adjustment	111½	....	111½	....	....	....
Central Pacific	84½	84½	85½	84½	84½	84½
6s, gold	115½	115½	115½	114½	115	115½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	22½	22½	22½	23	....	23
Chicago and Alton	139	139	139½	143½	145	....
Preferred	142	....	....	....	146	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	176½	174	172½	174	172½	173½
7s Consol., 1903	130	130	130½	130	130	130
Chic., Mil. and St. Paul	111½	110½	111	110½	110½	110½
Preferred	122	120½	122	122	121½	121
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	120½	121	....	121½	....	....
1st M. (I. and M. div.	....	....	....	121½	....	....
1st M. (I. and D. ext	....	....	....	122½	....	122½
1st M. (H. & D. div.	118	....	117½	117½	....	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	121	....	121½	122	....	121½
Chic. & Northwestern	122½	124½	121½x	123	122½	124½
Preferred	140½	139½	141	139½	139	140½
1st mortgage	....	....	....	111	....	....
Sinking Fund 6s	109½	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	132
Consol. Gold bonds.	123½	....	....	....	....	125½
Do. reg	124	....	123½	....	....	....
Chic., Rock Isl. & Pac	125½	133½	131	130½	130½	131
6s, 1917, c.	....	....	127	....	....	130
Clev., Col., C. and Ind.	83½	82½	83½	83½	87½	87½
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	....	....	....	124
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	113	....	....
Col., Chi., & Ind Cent	20	20	20	19½	19½	20½
1st mortgage	....	....	....	....	109	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	87½	88½	89½	89½	89½	91½
Reg. 7s, 1891	....	115	....	....	....	....
Reg. 7s, 1884	108	....	....	....	....	....
7s, 1894	....	....	....	....	....	114½
Del., Lack. & Western	102	103½	104½	103½	104½	105½
2d mortgage 7s	102	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 5s, ext.	....	....	....	....	....	....
3d mortgage	....	....	....	109	....	109
4th mort. 5s, ext.	....	....	....	106½	....	107
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	128	128	128½	128	128	128
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	107½	....	107½	....	....	107½
Hannibal & St. Joseph	44½	44½	44½	44½	44	44½
Preferred	95½	94½	95½	96	95½	96
8s, Convertible	....	....	....	....	112	112
Houston & Tex. Cent.	70	68	68	....	68½	66½
1st Mortgage	....	....	....	....	....	....
Illinois Central	....	120½	....	....	....	121½
Lake Shore & Mich So.	122½	122½	124½	124	124½	126½
Consol. 7s	130	....	....	130	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	84	83½	83½	82½	83	84
7s Consolidated	....	....	....	....	....	....
Manhattan	34	33½	34	33½	33½	34½
Metropolitan Elevated	111½	111	111	....	110	111
1st Mortgage	105	104½	104½	104½	104½	104½
Michigan Central	115½	116½	117½	117	117½	119½
7s, 1902	126	....	126½	....	....	127
L. S. and N. I. 1st, S.F	109½	....	110	....	109½	....
Morris and Essex	119	120	120½	117	117	119
1st mortgage	....	....	....	....	132	....
2d mortgage	....	....	....	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	120½	....	....	....	....	....
N. Y. Cent. & Hud. Riv	144½	144½	144½	144½	144½	144x
6s, Sinking fund, 1883	....	....	....	....	....	104½
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	135	....	....	....	....
1st mortgage, reg.	....	....	....	135	....	....
N. Y. Elevated	120	....	....	....	....	....
1st mortgage	116½	116½	116½	....	....	....
N. York and Harlem	196	194	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	132	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 15.

	Th.9.	F.10	Sat.11.	M 13.	Tu.14.	W.15.
N. Y., Lake Erie & W.	46½	46½	47	46½	46½	47½
Pref erred	80	79	79½	78½	78½	79½
2d Consolidated	98	97½	98½	97½	97½	97½
New 2d 5s fund	94	92½	93½	92½	....	93
N. Y., N. Haven & Hart	....	171	....	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	33½	32½	33½	33	....	33½
Preferred	64	63½	63½	63½	62½	63½
Ohio and Mississippi	35½	36	36½	36½	35½	36½
Preferred	....	....	87½	....	....	88
2d mortgage	....	....	122½	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	....	....	....	....	....	....
Pacific Mail S. S. Co.	48½	51½	50½	50½	50½	52½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	108½	108½	....	....	....
2d mortgage	....	....	....	....	....	....
Panama	....	....	210	225	....	....
Philadelphia & Reading	50	50½	50½	50½	50½	51½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	140	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	128	123	122	123	123	....
Quicksilver Mining Co	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
St. Louis & San Fran.	42	41½	42	41½	....	43
Preferred	56	55	55	55	55	57½
1st Preferred	87	86	87½	87	....	89
St. L., Alton and T. H.	....	....	....	32½	....	....
Preferred	....	....	....	109	....	109½
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	46½	44½	47½	49	49½	51½
1st mortgage	....	118½	....	....	....	....
2d mortgage	104½	103	103½	104½	104½	105½
Tol., P. & War. 1st E.D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	106½	107½	107½	107½	107½	108½x
1st mortgage	115	115	....	115	115½	115½
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 6s	121	120½	120	....	120	122
United States Express	....	51½	....	....	52	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	110	....	110½	....	....	111
Wabash, St. L. & Pac.	42½	43½	43½	43½	42½	43
Preferred	79½	81½	81½	81½	80½	81
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	....	113½	115½	113½	113½	114
Western Pacific bonds	....	111	....	....	....	....
Western Union Tel	82½	84	82	82	82½	82½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Dec. 15.

	Th 9	F 10.	Sat. 11.	M 13.	Tu. 14.	W. 15.
Atch., Top. and San. Fe.	143½	143½	144	143	142½	141½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	158	159	160	160	....	159½
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	111	....	....	....	....
Boston and Maine	146½	146½	146	146	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	45½	45	45½	45½	47½	45
Burl. & Mo. R. L. G. 7s	....	115½	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	87	....	....	87	....	....
4s	....	....	....	....	....	....
Chi., Burl. and Quincy	176½	173½	172	173½	172½	173
7s	....	....	....	....	....	126½
Chi., Sand. and Clev.	16½	17	17½	17½	17½	17½
Concord ($50)	95½	....	95½	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	33½	....	....
New 4½ Bonds	100	99½	99½	99½	....	99½
Fitchburg	....	145	....	....	138x	....
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	44	43	43½	44	43½	44
7s	113½	113½	....	113½	....	113½
Northern, N. H.	110	....	....	107½x	....	107½
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	22	22½	22½	....	22½	22½
Preferred	....	78½	....	....	....	....
Old Colony	128	128	128½	128	127½	....
Ph., Wil. & Balt. ($50)	....	74	74	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Arx. Val.	....	....	....	....	....	....
7s	117½	....	....	117½	117½	....
Pullman Palace Car	122	122½	122½	....	122½	122½
Union Pacific	108	106½	107	107½	107½	109
6s	....	112½	....	....	....	....
Land Grant 7s	....	112½	....	....	....	....
Sinking Fund 6s	118	....	118½	....	....	119½
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	125
Worcester and Nashua	....	....	64	....	67	67
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	70½
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	228	238	....	....	241	....
Quincy	88½	87½	89½	89½	89½	89½

New York Stock Exchange.

Closing Prices for the week ending Dec. 15.

	Th.9.	F.10.	Sat.11.	M. 13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	117½	112	....	112½	112½	111½
U. S. 4s, 1907, coup.	118½	118	118½	118½	112½	....
U. S. 4½s, 1891, reg.	112	111½	111½	....	111½	....
U. S. 4½s, 1891, coup.	....	111½	....	111½	....	....
U. S. 5s, 1881, reg.	....	101½	....	....	101½	101½
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	101½	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	103	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	....	....	....	....	....	103

London Stock Exchange.

	Closing Prices. Dec. 3.	Nov. 26
Baltimore and Ohio (sterling)	115 —117	116 —116
Central of New Jersey $100 shares	78 — 82	76 — 82
Do. Cons. Mort. Oct. '79 coupon	116 —118	116 —118
Do. Adjustment bonds	113 —114	113 —115
Do. Income bonds	94 — 96	94 — 96
Det., Gd. Haven & Mil. Equip. bds.	112 —114	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c.	108 —110	108 —110
Illinois Central $100 shares	124½—125½	124½—127½
Lehigh Valley Consol. mortgage	116 —118	116 —118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 —138	136 —136
Do. $100 shares	148 —150	150 —152
Do. Mort. bonds (ex.)	121 —123	121 —123
N. Y., Lake Erie & West., $100 shs.	47½— 48½	49 — 49½
Do. 6 p.c. pref. $100 shares	83 — 84	85 — 87
Do 1st Con. Mort. Bonds (Erie)	128 —130	129 —131
Mort. Funded Coupon bonds	126 —128	126 —128
Do. do. 2d do.	101 —103	99 —101
Do. 2d Consol. Mort. bonds	101 —103	105 —107
Do Gold Income Bonds	85 — 90	85 — 90
N. Y., Penn. & Ohio 1st mor. bds.	55 — 56	56 — 57
Do. Prior Lien Bonds (sterling)	104 —106	104 —106
Pennsylvania, $50 shares	24½— 25½	64½— 65
Do. Con. Sink. Fund Mort.	121 —123	119 —119
Philadelphia & Reading $50 shares	26½— 27½	25½— 27½
General Consol. Mortgage	112 —114	115 —117
Do. Improvement Mortgage	93 —102	101 —106
Do. Gen. Mort. '74, ex-deferd. cou.	89 — 91	89 — 91
Do. Scrip for the 6 dst. ½ coupons.	87 — 90	85 — 90
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 —112
St. Louis Bridge 1st mort. gold bonds	119 —121	117 —119
Do 1st pref. stock	74 — 78	72 — 77
Union Pacific Land Grant 1st mort.	115 —117	115 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, December 16, 1880.

Six per cent has been the minimum rate for call loans during the day at the Stock Exchange, but in the last hour the rate fell to three per cent. Time Money was offered to-day for four months at six per cent, and for thirty days money can be borrowed at six per cent and a commission of one-quarter. Prime mercantile paper is six and seven per cent.

The posted rates for prime bankers' sterling are 4.79@4.82; the actual rates are 4.78@⅛ and 4.81@⅛. Cable transfers are 4 81⅛@4.82. Prime commercial bills are 4.76¼@4.77.

The Treasury to-day purchased $199,000 6s of 1880, at 102⅞.

The earnings of the Central Pacific Railroad Company, for the month of November, 1880, were $2,154,000; for the month of November, 1879, $1,488,141. The earnings for the first eleven months of 1880, were $18 682,195; for the first eleven months of 1879, $15,817,292.

The earnings of the Chesapeake and Ohio Railway for the month of November, 1880. were $289,-078 31; for the month of November, 1879, $148,-078 51—increase in 1880, $90,999 80. For eleven months in 1880 the earnings were $2,439,690 52; for eleven months in 1879, $1,755,888 24—increase in 1880, $683,802 28.

A negotiation has just been concluded between Drexel & Co., of Philadelphia, and the Pennsylvania Railroad Company for the purchase from that company of $5,000,000 of the 5 per cent

Consolidated Mortgage bonds of the Philadelphia and Erie Railroad Company which is leased to, and the bonds guaranteed by, the Pennsylvania Railroad Company.

The closing quotations on Thursday were: Adams Express, 118@119; American Express, 63@64½; American District Telegraph, 56½@57; American Union Telegraph, 70⅞@71⅛; Canada Southern, 74@74½; Central of New Jersey 79½@79¾; Central Pacific, 85@85½; Chicago and Northwestern, 124¾@125; do. pref., 139¾@140¼; Chicago, Burlington and Quincy, 173¾@174¼; Chicago, Milwaukee and St. Paul, 113½@118⅝; do. pref., 122@123; Chicago, Rock Island and Pacific, 135¼@135⅝; Columbus, Chicago and Indiana Central, 20⅜@20½; Cleveland, Columbus, Cincinnati and Indianapolis, 87½@88; Delaware and Hudson Canal, 91¼@91½; Delaware, Lackawanna and Western 105¼@105⅜; Hannibal and St. Joseph 46¼@46½; do. pref., 98@98½; Illinois Central, 121½@122; Lake Erie and Western, 38¼@38¾; Lake Shore and Michigan Southern, 127⅝@127⅞; Morris and Essex, 118½@119¼; Manhattan Elevated, 34⅜@34⅝; Michigan Central, 119¾@120; Metropolitan Elevated, 110½@111; New York Elevated, 119½@121; New York Central and Hudson River, 144¾@145; New York, Lake Erie and Western, 47⅛@47⅜; do. pref., 79⅛@79⅜; New York, Ontario and Western, 32⅛@32¼; Ohio and Miss., 36¼@36½; do. pref., 87⅛@88½; Pacific Mail, 52⅛@52¾; St. Louis and San Francisco, 44¾@45; do. pref., 61⅞@62½; do. 1st pref., 90⅜@90⅝; St. Louis, Iron Mountain and Southern, 50¼@50½; Union Pacific, 107¼@107⅜; United States Express, 53½@53⅝; Wells Fargo Express, 112@113; Western Union Telegraph, 78½@78⅝; Wabash, St. Louis and Pacific, 43@43¼; do. pref., 80⅜@80¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Topeka and Santa Fe 143; Am. Dock and Imp. Co. 7s, ass., 123; Boston and New York Air Line, 48½; Boston, Hartford and Erie 1st, 45; Buffalo and Erie 7s, new, 123; Chesapeake and Ohio 1st pref., 31⅛; do. 2d pref., 24¼; do. 1st, Series B, 76¾; do. cur. int., 45¼; Chicago, St. Paul, Minn. and Omaha, 45¾; do. pref., 90¼; do. consol., 102¼; Chicago, St. Louis and New Orleans, 37½; Col., Chi. and Ind. Cent. 1st Trust Co. certif. ass., sup., 105; do. inc., 57; Clev., Col., Cin. and Ind. consol. 117; Central Iowa 1st, 112; do. deben. certif., 89; Chicago, St. Paul and Minn. 1st, 108; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 108¼; do. Chicago and Pacific div., 109; Chicago and Eastern Ills. 1st, 104; do. inc., 58; Chicago and Alton inc., 105½; Denver and Rio Grande, 78⅜; do. 1st, 110½; do. 1st consol. 109⅝; Delaware and Hudson 1st, Penn. div., 119¼; Denver, South Park and Pacific 1st, 104¾; Dubuque and Sioux City 7s, 2d div., 110; East Tenn., Va. and Ga. 1st, 115¼; Galena and Chicago 1st, 104; Houston and Texas Central 1st Inc. and Ind., 95; do. Western div. 1st, 112; do. 2d, M. L., 115; Indianapolis, Decatur and Springfield 1st, 105½; do. 2d, 61¾; International and Gt. Northern, 49½; do. 1st, 105¼; do. 2d inc., 88; Ind. Bloom. and Western, 85; do. 1st, 79; do. 2d, 68¾; do. inc., 66; Jefferson 1st, 110; Kansas Pacific, 1st consol., 102; do. 7s, Denver Div. ass., 105; do. with coupon certif., 113¼; Keokuk and Des Moines, 12¾; do. pref., 43½; do. 1st, 98½; Laf., Bloom. and Muncie inc., 74; Lake Erie and Western, 38⅜; do. 1st, 107; do. inc., 68; Louisville, New Albany and Chicago, 47; Lehigh and Wilkesbarre consol. ass., 103; do. income, 80; Louisville and Nashville 2d, 105; do. 1st New Orleans and Mobile div., 104; do. Gen'l mort., 6s, 101½; Marietta and Cincinnati 1st pref., 10½; Missouri, Kansas and Texas, 44⅛; do. 1st consol. ass., 111¾; do. 2d, 75¾; Manhattan Beach Imp. Co., 35; do. 7s, 95; Mobile and Ohio, 20½; do. 1st deben., 85¾; do. 2d deben., 41; do. 1st mort., 105; Nashville, Chattanooga and St. Louis, 78; do. 1st, 118; New York, Ontario and Western, 31⅞; do. pref., 80; New York, Pennsylvania and Ohio inc., 54; Ohio Central, 21⅞; do. 1st, 102⅞; do. inc., 58; Oregon Railway and Nav., 130½; do. 1st, 108½; Ohio and Mississippi 1st, Springfield div., 115; Pittsburg, Titusville and Buffalo, 85½; Peoria, Decatur and Evansville, 25¼; do. 1st, 105; do. inc., Evansville div., 67½; Rome, Watertown and Ogdensburg, 25; do. consol., 75; Rensselaer and Saratoga 1st, 138; St. Paul and Sioux City 1st, 107½; St. Louis, Kansas City and Northern, Clarinda Branch, 97; do. R. E. 7s, 112; do. St. Charles Bridge 1st, 103; St. Paul, Minn. and Man., 77⅛; St. Louis and Iron Mt., 1st pref. inc., 91¾; do. 2d pref. inc., 76½; do. Arkansas Branch, 105; do. Cairo and Fulton 1st, 112; do. Cairo, Ark. and Texas 1st, 104¼; St. Louis and San Francisco 2d, Class A, 100; do. B, 87; do. C, 83¾; do. Equip., 101¾; Southern Pacific of California, 1st, 102¼; South Pacific of Mo. 1st, 105; Texas and Pacific, 34¾; do. inc. L. G., 75¼; do. consol., 99; do. Rio Grande div., 95⅝; Wabash 6s, Gen'l mort., 95; Arkansas 7s, R. R., 10; Alabama, Class A, 72; Louisiana 7s, consol., 54¼; North Carolina 6s, old, 32; do. 3d class, S. T., 5; do. consol. 4s, 84¾; Tennessee 6s, old, 48½; do. new, 47; Virginia 6s, consol., ex mat. coup., 77; do. def., 17½; American Union Tel., 73⅛; Am. Dist. Tel., 58½; Sutro Tunnel, 1¼; Canton Co., 50; Colorado Coal and Iron, 29½; do. 6s, 82; Montauk G. & C., 32; New Central Coal, 29¾; Central Mining Co., 6⅛; Caribou, 2⅜; Excelsior, 6½; Homestake, 29; La Plata, 9; Little Pittsburg, 2¼; Ontario, 33; Standard, 22; Starmont, 3¼.

Philadelphia.—Am. S. S. Co., 30¼; do. 6s, 110½; Central Transp., 49½; Erie and Western Transp. 6s, 108; Empire Car Trust, 102¾; Huntingdon and Broad Top Mt. consol. 7s, 69; Nesquehoning Valley, 56; Oil Creek 1st mort. 7s, 101½; Pennsylvania div. scrip, 124; Perkiomen 6s, 96; Pittsburg Av. 7s, 108½; do. W. L. 7s, 123; Pennsylvania Company 6s, 107½; Pennsylvania Canal 6s, 95; Philadelphia and Reading scrip, 61; Philadelphia, Germantown and Norristown, 107½; Shamokin, Hazleton and Wilkesbarre 5s, 88¼; Schuylkill Nav. 6s, B. L., 63½; Texas and Pacific consol. mort. 6s, 99⅜; do. 1st mort., 108¼; Union and Titusville 7s, 99½; Western Pennsylvania 6s, 107; West Jersey and Atlantic 6s, 105; West Jersey 6s, 116. The latest quotations are: City 6s, 110@111; do. free of tax, 127½@130; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 108½@—; do. 5s, new loan, 116@116½; do. 4s, new, 108½@111; Philadelphia and Reading, 25⅜@25½; do. consol. mort. 7s, coup. 123@—; do. reg., —@123; do. mort. 6s, 117@—; do. 7s, 1893, 119@122; United New Jersey R. R. and Canal, 180¾@181; Pittsburg, Titusville and Buffalo R. R., 17⅜@17½; do. 7s, 90@91½; Camden and Amboy mort. 6s, 1889, 113@114; Pennsylvania R. R., 61⅞@62; do. 1st mort., 102⅛@102¾; do. gen'l mort., coupon, 124@125½; do. reg., 122@—; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 52⅛@52½; Morris Canal, 60@61; do. pref., 162@163; Schuylkill Nav., —@5; do. pref., 9¾@10; do. 6s, 1882, 79½@80½; do. 1872, 104⅛@105¼; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@114; do. 5s, 85@—; Lehigh Coal and Navigation, 36⅛@36¼; do. 6s, 1884, 109½@—; do. R. R. loan, 115@—; do. Gold Loan, 111@111½; do. consol. 7s, 110¾@111¼; Northern Pacific, 32⅝@32⅞; do. pref., 62¾@63; North Pennsylvania, 55⅞@56½; do. 6s, 106@109; do. 7s, 119@120; do. Gen'l mort. 7s, reg., 119@—; Philadelphia and Erie, 20@20¼; do. 6s, 101½@102; do. 7s, 118¾@—; Minehill, 58½@—; Catawissa, 13½@14; do. pref., 49¾@50; do. new pref., 47½@48¼; do. 7s, 1900, 116@—; Lehigh Valley 56⅛@56¼; do. 6s, coupon, 121@123; do. reg., 120¾@122; do. 2d mort. 7s, 131@131¼; do. consol. mort., 115½@119; Fifth and Sixth streets (horse), 125@—; Second and Third, 114@115; Thirteenth and Fifteenth, 70@73; Spruce and Pine, 55@57; Green and Coates, 99@103; Chestnut and Walnut, 83@90; Hestonville, 19@20; Germantown, 69@70; Union, 110@115; Lombard and South, 12½@18; West Philadelphia, 76@76¾; People's, 16@18⅛; Continental, 100@101.

Baltimore.—Atlantic Coal, 1.50; Baltimore and Ohio 1st pref., 120; do. 2d pref., 117; Baltimore City 5s, 1916, 117; do. 5s, 1894, 114; do. 5s, 1900, 115; do. 6s, 1890, 116; do. 6s, 1893, 118½; do. 6s, 1902, 121¼; Canton Co. 6s, 115; Charlotte, Columbia and Augusta 2d, 99½; North Carolina 4s, 84; People's Pass. R. W. bonds, 103½; Richmond and Danville, 90½; do. bonds, 100¼; South Side (Va.) 2d, 103; do. 3d., 101; Virginia 10-40 coupons, 95; Virginia Peelers, 29⅛; Wilmington, Columbia and Augusta, 6s, 105. The latest quotations are: Central Ohio, 45½@—; do. pref., 53@—; Canton Co. 6s, gold, 113@115; Baltimore and Ohio, 185@185; do. 6s, 1885, 109@—; Northern Central, 45@45½; do. 6s, 1900, gold, 112@—; do. 6s, 1904, gold, 112¾@—; do. 5s, 1926, 96¾@97¼; Marietta and Cincinnati 1st mort., 1892, 118½@119; do. 1st mort. Sterling, 115@120; do. 2d mort. 7s, 85¼@85½; do. 3d mort. 8s, 46⅛@46¼; Pittsburg and Connellsville 7s, 121@124; Orange and Alexandria 4th, 55@57½; Orange, Alex. and Manassas 7s, —@94¼; Virginia consol. 6s, 75½@75¾; Virginia 10-40 bonds, 49⅜@49⅝; City 6s, 1886, 111@—; do. 6s, 1890, 116@—; do. 6s, exempt —@122; do. 5s, 1894, —@114¼; do. 5s, 1916, 117@—; do. 5s, 1900, 114½@—; Wilmington, Columbia and Augusta 6s, —@106; Richmond and Danville R. R., 87⅞@89½; Western Maryland 6s, unindorsed, 112½@—; do. 2d pref., 108@112; Wilmington and Weldon 7s, 117

@120 ; Charlotte, Columbia and Augusta, 2d, —@99½ ; City Pass. R. R., 38¼@40 ; Union Canal endorsed by Canton Co., 115½@—.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 93⅞ ; Atchison, Jewell County and Western 6s, guar., 94¾ ; Boston Water Power, 9½ ; Boston Land, 7⅛ ; Boston, Clinton, Fitchburg and New Bedford, 20¾ ; Boston and Maine 7s, 1898, 125¼ ; Boston and Albany 7s, 1892, 125⅞ ; Chicago and West Michigan, 73½ ; Cincinnati, Sandusky and Cleveland 7s, 100 ; Connecticut and Passumpsic Rivers R. R., 86¼ ; do. 7s, 112⅜ ; Chicago, Milwaukee and St. Paul, 6s, Wisconsin Valley div., 103¼ ; do. Dubuque div., 103½ ; Connotton Valley, 18 ; Cedar Rapids and Missouri River, 140 ; do. 7s, 1916, 121¼ ; Chicago, Iowa and Nebraska, 142½ ; Flint and Pere Marquette, 24¼ ; do. pref., 80 ; Illinois Grand Trunk 8s, 116½ ; Jackson, Lansing and Saginaw 8s, 1891, green, 114¼ ; Kansas City, Fort Scott and Gulf, 70 ; do. pref., 125 ; do. 7s, 112 ; do. Branch 7s, 109½ ; Kansas City, Lawrence and Southern, 90¼ ; do. 4s, 100¼ ; Kansas City, St. Joseph and Council Bluffs, 7s, 116 ; Little Rock and Ft. Smith, 61¼ ; do. 7s, 109⅛ ; Lynn and Boston 6s, 1900, 106¾ ; Marquette, Houghton and Ontonagon, 34 ; do. pref., 70¼ ; do. 6s, 98¾ ; Michigan Air Line 8s, 1890, 115 ; New Mexico and Southern Pacific 7s, 116½ ; Nodaway 7s, 107 ; Old Colony 5s, 1884, 103⅝ ; do. 8s, 1897, 114 ; Ogdensburg and Lake Champlain income, 37 ; Portsmouth, Gt. Falls, and Conway, 19 ; Philadelphia, Wilmington and Baltimore 5s, 1884, 104⅞ ; Pullman Palace Car 8s, 1887, 107½ ; Rutland, 5½ ; do. pref., 29 ; do. 5s, 79 ; Republican Valley def., 90 ; Pittsfield and North Adams, 107⅛ ; Summit Branch, 21⅝ ; Vermont Central and Vermont and Canada 8s, 1889, Equip., 62¾ ; Vermont Central 8s, 1902, inc. and ext., 61¾ ; Wisconsin Central, 14⅞ ; do. pref., 33 ; do. 2d, 51 ; Boston 5s, 1884, 105 ; Chicago 6s, 1888, 115 ; Cincinnati 6s, 1906, 114 ; Portland 6s, 1887, 108 ; Atlantic Mining, 17½ ; Aztec, 1⅜ ; Allouez, 2⅞ ; Brunswick Antimony, 15⅛ ; Blue Hill, 3¾ ; Catalpa, 16¾ ; Copper Falls, 15 ; Duncan, 4 ; Franklin, 17 ; Huron, 5⅛ ; Harshaw, 8 ; Mesnard, 1⅛ ; National, 2¼ ; Osceola, 37 ; Pewabic, 23⅛ ; Ridge, 6¾ ; Silver Islet, 35¾ ; Sullivan, 5½ ; Waukeag, 3⅝.

The returns of the railroad companies of the State of Illinois to the Railroad and Warehouse Commissioners are complete except from the Baltimore and Ohio and St. Louis and Southeastern Railroads, and show that the earnings of the 46 roads doing business in the State during the year ending June 30, 1880, were $139,000,000 ; the expenses, $78,000,000 ; and the net income, $61,000,000. The passenger business paid $34,000,000 ; freight, $101,000,000. The highest gross earnings in any previous year was in 1879, when they were $110,000,000, and in the same year the net earnings were $47,000,000. Six of the roads carried over 9,000,000 passengers in one year. Some of the roads doubled their net earnings over the preceding year.

The receipts of the New York, Providence and Boston Railroad Company for the year ending September 30, 1880, were $854,072, the expenses, $504,096, and the net earnings, $349,096—an increase over last year of $30,439 ; increase in number of passengers, $167,240.

Western Union Telegraph.

The following is the official statement of the operations of the Western Union Telegraph Company, submitted by the Treasurer at the meeting of the directors held on the 8th inst. :

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH COMPANY,
NEW YORK, December 8, 1880.

In the report presented by the Executive Committee at the last quarterly meeting of the board, held Sept. 8, 1880, the net profits for the quarter ending Sept. 30 (August being partially and September being wholly estimated) were stated at $1,104,041 63. The official returns for the quarter (ended September 30) showed the profits to be $1,070,827 71, or $33,213 92 less than the estimate. The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended Sept. 30, 1880 :

Surplus July 1, 1880, as per quarterly report		$403,255 14
Net profits, quarter ended Sept. 30, 1880		1,070,827 71
Total		$1,474,082 85
From which deducting :—		
Dividend of 1¾ per cent, paid Oct. 15, 1880	$717,571 75	
Interest on bonded debt	107,000 00	
Sinking fund appropriations	20,000 00	
Construction account	438,921 48	
Purchase of telegraph stocks and patents	35,459 76	
Total	$1,315,952 99	
Less portion of the sinking fund for the bon's of 1900 (which was set aside previously) returned to the company by the Union Trust Company, trustees, because of the drawn bonds not having been presented for redemption	40,000 00	
		1,275,952 99
Leaves a surplus Oct. 1, 1880, of		$198,129 86
The net profits for the quarter ending Dec. 31, instant, based upon official returns for October, nearly complete returns for November, and estimating the business for December, (reserving amount sufficient to meet the claims of the Atlantic and Pacific Telegraph Company under existing agreements) will be about		951,806 62
Add surplus Oct. 1, as above		198,129 86
Total		$1,149,936 48
From which appropriating—		
Interest on bonded debt	$107,000 00	
Construction	250,000 00	
Sinking fund appropriations	20,000 00	
Purchase of telegraph stocks and patents	25,000 00	
		402,000 00
Leaves a balance of		$747,936 48
A dividend of 1½ per cent requires		615,061 50
Deducting which leaves a surplus, after paying dividend, of		$132,874 98

In view of the preceding statements, the committee recommend the adoption by the board of the following :

Resolved, That a dividend of 1½ per cent from the net earnings of the three months ending Dec. 31 be and is hereby declared payable on the 15th day of January next to stockholders of record at the close of business on the 20th day of December instant.

Resolved, That for the purpose of such dividend the stock books of the company be closed at 3 o'clock on the afternoon of the 20th day of December instant and be reopened on the morning of the 17th of January next.

Respectfully submitted,

NORVIN GREEN, President.

Illinois Central Railroad.

During the month of November, 1880, the traffic on the lines operated by this company was (estimated) :

In Illinois	$557,131 00
In Iowa (leased lines)	163,440 00
Total	$720,571 00

The traffic for the same month in 1879, on the same mileage, was (actual) :

In Illinois	$190,530 42
In Iowa (leased lines)	140,812 97
Total	$331,343 39

During November, 1880, the land sales were 2,441 87 acres for $13,814 71, and the cash collected on land contracts was $19,584 43.

L. A. CATLIN, Secretary.

The Canadian Pacific Railway.

At the opening of the Dominion Parliament on the 9th inst., the Governor General in his address, said :

During the recess, my advisers thought the time opportune for making another attempt to carry out the declared preference of Parliament for the construction and operation of a Canadian Pacific Railway, by means of an incorporated company aided by grants of money and land, rather than by the direct action of the Government. Three of my Ministers, therefore, proceeded to England for the purpose of carrying on negotiations. I am pleased to be able to inform you that their efforts were so far successful that contracts have been entered into, subject to the approval of Parliament, with men of high financial standing in Europe, the United States and Canada for the speedy construction and permanent working of this great national enterprise. The contract and papers connected therewith will be submitted to you without delay, and I invoke for them your early and earnest consideration. With this view, I have summoned you before the usual period, as no action can be taken by contractors to prosecute the work, and no permanent arrangement for the organization of systematic emigration from Europe to the Northwest territory can be satisfactorily made until the policy of Parliament with respect to the railway has been decided. Steady progress will be made in the construction of those portions of the railway now under contract. Two additional sections have recently been opened for traffic, one from Winnipeg to Portage La Prairie, the other from Cross Lake to Kee Watin, so that there are now in all 264 miles in operation.

Trains are now run regularly over the Eastern Extension Railway from New Glasgow to the Strait of Canso. The rest of the road is unfinished and will probably remain so until next summer.

The Flushing (L. I.) and North Shore Railroad was sold at public auction the 11th inst., at the Court House in Long Island City, for $800,000, the purchasers being Drexel, Morgan & Co.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov. '80 2
Atlanta and West Point.100	1,232,200	J. & J.	July 80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah..100	1,022,900	J. & D.	June'80 5½
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,519,578	J. & J.	July '80 3
Washington Br.....100	1,660,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany.....100	20,000,000	M. & N	Nov.'80 4
Bos., Clin., F. & N. Bed.100	1,297,800	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D	June'76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov.'80 3
Boston and Lowell.....500	3,250,000	J. & J.	July 80 2
Boston and Maine.....100	6,921,274	M & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M & N.	Nov. 80 4
Attleborough Branch..100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*..100	980,000	J. & D	Dec. '80 5
Burl. & Mo. Riv in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic....50	377,400	quarterly	Apl.'80 3
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Carpe May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*.....50	1,159,500	October.	Oct.'80 $1½
" pref.....50	2,200,000	M. & N.	Nov.'80 3½
" 2d pref.....50	1,000,000	M. & N.	Nov.'80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,350,400	F.M.A.N	Nov.'80 1
" " pref.100	769,600	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. 78 2½
Central Ohio*.....50	2,425,000	J. & J	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific.....100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred.....100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" " pref.100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3
" " pref.....100	12,279,483	A. & O.	Oct. '80 3½
Chicago & N. Western..100	14,988,257	J. & D	Dec. '80 3
" " pref.100	21,625,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific..100	30,000,000	quarterly	Nov.'80 1½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov.'80 3
Clev., Col., Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug.'80 4
Concord.....50	1,500,000	M. & N.	Nov. 80 5
Concord and Porta.*.....100	350,000	J. & D.	June'80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Aug. '80 2
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk..50	600,000	quarterly	Jan. '80 1½
Dayton & Michigan*.....50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*.....50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*...100	1,584,400	quarterly	Nov.'80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug.'80 2½
" " pref 10	2,503,300	F. & A.	Aug.'80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*.....50	1,309,200	J. & J.	July 80 3
East Mahanoy*.....50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J.	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug. '80 3
Harrisburg & Lancaster* 50	1,182,500	J & J.	July '80 3½
Housatonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....100	20,000,000	M. & S.	Sept.'80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Nov. 80 1½
Io. So. & Mo. Northern. 25	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	990,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	Dec. '80 1
" pref.100	500 000	J. & D.	Dec. '80 3
Lake Shore & Mich. So..100	49,466,600	F. & A	Aug. '80 4
" " (guar.).100	533,500	F. & A.	Aug. '80 5
Lawrence*.....50	450,000	quarterly	Oct. '80 2
Lehigh Valley.....50	27,332,566	quarterly	Jan. '81 1
" pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*.....50	5,371,460	quarterly	Dec. 80 2
Little Schuylkill*.....50	2,646,100	J. & J.	July 80 3½
Louisv., Cin. and Lex... 50	$1,623,488	J. & J	July '69 3
Louisville & Nashville...100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov.'80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	3,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	4,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738.204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F & A.	Aug.'80 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Missouri Pacific.....1 0	2,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb '80 3½
Morris and Essex*..... 50	15,000.000	J & J	Jan. 81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N	Nov.'80 3½
Nashua and Rochester ..100	1,305,800	A. & O.	Oct. '80 1
Nashville and Decatur..100	1.529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6.575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418.800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J	Jan. '81 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,70	.....	.....
" " pref....100	8,146.700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Nisg. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref..100	96,000	M & N	Nov. '77 4
North Pennsylvania..... 50	4.527,150	quarterly	Nov. '80 1½
Northern Central 50	5 512,000	A. & O.	Apl. '81 2½
Northern N. Hampsh...100	3.068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J	July '77 2
Norwich & Worcester*.100	2 604,400	J. & J	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000.000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J	July '80 3
Oregon Railway & Nav.100	4.455 0 0	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 1½
Panama.....100	7 000,000	quarterly	Nov.'80 4
Paterson and Hudson*.100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J & J.	.....
Paterson and Ramapo*.100	248.000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov.'80 4
Peoria & Bureau Val.*.100	1.200,000	F. & A.	Aug.'80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. '80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J	Oct. '80 4
Pittsb., Ft. W. & Chi.*..100	19,714,286	quarterly	Oct. '80 1½
" Special Imp.100	5,504 300	quarterly	Oct. '80 1½
Pittsfield & N. Adams...100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov.'80 3
Providence & Worces...100	2,000,000	J & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,464,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,243,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,600,000	.....	.....
" " pref.100	4,600,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '80 3
South Western, (Ga.) *..100	2,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	July '79 3½
Summit Branch*.....50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug.'80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*....100	20,490,400	quarterly	Oct. '80 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,465,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	Jan '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121,000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 4
Bushwick (Brooklyn)....100	300,000	J. & J.	July '71 3½
Jambridge.....100	908,600	J.A.J.O.	Oct. '80 4½
Cen. Park, N & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180.000	J. & J.	Jan. '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	May '79 6
Frankf. & Southw. (Ph.) 50	600 000	A. & O	Apl '80 4
Germantown (Ph.).....50	1,000.000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov.'80 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 4
Middlesex (Boston).....100	550,000	M. & N.	Nov.'80 3½
N Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.).....25	206,084	.....	July '79 2
Philadelphia City.....50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '78 3
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	Nov.'80 3
South Boston 50	00,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	June'75 2
Delaware Division..... 50	1,633,360	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	Oct '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" (pref.) 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express.....50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	9.000 000	J. & D.	June'80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov.'80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	5,693,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Mongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1.000.000	quarterly	Oct. 80 3
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sept.'69 3
Pennsylvania Coal*.....50	4,000,000	F.M.A.N	Nov.'80 3
Pullman Palace Car 100	6,990.200	F.M.A.N	Nov.'80 2
Quicksilver, common ..100	5,708.700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.....100	1,750,000	J. & J.	July '80 5
Sioux C. & L.F. L. & L. Co.100	800,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	256,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov.'80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '81 1½

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1879 and 1880, were as follows:

	1879.	1880.
From passengers	$133,737 42	$139,408 99
" merchandise	263,530 24	276,119 00
" mails	14,184 85	13,449 27
" rents	3,406 56	2,204 16
" express	7,500 00	7,500 00
" miscellaneous	4,564 80	291 32
	$426,873 87	$439,005 74
Expenses, viz:		
Passenger department	$20,315 86	$19,296 47
Merchandise "	24,465 08	29,662 53
Locomotive "	111,750 93	114,380 05
Maintenance of way	77,221 29	68,468 90
General expenses	15,852 40	15,933 15
Miscellaneous expenses	16,777 86	26,510 93
State tax	31,646 42	35,043 31
New rail account	21,472 51	17,271 55
	$319,501 85	$326,566 89
Net earnings	$107,372 02	$112,438 85
Add balance of income per last report		123,232 97
Balance of interest account		72,867 19
Total income		$308,539 01
From which deduct—		
Paid dividend Dec. 1, 1879, $2 50 per share	$74,932 50	
Dividend payable June 1, 1880, $3 00 per share	89,919 00	
	164,851 50	
Balance of income account		$143,687 51

Compared with the previous year the gross earnings show an increase of $112,131 87 with an increase in expenses of $7,065 04—making the increase in net earnings $5,066 83. The report says:

The directors are happy to be able to report that the net income warrants the payment of a dividend of 3 per cent for the latter half of the year, making, with the dividend paid for the first half, 5½ per cent for the entire year.

Although there has been some doubt as to the policy of increasing the amount of the dividends paid since 1875, they trust that, in view of the increased net income, such action will meet with the general approval of the stockholders.

The through rates received for business from the West have, during the past year, been even less than in former years, so that though the amount of such business has largely increased, the relative net income therefrom has decreased. As this business constitutes the larger part of the traffic over your road, a small increase in such rates would materially increase the net income.

The material required for the use of the road the past year having been purchased at comparatively low prices, this large increase of business has been done without much addition to the expenses of the former year. The present and prospective increase in the cost of labor and materials may cause the ratio of expenses to income to be greater for the year to come than it has been during the last year. A reduction has been made in passenger fares, which may somewhat reduce the future income from this source. It is hoped, however, that this reduction, which seemed to be demanded by the public, will result in such an increase of business that no material loss will result therefrom.

The station at White River Junction, owned in common by the Central Vermont, Connecticut and Passumpsic Rivers Railroads, and this company, requiring extensive repairs and improvements for the public accommodation, we have joined with the other parties in interest in making them, and though they are not yet fully completed, the larger part of the cost to this road has been included in the expenses of the past year.

Under the new system of taxation, the State tax, which was before larger than was equitable, compared with the taxation of other property, has been increased about eleven per cent over the amount of the previous year, so that on the net income of $107,372 02, a tax of $35,043 31, has been assessed upon this corporation. Believing this tax to be unjust, the directors have caused it to be paid under protest.

The Peterborough and Hillsborough Railroad, in which this corporation has an interest, referred to in former reports, has not as yet paid the interest on the investment, the Manchester and Keene Railroad, with which it connects, and in which this company also has an interest, having been operated only from December, 1878, to March, 1879, and then discontinued. It was expected that some advantages would be derived from the operation of the Manchester and Keene Railroad; and as there is now a strong probability that this road will soon be satisfactorily completed and continuously operated, it is hoped the objects for which you lent your aid will be accomplished without pecuniary loss to the company.

The road, track, equipment, and other property of the corporation, have been well maintained, and are in better condition than at any time heretofore.

During the past year 803 tons of new steel rails, 235 tons of new iron rails, and 51,122 new sleepers have been placed in the track, and about 2,800 tons of iron rails have been welded and relaid.

There have been rebuilt at the shops of the company during the year one freight locomotive and twenty-seven freight cars, the cost of which is included in the general expense of the road herein.

The equipment of the road March 31, 1880, was as follows: 9 passenger and 16 freight locomotives, 412 long and 99 short merchandise cars, 18 passenger, 1 mail, 2 mail and smoking, 7 bag gage and 19 gravel cars. Number of miles run by passenger trains, 196,620; by freight trains, 302,842; by other trains, 2,676—total, 502,138. Number of passengers carried, 133,012; do. carried one mile, 2,410,875. Tons of merchandise carried, 509,358; do. carried one mile, 32,628,860.

TRIAL BALANCE SHEET, March 31, 1880.

Construction		$3,068,400 00
Rails	$11,854 91	
Oil	1,213 64	
Waste	330 17	
Fuel	61,171 25	
Shop stock	34,823 89	
		109,393 86
711 Shares Northern Railroad N. H., cost		37,708 84
Contracts		22 605 11
Cash		60,063 06
Superintendent's department		194 97
Bills receivable		431,850 25
Concord and Claremont N. H. R. R.		254,245 72
		$3,984,460 81
Stock		$3,068 400 00
Income		143,687 51
Contingent fund		484,879 78
Premiums		14,474 81
Bonds due April 1, 1874		100 00
Dividends unpaid	$5,870 76	
Coupons unpaid	129 00	
		5 199 76
Bills payable		177,000 00
Dividend, June 1, 1880		89,919 00
		$3,984,460 81

President.—HENRY C. SHERBURNE.

Directors.—George W. Nesmith, Uriel Crocker, Francis B. Hayes, Josiah H. Benton, Jr., George E. Todd, Albert M. Shaw.

Treasurer.—GEO. A. KETTELL.

Superintendent.—GEORGE E. TODD.

At a meeting of the stockholders of the Knoxville and Ohio Railroad Company, held in Knoxville, Tenn., on the 8th inst., resolutions were adopted authorizing the directors to let a contract for the completion of the road to the point of the junction with the Louisville and Nashville Railroad as soon as the latter company is obligated to complete the Knoxville branch to the Tennessee State line. A resolution was also adopted authorizing the issuance of $1,800,000 in bonds to take up the present indebtedness and prosecute the work, and setting forth the advantage of the new outlet for the coal banks of East Tennessee.

The first blast furnace on the Western reserve was built by Dan. Eaton, in 1803 or 1804 in the township of Poland, Mahoning (then Trumbull) county, on Ye low creek, about one and a half miles south of its junction with Mahoning river.

Brown, Brothers & Co.,

NO. 59 WALL ST., N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits *IN STERLING,*

AVAILABLE IN ANY PART OF THE WORLD.

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MAKE TELEGRAPHIC TRANSFERS OF MONEY

Between this and other countries, through London and Paris.

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(Members of the Boston Stock Exchange.)

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John H. Davis & CO.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

Sheldon & Wadsworth,

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH.
GEO. R. SHELDON.

The total funded debts of the counties of California are given in the report of the controller at $9,678,724 04, and the floating debts at $1,759,875 29—grand total $10,438,599 33. The total value of the property owned by all the counties is estimated at $18,496,233.

A great change has been produced in social and business life in Rio de Janeiro by the development of the American street railway system. There are two kinds of cars—those for barefooted people, fare five cents, and for those who wear shoes, ten cents.

The Manistee Times says that work on the railroad to be erected between Stronach and Webber will be commenced this week. The company will put a large force on at Stronach and at Webber, so that the workingmen will meet each other in the spring.

OFFICE OF THE PORT ROYAL AND AUGUSTA RAILWAY CO., No. 252 BROADWAY. NEW YORK, Dec. 10, 1880.

THE COUPONS OF THE PORT ROYAL AND Augusta Railway Company's First Mortgage Sinking Fund Bonds, due Jan. 1, 1881, will be paid on and after that date, at the office of the company. Also, at same time and place, will be paid 2 per cent dividend to the holders of the Port Royal and Augusta Railway Company's Income Bonds, on presentation of coupons 3 and 4.

R. H. THAYER, Secretary.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL-ST., NEW YORK, Dec. 13, 1880.

DIVIDEND NO. 27.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for November, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 27th inst. Also, an

EXTRA DIVIDEND, (No. 23.)

of same amount has been declared, payable at the same time and place. Transfers close on the 20th inst. H. B. PARSONS, Assistant Secretary.

BOSTON, HOOSAC TUNNEL & WESTERN Ry.

PULLMAN LINE between BOSTON and the WEST.

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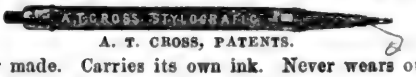
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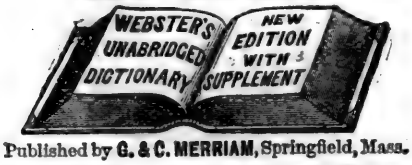
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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending December 4, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	85,168	85,168	189,134
Schuylkill Canal....	.....	.....	28,793
Lehigh Valley	68,602	68,602	92,305
Del., Lacs. & Western.	94,037	3,284,143	3,583,361
Shamokin Valley	19,529	860,478	850,803
Central New Jersey..	40,878	3,103,181	3,363,723
United New R. R. of Jersey	36,285	1,076,310	885,648
Pennsylvania Coal ..	25,313	1,054,293	1,322,877
Delaware and Hudson	77,617	2,835,271	3,181,044
Huntingdon & Broad Top Mt.....	3,114	394,224	291,437
Penn. and New York.	15,448	15,448	7,767
Clearfield, Pa.....	55,682	1,598,495	1,492,933

The reports for the Reading Railroad, Lehigh Valley Railroad, Pennsylvania and New York Canal and Railroad, and Schuylkill Canal are for four days, ending December 4th, and begin the new fiscal year of those companies. The Schuylkill Canal is closed for the season, and there is, consequently, no tonnage reported.

The total tonnage of anthracite coal from all the regions for the week ending December 4, as reported by the several carrying companies, amounted to 466,437 tons, against 531,889 tons in the corresponding week last year, a decrease of 65,452 tons. The total amount of anthracite mined for the year is 22,029,030 tons, against 24,679,406 tons for the same period last year, a decrease of 2,650,376 tons. The quantity of bituminous coal sent to market for the week amounted to 93,227 tons against 103,193 tons in corresponding week last year, a decrease of 9,966 tons. The total amount of bituminous mined for the year is 4,094,859 tons against 3,392,904 tons for the corresponding period last year, an increase of 701,955 tons. The total tonnage all kinds of coal for the week is 559,664 tons, against 635,082 tons in corresponding week last year, a decrease of 75,418 tons, and the total tonnage for the coal year is 26,123,889 tons against 28,072,810 tons to same date last year, a decrease of 1,948,921 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of November was 169,688 tons, of which 125,358 tons were coal and 44,280 tons coke. The total tonnage for the year thus far has been 6,418,457 tons of which 4,834,112 tons were coal and 1,584,345 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of the bituminous coal from the mines of the Cumberland coal region during the week ended Dec. 4 were 30,978 tons, and for the year 1,965,087 tons—an increase of 427,084 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 27,971 tons, year, 1,161,406 tons; increase over 1879, 250,283 tons. Chesapeake and Ohio Canal—week, 2,548 tons; year 599,817 tons; increase over 1879, 117,379 tons. Pennsylvania Railroad—week 463 tons; year, 203,864 tons; increase over 1879, 60,372 tons. The Reading Railroad for the week ending December 11, carried 131,000 tons of coal, of which 16,000 tons were sent to Elizabethport and 18,500 tons shipped from there, and 19,000 tons sent to Port Richmond and 82,800 tons shipped from there.—Phil. Ledger, Dec. 13.

Natchez, Mississippi, has voted a subscription of $225,000 in bonds to assist in building the Natchez, Jackson and Columbus Railroad. Mayor Griffin, the present incumbent, was re-elected.

A through double track is being laid on the New York and Long Branch Railroad from Branchport to Dead Beach, to which will be added a third rail in time for next season's travel.

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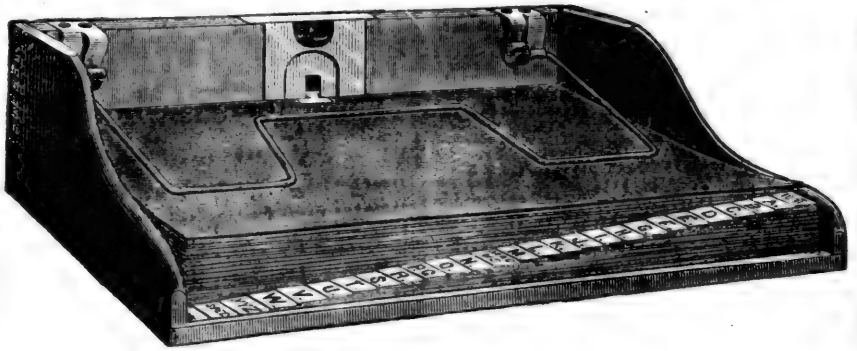
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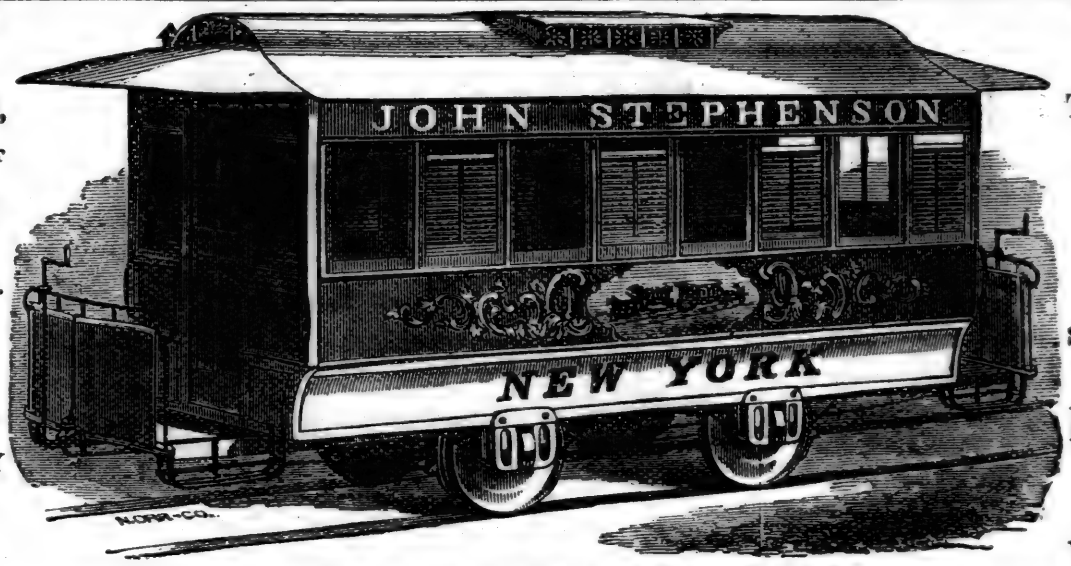
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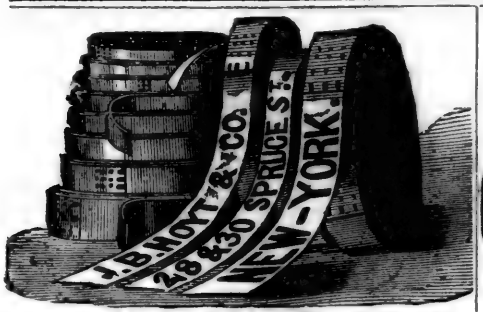
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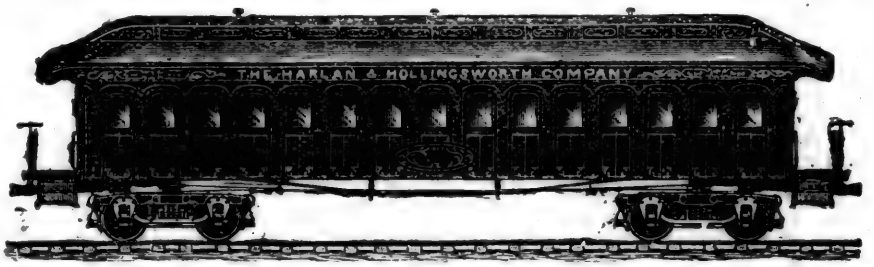
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AMERICAN Railroad Journal.

ESTABLISHED 1831.

STEAM NAVIGATION, COMMERCE, FINANCE, BANKING, MACHINERY, MINING, MANUFACTURES.

SECOND QUARTO SERIES, VOL. XXXVI., No. 52.] NEW YORK, DECEMBER 25, 1880. [WHOLE No. 2,331, VOL. LIII.

CHICAGO.

DECEMBER FEATURES OF THE CHICAGO STOCK MARKET.—INTERESTING FACTS CONCERNING THE OPERATION OF WESTERN RAILROADS, EMPLOYEES, EARNINGS, ETC.—CHICAGO'S SHIPMENTS.—CONSTRUCTION ENTERPRISES, ETC., ETC.

[From our Chicago correspondent.]

CHICAGO, December 18, 1880.

The feature of the middle of December in financial circles was the diminished demand from the country, for currency, and consequent cessation of drafts by our local banks on New York. New York Exchange rising from 1 50 to 1 00 discount to par, the shipping of gold and currency to New York was anticipated. Clearings for the week ending December 11th were $41,906,972, as compared with $34,941,632 for corresponding week last year. Loans on call could be secured at 6 to 7 per cent, and 7 to 8 per cent on time, with slight concessions to A.1. customers, Sterling exchange had been in good supply, market dull and rates fluctuating. Actual rates on the 15th ranged at 4.81½ and 4.7d½: Documentary bills weak at 4.75¾ and 4.76¼ for sterling; 5.32½ for francs. Antwerp and Havre; and 93 for marks.

Quotations on the Chicago Stock Board on the 15th were as follows:

Chicago, Mil. & St. Paul 7s, Dakota Extension	117½
Chic., Mil. & St. Paul 7s, Hastings & Dakota Div.	114¼
Chic., Mil. & St. Paul 6s, Chicago & Pacific Div.	105¾
Chicago, St. Paul, Minn. & Omaha 6s	101
Chicago, & North Western 6s sinking fund	108½
Chicago, Burlington & Quincy 4s, 1919	90½
Chicago, Burlington & Quincy 5s	103¾
Jacksonville & S. E 6s	99¾
Wabash, St. Louis & Pacific 1st mort. 5s, C. D.	90¾
Chicago, Burlington and Quincy stock	174
Chicago, Rock Island & Pacific stock	129
Chicago & Alton stock	138
Chicago & North Western common stock	122
Chicago & North Western preferred stock	139

The forthcoming report from the State Railroad Commissioners will be unusually interesting, comprising returns from 48 railroad companies doing business in Illinois. A brief summary shows: the Chicago, Milwaukee and St. Paul controls 3,000 miles, and employs 10,824 men; the Chicago, Burlington and Quincy has 1,573 miles, and employs 11,507 men; the Chicago and North Western has 2,024 miles and employs 8,457 men; the Chicago, Rock Island and Pacific has 1,617 miles and employs 6,742 men; the Sycamore, Cortland and Chicago has 5 miles and employs 14 men. The number of employees on the other important lines is as follows: Wabash, St. Louis and Pacific, 8,064; Illinois Central, 3,777; Michigan Central, 5,052; Lake Shore and Michigan Southern, 9,292; Pittsburgh, Ft. Wayne and Chicago, 7,959; Pittsburgh, Cincinnati and St. Louis, 3,481; Ohio and Mississippi, 3,400; Chicago and Alton, 3,900.

The "Tribune" summarises fares paid by all classes of passengers at $34,273,472, and freight charges at $100,737,476. There were 217 persons killed and 706 injured during the year.

The total revenue received by the railroads doing business in Illinois during the years named has been as follows:

1876—Earnings, $106,773,300 13; expenses, $65,120,618 77; net earnings, $41,698,011 26. Five roads reported a total deficit of $43,329 89.

1877—Earnings, $95,731,224 06; expenses, $61,608,613 25; net earnings, $34,317,040 20. Six roads reported a total deficit of $194,429 39.

1878—Earnings, $105,601,796 30; expenses, $63,215,882 94; net earnings, $42,391,525 09. One road reported a deficit of $19,004 40.

1879—Earnings, $109,877,864 40; expenses, $62,920,042 27; net earnings, $46,966,899 12. Three roads reported a total deficit of $9,076 99.

In 1880 the forty-six roads from which reports have thus far been received had a total income of $138,659,155 40; expenses, $73,089,185 47; net income, $61,093,612 22. Their total receipts from the passenger department were $34,273,472 20, and from the freight department $100,737,476 12. Forty-five roads report earnings in Illinois as follows: Passenger department, $11,738,013 12; freight department, $36,418,664 05.

Thirty-three roads at the end of the year covered by their reports carried forward to next year an aggregate balance of profit of $35,060,640 09. Thirty-four roads reported an aggregate balance applicable to dividends of $31,800,502 42. Thirty-seven roads paid $3,399,976 83 for taxes.

Forty-two roads report the amount of capital stock issued. The total number of shares is shown to be 2,768,182, amounting to $507,137,171 43. Of this, $32,702,396 87 is common stock, $74,434,744 56 is preferred stock, and the remaining portion is accredited to other accounts. The greatest amount of stock per mile is issued by the Lake Shore and Michigan Southern ($58,959 53), and the lowest ($2,626 per mile) is issued by the Chicago and Eastern Illinois.

In Illinois, seven roads report 18 passengers killed, and 13 roads report 39 passengers injured. Twenty-five roads report 126 employes killed in this State, and 26 roads report 431 employes injured. The same number of roads report 173 other persons killed, while 23 roads report 217 other persons injured. Total for Illinois: killed, 217; injured, 706.

One of the most interesting features shown by the reports of the railroad companies is the train and car mileage. The mileage of passenger trains for the past year is shown to be 24,739,385 miles; freight, 59,560,621 miles; mixed trains, 1,202,276 miles; excursion, 12,721 miles; construction, 2,936,956 miles; switching, etc., 12,276,357; total train mileage, 100,728,316. The car mileage was: passenger, 20,949,325 miles; freight, 1,254,816,168; empty freight cars, 502,260,402 miles.

Articles of incorporation of The Champaign and South Eastern Railway Company have been filed with the Secretary of State. It is purposed to construct a road from Champaign in Champaign County, to Paris in Edgar County, Illinois. The capital stock is fixed at $100,000.

The freight blockade which has seriously embarrassed the railroads during the past few weeks has been almost overcome, though shippers still complain of great scarcity of cars. The high prices of grain acted as a temporary check; but the recent declines in all lines of produce, estimated by some at $1,500,000 during the past two weeks, will probably induce a more active demand from Eastern markets with a probable repetition of the trouble.

The following were the receipts of breadstuffs in this city during the past week:

	Dec. 11, 1880.	Dec. 4, 1880.	Dec. 13, 1879.
Flour, bbls	123,096	138,820	114,795
Wheat, bu	703,515	850,608	678,730
Corn, bu	985 679	1,247,377	747,490
Oats, bu	343,493	382,598	152,779
Rye, bu	36,478	37,759	28,928
Barley, bu	206,389	258,660	197,222

The corresponding shipments were:

	Dec. 11, 1880.	Dec. 4, 1880.	Dec. 13, 1879.
Flour, bbls	110,986	126,840	103,161
Wheat, bu	74,313	76,171	108,152
Corn, bu	239,995	374,179	290,194
Oats, bu	258,676	298,244	88,092
Rye, bu	27,393	38,931	18,769
Barley, bu	99,931	108,673	71,051

Some fears of an advance in freight rates between Chicago and the seaboard is entertained, but at present writing nothing definite is known as to the intentions of the principal roads; the probabilities are against such action.

The city authorities are hopeful of being able to negotiate the sale of that portion of the Lake Front lying north of Monroe street, to the Illinois Central R. R. Co., who in conjunction with the Michigan Central and Baltimore and Ohio Railroads are willing to pay from $750,000 to $800,000 for the land, and would proceed immediately to the erection of a commodious passenger station. It appears that the title to the two blocks in question is in the United States and it will be necessary to have an Act of Congress authorizing the city to make the sale. There is some objection from adjacent lot owners, but it is to be hoped the railroad companies will obtain the land, and remove the present sheds that, occupying the ruins of The Anti-Fire Union depot, are by no means a credit to the city or themselves.

The three rolling mills of this city have orders, it is said, for 200,000 tons steel rails to be delivered during 1881.

Philadelphia and Erie Railroad Bonds.

To meet the $5,000,000 first mortgage 6 per cent bonds maturing March 31, 1881, the Philadelphia and Erie Railroad Company has resolved to issue under its general mortgage $5,000,000 registered 5 per cent gold bonds to become due in 1920, and the Pennsylvania Railroad Company, lessee, having purchased the same, has decided to indorse upon them its contract agreeing to purchase at par as they mature the principal and interest of said bonds. The company covenants to pay State tax upon the interest and principal. By the payment of the $5,000,000 maturing first mortgage bonds, the general mortgage bonds, which, with this issue will now amount to $13,680,000, become a first lien upon all the property of the company after the payment of $3,000,000 secured upon the main line and $976,000 secured upon the Sunbury and Williamsport Division. The net earnings of the Philadelphia and Erie Railroad Company for the present year, it is estimated, will be sufficient to pay all fixed charges, including interest on the bonded debt, and leave a surplus; and it will be observed that this issue does not increase the debt, while it diminishes the interest charge to the extent of $50,000 per annum. The indorsed guarantee of the Pennsylvania Railroad Company upon the bonds is the absolute agreement of that company to purchase the principal as well as the interest as each matures. A. J. Drexel & Co., of Philadelphia, have contracted with the Pennsylvania Railroad Company for this issue of bonds. The bonds are executed and ready for delivery, and interest thereon will begin to accrue April 1, 1880.

Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1879, and 1880, were:

	1879.	1880.
From passengers	$97,580 24	$110,592 39
" freight	202,487 96	220,215 43
" mail	11.561 52	15 586 47
" express	6,042 57	8,047 93
" miscellaneous	12,590 65	13,688 85
	$330,262 94	$368,130 57
Expenses, viz:		
Conducting transp	$45.234 31	$50,039 90
Motive power	50,955 66	72,117 82
Maintenance of way	70,528 24	55,772 91
Maintenance and rent of cars	25,079 67	25,976 58
Rents of Central and Georgia Railroads	6,166 66	6 000 00
Taxes	5,521 60	3,856 00
Legal expenses	3 406 16	1,048 40
	$206,892 30	$214,811 56
Net earnings	$123,370 64	$153,319 01

In the payments of 1879 are included about $22,000 for steel and iron rails over the annual wear, and about $5,000 in value of additions to the rolling stock. Allowing for proportion of cost of new locomotives, new cars and steel rails, $12,000 as betterments in 1880, the ratio of current expenses to receipts will be the same as in 1879, 54½ per cent. The Superintendent in his report, says:

The change of ownership and management of our connections south and west of Montgomery, has led me to apprehend some diversion of the long travel we have heretofore carried between the Gulf and Atlantic cities. With the superior inducements of solid trains between New Orleans and Louisville, that route will doubtless attract some travel from us. The shorter line will, I think, continue to hold a reasonable share of the business, unless the policy of obstruction should be resorted to by our competitor.

Yielding to the earnest appeals of our connections North and South, and of the public, I consented, with the approval of the Board of Directors, to put on an additional fast mail and passenger train, each way, commencing in the latter part of July last. The additional mail pay and travel, have not been sufficient to remunerate the company for the service. The train would have been discontinued but for the promise of an early opening of the all-rail connection with Houston, Texas, through New Orleans. This new line will be opened in August, and will make close connection with our second train going North. This, with additional mail pay, which we are entitled to under the last weighing, will, I trust, justify us in continuing the second train service.

The property of the company has been fairly maintained, if not improved, since the last report.

The substitution of steel rails, for defective iron rails, has progressed as fast as required to keep the track in safe condition. We have now twenty-two miles of steel rail track. Some progress has been made in ballasting the track with a good quality of gravel, procured from natural deposits along the line of the Western Railroad of Alabama, near Chehaw. This is a much needed improvement, in view of the adoption of a heavier class of locomotives than we have heretofore used, and I recommend its prosecution as rapidly as our outfit, for transporting the material, will admit. The Roadway Department has, as usual, been well managed by our vigilant supervisor.

Two new freight engines, from the Baldwin Locomotive Works, were added to the motive power in October and November last. Three of the old engines have been cut up—one sold, and one condemned, during the past year—leaving fourteen as the number now available for service. Two of these are of the old light stock, and are fit only for auxiliary switching service. Two additional freight locomotives have been contracted for, one to be delivered in November, the other in December.

One passenger, 1 postal and ten coal cars have been added to the rolling stock during the year, and one passenger and one express car condemned. The equipment now consists of 15 locomotives, 7 passenger, 3 baggage and express, 1 portal, 5 cab, 113 box, 18 stock, 26 platform and 13 coal cars. Number of passengers carried, 47,069, against 39,662 in 1879—an increase of 7,407. Tons of freight transported, 99,604; do. in previous year, 74,885—increase, 24,719. Bales of cotton transported 88,863, against 73,491 in 1879—increase, 15,372.

The condition of the company July 1, 1880, was as follows:

Assets:	
Road outfit and real estate	$1,192,499 72
Bills receivable	13,200 00
Preferred stock, Vicksburg and Meridian R. R.	3,432 00
Due by agents & connecting roads.	45,361 53
Due by Georgia Railroad Bank	48,972 00
Cash	39,450 44
	$1,342,915 69
Liabilities:	
Capital stock	$1,232,200 00
Bonds of the company	65,000 00
Dividends unpaid	958 00
Due to agents and connecting roads.	5,038 56
Profit and loss	39,719 13
	$1,342,915 69

BALANCE SHEET, July 1, 1880.

Road outfit and realsestate	$1,192,499 72
Bills receivable	13,200 00
Note of Western R. R., charged P. & L	126,792 25
Preferred stock Vicksburg and Meridian R. R. Co	3,432 00
Dividends of July and January	98,576 00
Interest account	5 425 33
Due by agents and connecting roads	45,361 53
Due by Georgia Railroad Bank	48,972 00
Road expenses for the year	214,811 56
Cash	39,450 44
	$1,788,520 83
Capital stock scrip issued	$1,232,200 00
Profit and loss July 1, 1879	117,193 70
Bonds of the company	65,000 06
Dividends unpaid	958 00
Due to agents and connecting roads	5,038 56
Road earnings for the year	868,130 57
	$1,788,520 83

President.—W. B. BERRY.

Directors.—Hon. John P. King, B. C. Yancy, John S. Bigby, F. Phinizy, D. N. Speer, L. M. Hill.

Sup't. and Gen'l. Manager.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

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New York, Saturday, December 25, 1880.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features to the JOURNAL, our aim is to retain and improve the old ones.

WE publish this week notes of three recent decisions upon the subject of negligence by railway corporations. In one case the Supreme Court of Massachusetts decide that it is for the jury to decide whether a failure to maintain a flagman at a railroad crossing, in the absence of municipal requirements, is negligence or not. In a similar case the New York Court of Appeals decide, a bare majority of the Judges concurring, that the omission to ring a bell and keep a flagman at a street crossing if not contributing to injury from railroad train is not negligence. There can be no question but that the Massachusetts rule is the safer rule, and the one more in accord with recent decisions. Negligence is a question of fact and should be considered by the jury and not the court. We regard it a very dangerous doctrine for the New York Court of Appeals to say that as "it appeared that the plaintiff saw the engine" and that therefore "it was not negligence contributing to the accident to omit to ring it, as the plaintiff had all the notice that ringing would have given." Many persons who are run over by the cars see the engine before they are struck but it is for the jury and the jury alone to decide whether there is contributory negligence or not. We have not seen the full text of the decision referred to but we believe that it will provoke considerable discussion and that it will not meet the approval of the legal profession.

THE principal American railroad systems are in great favor at present among European capitalists, and the next few years are likely to make them still more so. There has probably never been a time when foreign investors have looked over to this side of the water with more confidence in our fields of investment than now. The willingness, and even eagerness, with which foreign capital seeks investment here results from the most substantial causes; the universal prosperity of our country and the demonstrated general good management of our important enterprises, as exhibited by the records of the year just closing. Meanwhile abroad there has been a general depression in business attended by the narrowing down of popular and reliable fields for the remunerative use of capital, and accompanying this has been a corresponding weakening of faith in the prospects of the near future for investments over there. An illustration of what may safely be considered the feeling in cautious English financial circles, concerning our railroad systems and their prospects is seen in the following from a leading editorial in *Herapath's Railway Journal*, London, Dec. 11th, one of the most substantial and conservative railroad and financial papers in England: "The prospects of the principal railroad systems of the United States appear to us to be very good. Never was the general condition of the United States so favorable as it is at present, and the great American railroads necessarily participate in the prevailing prosperity. Another abundant harvest has rejoiced the hearts of American farmers, and must give a great amount of employment to American lines, especially those centering at Chicago. Even the railroads of the Southern States appear to be looking up, and dividends are reappearing in quarters where they had almost come to be regarded as an exceptional complaint which occasionally broke out. In the older settled States, American railroad property has also steadily improved this year. We may see this in the case of the railroads of Massachusetts. Thus the Boston and Albany earned a dividend for its last financial year at the rate of 9¾ per cent per annum upon its share capital or stock. The Boston and Maine earned 10 per cent upon its capital stock; the Boston and Lowell, 6 per cent; the Boston and Providence, 9½ per cent; the Old Colony, 7 per cent; the Fitchburg, 8½ per cent; and the Boston, Revere Beach and Lynn, 8 per cent."

Southern Maryland Railroad.

The Southern Maryland Railroad Company has been organized with the following board of directors: J. H. Linville, Philadelphia, president; B. F. Folson, Philadelphia, treasurer; M. H. Hoffman, Philadelphia, secretary; W. P. Henzey, Thomas T. Butcher, George H. Fairman, D. B. McKibben and Joseph Trimble, of Philadelphia; W. H. Lafferty, Camden, N. J.; Charles E. Coates, Baltimore; Chief Engineer W. W. W. Wood, Washington, D. C., and John M. Broom, of St. Mary's, Md. Work, it is stated, will be resumed within sixty days, and the road completed from the Baltimore and Potomac railroad at Brandywine Station, Prince George's county, to Point Lookout in time to accommodate summer travel. Forty-five miles are already graded, leaving only thirteen miles to be built to give Baltimore and Washington access to Point Lookout and the traffic of those cities a winter harbor at St. Mary's. As the company intends to extend the road to a connection with the Baltimore and Ohio railroad and the Chesapeake and Ohio canal, an outlet will be afforded for the anthracite coal of Pennsylvania over the Northern Central railway and Baltimore and Potomac railroad and the canal. St. Mary's has been recommended by a board of naval officers as a desirable station for a naval coaling station. A branch line from two and a-half to three miles long is designed to be built from the crossing of Chancellor's run to Drum Point harbor, at the mouth of the Patuxent. The road, will, therefore, make three connections with the lower Potomac and Chesapeake Bay.

Railroads in Wisconsin.

The following information came from Wisconsin concerning the construction of railroads in that State during 1880: Chicago and Tomah Gap, completed from 3½ miles south of Woodman Cooley, 8 miles, narrow gauge; North Wisconsin, from a point six miles north of Granite Lake to Long Lake, 54 miles; Wisconsin Central, from Menasha Junction to Appleton, 2½ miles, and from Abbotsford to Chippewa Falls, 54 miles; Milwaukee, Lake Shore and Western, from 11.46 miles south of Hortonville to Oshkosh, 10.60

miles, from one mile north of Tegerton to Wausau, 34 miles, and from Eland Junction north to Aniwa, 11.10 miles; Chicago and Northwestern from Menominee River to Florence, 11 miles; Appleton Water Power extension, 3.63 miles; from Madison to Verona 9.45 miles, and from Janesville to Afton, 6.10 miles. Chicago, St. Paul, Minneapolis and Omaha, the Menominee spur, 3.02 miles, and the Eau Clare spur, 2.25 miles; Chicago, Milwaukee and St. Paul, from Janesville to Beloit, 13.84 miles, and from Brodhead to Albany, 7.15 miles; the Fond du Lac, Amboy and Peoria, narrow gauge, extended north one mile; Black River, from Merriam to Milesville, 13.61 miles, the rails on which road will be laid by Christmas. Total number of miles of standard gauge, 246.74; narrow gauge, 9 miles; total, 255.74 miles. This mileage for 1880 may be increased a little by further extension of the new line west of Verona, should the weather prove favorable. The Chicago, Milwaukee and St. Paul will have ten miles of track west of Monroe ready for the iron before January 1, and, should the weather be favorable, that may be ironed during the present year also, but it is not very probable that it will be until some time later. The Wisconsin Central is also contemplating extending its line south from Portage to Oake at an early date, but this has not as yet been fully resolved upon.

OUR BOSTON LETTER.

(From our regular correspondent.)

BOSTON, Dec. 21, 1880.

The rates between the banks at the clearing house is still seven per cent, but there is more money afloat and a generally easier feeling prevails. The banks, however, are asking 8 per cent on demand loans to outsiders but in many instances concessions are made on this rate.

Cincinnati, Sandusky and Cleveland has advanced from 17¼ to 19½ on the renewal of the negotiations for a lease to the Indiana, Bloomington and Western. We understand the proposition now under consideration is for an annual rental of $100,000 and fixed charges, which would be a little more than 2 per cent on the stock. Being a half stock, that is par being 50, it now sells for 39 per cent of par.

Chicago and West Michigan has advanced from 73 to 77¾. The road is earning about five per cent and will probably pay a 3 per cent dividend by next February. The past year has been the best year in the history of the road, and with a continued improvement in the lumber business the road will earn six per cent next year. The expenses are about 65 per cent of the gross earnings.

We understand President Forbes has within 20,000 proxies of enough to carry through the proposed increase of capital stock in the Chicago, Burlington and Quincy. It is estimated that the new stock will be in demand at 115.

Eastern has been very active after a long period of dullness, and has advanced from 33 to 38½ within a week, is now 37. Orders to buy several hundred shares came on the market simultaneously, and the market being bare of stock purchasers had to "climb" to get it.

Atchison declined yesterday on the newspaper statement of the intention of the Rock Island road to build down to Topeka. It recovers today to 143.

Summit Branch has been dull but strong. The reputed earnings for the month of November show net earnings of nearly one per cent on the stock, and the present earnings will justify a dividend during the fiscal year 1880.

Boston and Lowell has sold, as high as 120, but the last recorded sale is 113½.

Vermont and Canada declines from 20¼ to 8½, influenced no doubt by the recent decision of the Chancery Court of Vermont in the case of Langton et al., vs. the Vermont and Canada R. R. Co., that the "trust securities" are prior in right security to the rental claims of the Vermont and Canada.

Personal.

—Chief Engineer King, of the United States Navy, has written 620 page book on "The War-Ships and Navies of the World."

—Mr. A. B. Nichols resigned from the office of Government Railroad Engineer to take a position on the Pennsylvania Railroad.

—Mr. J. C. McMullen, General Manager of the Chicago and Alton Railroad, is in Florida, where he has gone to seek needed rest.

—Hon. S. S. Cox is dangerously ill with congestion of the lungs, at his residence, 13 East 12th Street, this city. He was attacked in Washington last week Wednesday and was removed to New York on the following day.

—Hon. Chauncey M. Depew, counsel of the New York Central and Hudson River Railroad, and Hon. Levi P. Morton are mentioned among the prominent candidates for the seat in the United States Senate soon to become vacant.

—Mr. Stephen D. Field is busily at work, in a building arranged for the purpose at Stockbridge, Mass., developing his electric motor and other of his ideas and plans connected with the use of electricity. He has recently taken out a patent on an improvement in underground telegraph lines.

—Among the prominent railroad men stopping in New York this week have been Mr. A. A. Talmage, General Superintendent of the Missouri Pacific, President Wadley of the Central Railroad of Georgia and Mr. John Newell, General Manager of the Lake Shore and Michigan Southern Railway.

—Gen. J. H. Wilson, Vice President of the New York and New England Railroad Company, has written a letter to the Springfield Republican demonstrating the comparatively small number of accidents on that road in the different States through which it passes, as compared with other New England railroads.

—By the recent burning of Mr. Jay Gould's conservatory, at Irvington on the Hudson, probably the finest private collection of rare foreign and domestic plants in this country was destroyed. Mr. Gould takes much interest and displays marked taste in making his home surroundings attractive and beautiful. In the much that is written of Mr. Gould the public is given but little opportunity to catch glimpses of his domestic life, which, to those at all familiar with it, is known to be the sphere in which he finds his greatest enjoyments. Notwithstanding what in most men would be the all absorbing nature of his gigantic and care encumbering financial enterprises, his family circle, his choice library, his household decorations and his garden are, after all, the attractions that draw from him the warmest devotion; and these household gods and the dispensing of liberal charities through his home and in other ways are sources of his highest pleasure.

Construction.

—It is proposed to extend the Hartford and Connecticut Valley Railroad from Hartford, Conn., to Springfield and Holyoke, Mass.

—A plan is on foot among prominent business men, of Augusta, Gardiner and other towns in Maine to construct a railroad in that State from Farmington to the Kennebec.

—The St. Louis and Indiana Railroad Company has been organized to construct a railroad from East St. Louis to Danville, in Vermilion County, Ill., at a point near the Indiana State line. Articles of incorporation for the new company were filed at Springfield, Ill., Dec. 16th.

—An extension of the Chesapeake and Ohio Railroad to run from Richmond, Va., east to Newport News will cross the Chickahominy River at Roxbury to Burnt Ordinary and thence through James City, Warwick and Elizabeth City counties. It will open a valuable lumber region.

—The bondholders of the Burlington and Southwestern Railroad in Missouri, after reorganizing the company under the name of the Chicago, Burlington and Kansas City Railway Company, it is said, intend to complete the present line from Laclede, Mo., to Kansas City with a branch from Unionville, Mo., to St. Joseph.

—Mr. Archibald McArthur, of Chicago, contractor, began work this week on the construction of the Central City, Deadwood and Eastern Railroad, Dakota. The road is to pass through Whitewood Canon and a tunnel of 1,500 feet under the mountain, to connect Deadwood, Central and Lead Cities. It is to be completed by next August.

—The Richmond and Allegheny Railroad Company, a new corporation of Northern and Western capitalists among the directors of which are Hon. Jas. G. Blaine of Maine, and Hon. Hugh McCulloch of Washington, are building a road of 230 miles up the old James River Canal, penetrating the coal and iron regions of the James River Valley. The company have 75 miles of the road completed and in full operation.

—Monroe County and the town of Aberdeen, Miss. have voted a subsidy for a new railroad to be built from Aberdeen, a terminus of a branch of the Mobile and Ohio, to Elyton, Ala., on the Alabama Great Southern Railroad, a distance of about 100 miles. The Aberdeen and Elyton Railroad Company are to erect repair shops in Aberdeen, build a bridge over the Tombigbee river and construct 15 miles of the road before the subsidy can be collected.

Wire Ropes for the Brooklyn Bridge.

Four large steel wire ropes were shipped on the 17th inst., from the works of John A. Roebling's Sons & Co., in Trenton, N. J., for use in the Brooklyn Bridge. Each rope is 1,550 feet in length, three inches in diameter, and their aggregate weight is 102,495 pounds. They are to be stretched in the form of parabolas under the floor of the bridge, to which they will be attached at proper intervals, from one tower to the other. Their use will be to strengthen the floor against the lateral pressure of strong winds or other disturbing influences.

Each rope is made in seven strands. The central strand has forty-nine No. 11 wires, and the six strands surrounding and enveloping this have nineteen wires each, of Nos. 4, 5 and 7 gauge,

making 168 wires in all. Every wire put into these and all other ropes used in the bridge is tested in strength, elasticity and tension. The strength must equal 160,000 lbs. per square inch cross-section. The stretch must be not less than 4 per cent, and the wire must be wound around at. iron rod three times its own diameter without showing flaw or fracture.

With regard to the superstructure, there is a prospect that sufficient material will be delivered so that the work of erecting that part of the floor which begins in the towers will be under way on or before the first week in January, 1881, or eleven years from the time the work of preparing the foundation for the Brooklyn tower was commenced. It will take about one year to suspend and finish the superstructure, provided the materials are promptly delivered by the different contractors.

Concord Railroad.

The receipts from operations of this road for the years ending March 31, 1879 and 1880, have been as follows:

	1879.	1880.
From passengers	$278,321 01	$299,447 91
" freight	424,954 63	541,244 80
" rents	3,862 73	3,791 99
" express	13,750 02	13,550 04
" mails	12,115 76	12,053 91
	$733,004 20	$870,088 65
Expenses, viz:		
Repairs of road	$93,178 84	$60,523 61
" structures	12,999 80	17,465 87
" locomotives	20,742 69	15,838 95
" cars, etc	22,263 88	32,469 77
Oil and waste	6,910 64	7,481 14
Fuel	89,513 62	99,139 90
Passenger expense	52,649 25	55,224 90
Freight expense	61,485 42	63,484 80
Damages	1,559 90	1,654 62
General running exp.	14,594 65	12,958 16
Insurance and taxes	8,237 77	6,116 14
New rails	21,619 84	83,428 54
New locomotives	.....	14,327 00
Westinghouse Air Brake	428 30	.....
All other expenses	7,942 51	13,200 85
Land at Manchester	.....	32,933 04
	$414 157 11	$528,356 14
Leaving a balance of	$318,847 09	$346,732 51
From which has been paid—		
Taxes on capital stock	$35,939 62	
Manchester and Lawrence Railroad	67,581 49	
Rent of Concord & Portsmouth Railroad	25,000 99	
Rent of Suncook Valley Railroad	8,094 00	
Rent of Nashua, Acton and Boston Railroad	11,000 00	
Reserved and appropriated for new engine-house, coal and woodsheds, and yard improvements at Concord	15,000 00	
New passenger depot at Nashua	20,000 00	
New freight-cars	10,000 00	
Unsettled claims	3,000 00	
		195,615 11
Leaving a balance of		$151,117 40
From which has been paid two dividends of 5 per cent each		150,000 00
Balance carried to contingent fund		$1,117 40

The sum of $32,033 04, which appears in the above statement of expenditures, was paid on account, for land purchased for the use of the road, at Manchester, in the year 1875, for which the note of the corporation was given, reference to which purchase was made in the report for that year.

There has been paid for new iron and steel rails, purchased and charged to earnings during the year, the sum of $38,428 54, of which amount $40,000 was paid for new steel rails, now on hand at the mill, and to be delivered the coming season. This amount is not included in the statement of the account of stock on hand for repairs of the road.

The foregoing statement of the receipts and expenditures with the annexed trial balance of the Treasurer, will show the present financial condition of the corporation.

STOCK ACCOUNT.

The amount of fuel on hand for use of the road has been quite largely reduced from that at the close of previous years, for the reason that, on account of the great depreciation from decay, it was not deemed advisable to carry so large a stock of wood as has been the practice heretofore, and it was decided to use up a large proportion of the old wood on hand before making additional purchases, and hereafter to keep only a sufficient stock to meet the necessary requirements of the business from year to year. The reduction in the amount of material for road repairs was caused by the sale of old worn-out rails, which had been on hand for several years, and for welded rails, taken from the stock, and used for laying new and additional side-tracks. The amount received from the sale of old rails has been credited to the expense of road repairs.

MOTIVE POWER AND ROLLING STOCK.

One new locomotive, contracted for the previous year, has been delivered to the road and paid for, and one new locomotive built in the shop during the year, and is now in service. One locomotive has been thoroughly rebuilt, and all ordinary and necessary repairs to other locomotives have been made. The motive power of the road is now fully as efficient and in as good condition for service as at any time heretofore. Baker's patent car-warmers have been placed in six of the passenger-cars, at an expense of about three hundred and fifty dollars each. They have proved to be very satisfactory, and add greatly to the comfort of passengers during the cold weather. An additional number should be put in as the business may require. Eight passenger-cars and nine baggage-cars have been repainted throughout, nineteen passenger cars and twelve baggage-cars varnished, and other necessary repairs made to the passenger equipment. Thirty-three long platform-cars, four short platform-cars, and five box-cars have been rebuilt. Substantially new bodies for twenty-four platform-cars have been made, and nearly one hundred other long platform-cars have been newly planked, and other needful repairs made during the year. The rolling stock, generally, is in good condition for service, but an additional number of freight-cars is needed, and should be provided as soon as convenient.

ROADBED AND TRACK.

The roadbed, track and superstructure generally has been kept in good repair. Nearly $6,000 were were expended during the past summer for labor in ballasting the track of the Concord and Portsmouth road with gravel, and it is desirable that this work should be continued and completed as soon as it can conveniently be done. 605 tons of new steel rails, and 857 tons of new iron rails have been purchased and placed in the track, and 456 tons of welded rails have been relaid during the year. 67,917 new sleepers have been placed in the track, and 6,929 feet of new and additional side track laid. The overhead bridge below Robinson's Ferry has been rebuilt, new corrugated iron roofs put on the bridges at Hooksett Falls and necessary repairs made to other bridges upon the road. Additional land has been purchased for enlarging and improving the train-yard and terminal facilities at Concord, and a contract made for the necessary filling and grading of the same, the work upon which is now nearly completed.

DEPOTS AND OTHER BUILDINGS.

The depots and other buildings owned by the corporation have generally been kept well repaired, and are now in good condition. Improvements, for the convenience of the patrons of the road, have been built at Concord depot, and the ticket office at that station has been enlarged; new platforms have been built, and the necessary repairs made at various other stations upon the road. Extensive changes are now being made in the depot building at Greenland, which will, when completed, add much to the comfort of the public who patronize the road at that station. Plans have been adopted, and contracts made for the construction of the long contemplated new passenger depot at Nashua, and the work has already been commenced upon the same, the whole to be completed during the present season. Contracts have also been made for completing the new engine house at Concord, and for constructing new and more extensive coal and wood sheds, and improved conveniences for sawing wood at the station, work upon which improvements is now in progress.

The total tonnage of the road for the year has been 899,662, equal to 29,006,834 tons transported one mile. Total number of passengers carried, 527,003; total carried one mile, 11,081,309. Number of miles run by trains, 661,078. Value of materials on hand at the close of the year, $119,776 77, against $166,060 28 at the close of the previous year—a decrease of $58,716 49.

BALANCE SHEET March 31, 1880.

Construction	$1,500,000 00
Rindge's Wharf	51,507 72
Manchester and North Weare Railroad	11,584 19
Notes receivable	56,319 93
Mt. Washington Railroad	173 61
Suncook Valley Railroad	63,060 00
Cash on hand	78,835 83
	$1,761,431 28
Capital stock	$1,500,000 00
Det. and Contingent	109,935 71
Notes payable	8,438 87
Interest	65,055 70
Concord Railroad div. May 1	75,000 00
Concord Railroad old dividend	2,466 50
Suncook Valley Railroad dividend	195 00
Concord and Portsmouth Railroad dividend	839 50
	$1,761,431 28

President.—J. THOMAS VOSE, Boston, Mass.

Directors.—J. Thomas Vose, Boston, Mass.; Frederick Smyth, Samuel N. Bell, Manchester, N. H.; Benjamin A. Kimball, Josiah Minot, Concord, N. H.; Dexter Richards, Newport, N. H.

Treasurer.—NATHAN PARKER.

Superintendent.—H. E. CHAMBERLIN.

At a meeting of the directors of the Niagara Falls International Bridge and the Niagara Falls Suspension Bridge Companies at Albion, N. Y., on the 16th inst., the report of Engineer Buck, who had charge of the substitution of steel for wood in the bridge, was accepted and adopted. The work has been carried on without stopping a train.

Among the resolutions introduced in the House of Representatives at Washington on the 20th inst, under the call of the States was one by Mr. Gillette, of Iowa, calling on the Secretary of War for an estimate as to the cost of a steel railroad from New York city to Council Bluffs.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Transported. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack.....New York.	2,619,412	109,280	.....	.....	4,262,000	6,000,000	1,791,734	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern..Ala. Miss. &c.	10,263,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,209	Albany and Susq. ¶(D. & H.)..New York.	9,745,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	668,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	82.9	4-9	75	37	8	1,930	Allegheny Valley¶.....Pennsylvania.	21,584,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	736,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	.....	.....	.....	.....	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	.....	32,241	.....	1,656,432	1,500,000	12,989	.....	62.6	244,210	50,940	423,448	251,798	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,085,300	*	5,711,549	662,784	12,634,400	14,136,500	2,677,490	2,080,693	996.9	2,794,126	314,301	802,121	6,391,442	3,454,967	6	100	....
Dec. 31, 1879	289.0	—	13.5	5-0	28	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,300	1,700,000	4,750,000	105,215	163,846	269.0	.....	.....	.....	777,238	251,621	—	100	....
June 30, 1880	80.7	—	4.5	5-0	14	7	4	175	Atlanta and West Point.....Georgia.	1,192,499	*	62,650	97,735	1,232,200	65,000	5,995	39,719	80.7	.....	.....	99,604	368,130	153,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2 480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,675,800	68,850,311	.....	.....	422.8	5,378,414	962,497	3,259,542	4,135,296	668,809	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000	.....	.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	39,749	6	100	....
Sept. 30, 1879	408.0	20.0	35.7	5-0	88	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	395,393	.....	428.0	1,312,118	150,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1879	4.0	—	1.0	4-8.5	.....	.....	.....	.....	Attleboro Br. (Boston & Prov.).....Mass.	120,707	.....	1,350	33	121,700	.....	389	.....	4.0	.....	.....	.....	9,255	9,255	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,843,316	12,203,063	46,223,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	9,679,346	.....	.....	8,884,827	4,341,245	8	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,050,000	.....	.....	.....	1,050,000	.....	20,000	149,119	31.0	757,757	.....	.....	285,097	225,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.....W. Virginia.	8,343,715	.....	.....	.....	5,680,685	.....	2,068,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1879	262.6	—	39.1	4-8.5	57	20	27	630	Baltimore and Ohio and Chicago. O., I. & Ill.	12,668,752	*	.....	.....	1,503,450	.....	.....	.....	202.6	.....	140,428	494,622	1,043,015	136,507	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L. 932,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.2	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	.....	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6¢	50	....
Sept. 30, 1879	9.0	—	0.5	5-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,000	1,691	9.0	.....	14,266	4,903	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	5-0	2	2	1	44	Bell's Gap.....Penn.	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,628	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,383	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 450	[2 years	350,884	81,491	—	100	....
Sept. 30, 1879	201.8	48.0	136.0	4-8.5	243	184	55	4,807	Boston and Albany.... Mass. & N. York.	29,063,415	*	1,170,317	708,193	20,000,000	7,000,000	1,455,702	2,491,224	249.8	4,889,772	5,199,160	2,738,096	6,427,443	2,703,639	8	100	....
Sept. 30, 1879	26.7	48.4	59.7	4-8.5	46	68	22	890	Boston and Lowell.....Mass.	5,781,306	441,834	932,767	402,141	3,250,000	3,496,400	259,947	551,703	75.1	1,045,141	2,451,750	819,843	1,210,872	404,490	1	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	3,598,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,735,103	4,329,028	810,122	2,553,652	934,434	6	100	....
Sept. 30, 1879	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line.....Conn.	4,358,317	*	.....	4,804	86,391	3,200,000	977,000	79,493	83,021	50.0	183,202	79,176	107,569	259,497	116,698	—	100	....
Sept. 30, 1880	44.0	19.7	42.5	4-8.5	49	100	18	67	Boston and Providence.....Mass. & R. I.	4,612,774	*	665,043	220,757	4,000,000	500,000	607,286	391,311	67.7	852,282	3,574,104	669,184	1,323,926	422,179	8	100	....
Sept. 30, 1879	36.5	—	8.3	4-8.5	7	7	4	97	Boston, Barre and Gardner.....Mass.	1,381,575	155,962	24,876	44,377	871,001	554,300	280,719	L. 79,229	52.5	140,214	97,633	141,681	162,647	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-8.5	39	30	17	593	Boston, Concord and Montreal .....N. H.	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	789,349	247,312	124,877	676,123	200,872	6pf	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	.....	1,633,957	45,060	29.0	634,397	49,500	.....	13,197	deficit.	—	100	....
Sept. 30, 1879	8 8	—	2.4	3-0	5	23	—	23	Boston, Revere Beach & Lynn.....Mass.	418,229	94,369	163,853	2,783	349,200	138,000	142,477	49,558	8.8	111,152	783,841	.....	133,430	42,996	6	100	....
Sept. 30, 1879	2.5	—	0.3	3-0	1	2	—	8	Boston, Winthrop & Pt. Shirley.....Mass.	38,870	1,800	.....	.....	19,450	18,000	3,443	Loss. 223	2.5	20,817	67,950	.....	122,165	80,725	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brighthore.....Virginia.	110,600	*	.....	.....	110,600	.....	.....	.....	21.0	12,600	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	139,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,509	nominal.	53 612	11,493	—	100	....
Sept. 30, 1879	7.5	—	5.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island..N.Y.	1,477,408	*	.....	.....	494,225	580,000	239,807	.....	7.5	120,060	87,960	7,323	263,051	102,924	—	100	....
Sept. 30, 1879	43.8	...	...	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,358	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4 9	11	9	2	536	Buffalo and Southwestern....New York.	1,248,204	*	.....	.....	943,900	1,300,206	305,575	.....	67.4	268,843	120,988	394,918	351,329	10,999	—	100	....
Sept. 30, 1879	120.5	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,734,454	*	443,919	22,632	2,004,350	3,646,000	1,401,765	248,391	120.5	617,728	207,239	1,063,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont.	1,418,662	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	24,291	32,994	89,775	4,442	—	100	....
May 31, 1880	46.4	—	2.7	5-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,800	.....	.....	46.4	.....	.....	.....	.....	.....	—	100	....
June 30, 1879	142.4	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	41,353	21,091	—	100	....
June 30, 1879	241.6	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,208	*	.....	.....	494,225	580,000	239,807	.....	7.5	120,060	87,960	7,323	263,051	102,924	—	100	....
June 30, 1879	146.5	—	10.7	5-0	19	7	7	377	Cairo and St Louis.....Ill.	7,065,000	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,290	424.6	911,305	253,107	764,183	1,410 260	459,702	—	100	....
June 30, 1879	157.0	—	10.2	4-9	10	8	4	167	Cairo and Vincennes .....Illinois & Ind.	7,624,300	*	.....	.....	4,585,000	2,500,000	.....	.....	146.5	305,462	.....	.....	231,520	21,228	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,065	395,014	138,806	276,094	12,000,000	6,850,000	1,530,688	L. 606,716	157.0	249,897	53,861	140,502	274,416	deficit.	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	668,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	.....	.....	.....	550,000	519,216	—	100	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central.....Canada.	3,661,235	*	.....	.....	985,400	2,483,335	200,000	.....	159.0	295,682	107,682	66,850	270,439	82,196	—	100	....
Dec. 31, 1879	229 5	62.5	65.0	4-8.5	76	35	17	3,042	Canada Southern.....Canada.	28,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,305	547,275	—	100	....
Oct. 31, 1879	94.0	4.6	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	.....	.....	.....	4,369,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	....
Mar. 31, 1880	242.0	—	12.1	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,510	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	.....	18	13,211	34.6	76,000	21,672	73,578	57,929	2,559	6	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	.....	718.5	1,079,248	103,706	.....	3,199,480	1,537,936	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	167,242	235,952	715,583	160,548	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18568	Central of New Jersey.....New Jersey.	17,024,378	3,150,000	.....	.....	18,563,200	32,786,60	6,541,209	.....	130.2	4,224,938	.....	.....	836,168	4,317,228	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	57,030,000	23 163,285	16,382,538	1,213.1	7,203,591	6,942,307	1,875,348	17,153,168	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	.....	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	18.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,182,315	*	372,892	28,826	2,578,000	2,700,971	444,941	105,122	195.0	386,526	62,884	96,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	.....	37,142	26,037	648,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,696	—	100	....
Sept. 30, 1879	40.0	—	1.5	5-0	2	4	1	25	Cheraw and Darlington.....S. C.	680,000	*	.....	.....	392,100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	428.0	9.3	68.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	183,248	23,762,136	22,526,818	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1879	53.6	—	14.5	4-8.5	30	22	10	419	Cheshire.....N. H. & Mass.	2,395,259	322,266	141,111	185,166	2,163,300	831,000	25,708	33,800	53 6	548,076	125,188	418,700	503,049	141,236	1	100	....
Dec. 31, 1879	243.5	145.7	199.5	4-8.5	187	80	27	4,218	Chicago and Alton.....Illinois.	19,095,403	*	3,537,160	4,663,316	12,490,872	11,627,850	2,597,982	579,373	840.4	3,609 638	943,429	2,634,177	5,756,677	2,708,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,186,343	*	202,408	172,924	333,054	3,714,329	259,340	204,950	152 0	1,600,088	146,215	749,340	1,020,794	389,446	—	100	..
Jun. 30, 1879	80.0	—	10.7	4-8.5	15	6	5	150	Chicago and Iowa.....Illinois.	2,414,000	*	.....	.....	664,000	1,750,000	52,814	.....	80 4	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan. .....Mich.	6,238,201	429,640	33,923	119,443	6,151,000	480,000	114,740	75,497	245.6	537,908	248,287	345 467	854,283	112,827	—	100	....
May 31, 1880	1,627	—	367.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	72,963,795	*	8,318,765	2,811,506	36,513,610	37,695,000	11,448 446	5,988,060	1,627.5	12,763,568	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,22 .440	*	.....	.....	4,112,500	2,961,000	153,940	.....	164.5	.....	.....	.....	1,0 .,000	.....	—	100	....
Sept. 30, 1879	30.3	—	1.5	3-0	2	2	—	73	Chicago and Tomah.....Wisconsin.	211,842	*	.....	.....	13 400	88,000	109,942	.....	30.8	12,886	.....	.....	18,417	5,704	—	100	....
Dec. 31, 1879	486.6	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,226,547	3,722,845	1,834,371	31,004,496	27,270,225	16 526,547	4,492,856	1,857.3	8,600,547	2,070,194	4,086,358	14,817,105	1,260,038	8	100	....
Dec. 31, 1879	168.6	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2 0,193	233,825	730,016	115,027	5,151,440	953,000	255,520	46,100	208.1	330,731	71,007	101,592	491,075	154,146	—	100	....
Dec. 31, 1879	416.8	1 619	182.6	4-8.5	229	140	91	7,393	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,6 3,744	41,349,500	1,501,292	3,531,538	2,251.0	7,645,701	1,555,446	2,550,734	10,012,820	4,529,025	7pf	100	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1878	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880	473,500	444,000	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170	188,325	141,652	149,504	153,376	143,432	160,160	179,804	204,991	189,330	.....	.....
Central Pacific:													
1878	1,110,988	980,529	1,228,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,366,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	2,154,000	.....	.....
Chicago and Alton:													
1878	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	502,285	488,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,952	.....	.....
Chicago and Northwestern:													
1878	1,077,891	1,084,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1,450,302	1,573,422	1,407,240	1,080,838	14,999,840
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	.....	.....
Chicago, Burl. & Quincy													
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,213	716,512	8,451,768
1879	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	.....	.....
Clev., Col., Cin. & Ind.:													
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	338,830	277,727	3,528,714
1879	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,428	3,758,969
1880	392,632	375,619	392,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	.....	.....
Hannibal & St. Joseph:													
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880	169,330	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,058	240,359	204,116	.....	.....
Illinois Central:													
1878	624,659	511,386	536,409	533,838	608,527	552,706	566,031	675,889	630,386	654,840	625,201	589,313	7,111,000
1879	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,357	797,232	860,124	720,571	.....	.....
Lake Shore & Mich South'n:													
1878	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,492
Mo., Kan. & Texas:													
1878	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,771,204	2,567,318	2,237,265	.....
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1880	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
New York, Lake Erie & Western:													
1878	1,304,018	1,121,412	1,147,208	1,137,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1 381,391	1,205,755	15 134 216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,487	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,581	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,786,417	1,899,910	.....	.....	.....
Northern Central:													
1879	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	.....	.....	.....
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	.....	.....	.....
Philadelphia and Reading:													
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656 832	664,675	5,301,873
1880	552,615	492,450	450,620	403,300	372,280	365,300	442,000	543,555	661,400	678,200	626,725	.....	.....
Toledo, Peoria and Warsaw:													
1878	130,466	94 878	108,845	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	88,544	1,243,959
1879	94,907	77,624	91,256	112,375	108,879	89,224	103,843	102,282	112,374	132,372	105,099	111,981	1,242,318
1880	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	127,228	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1879	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	.....	.....
1880	760,147	762,558	982,480	890,137	946,186	952,049	1,065,980	1,185,325	1,177,134	1,526,475	1,105,616	.....	.....

Change in the Mode of Railroad Time Reckoning.

A change in the system of giving time on our railroads could be readily improved upon, and it is a wonder that some of our enterprising railroad managers do not take hold of the subject. In the time cards all the roads carry an encumbrance that positively confuses the uninitiated. Not one man in fifty can take an ordinary time card and in the multiplicity of A. M.'s and P. M.'s, dittoing as they do from both the top and bottom of the card, and figure out the time from New York to St. Louis or Chicago without becoming confused and uncertain, and from New York to San Francisco it becomes a positive impossibility with many more. There is no more reason why there should be two 12 o'clocks in one day than there is why there should be two twelve miles posts in a twenty-four mile railroad. Practically the day commences at midnight, consists of twenty-four hours, and ends the next night at midnight. By acknowledging that fact and dividing the day into hours and minutes, numbered consecutively up to twenty-four hours, the record time would be greatly simplified. Thus, instead of saying 12:15 A. M., we would give the time as fifteen minutes, writing 15, showing that it was the fifteenth minute of the day. Instead of saying 12:30, A. M., 30, or in the same manner for any number of minutes up to 1 o'clock, which hour would be written 1.00 instead of 1:00 A. M. The same rule would be followed up, omitting the A. M. and P. M. up to 12:59. What we call 1 o'clock P. M., under the new system, we would call thirteen o'clock, or thirteenth hour; 1:30 P. M. would be 13:30, 18 o'clock P. M., 14:00, and so on up to twenty-four. It might be a little odd at first, but people would soon become accustomed to it. Clock and watch-dial plates could be furnished with an inner circles upon which the additional figures could be given, instead of the a. m. and p. m. nuisance. In foreign countries a change is made out of the old grooves. In France the change is not so marked as in Germany. In the latter country the railroads display the figures for the arrival and departure of trains with a white or black back ground—the white for day and the dark for night, which is very simple and appears to answer all purposes.—Pittsburg Chronicle.

Railroad Earnings—Weekly.

	Month of September.		Month of October.		Month of November.		—WEEKLY EARNINGS IN DECEMBER.— First week.		Second week.		Since January 1.	
	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.	1879.	1880.
Burl., Cedar Rap. & N.	$154,795	$179,804	$171,524	$204,991	$147,785	$189,330	$40,621	$42,471	.....	.....	$1,399,366	$1,902,534
Chicago & Alton.....	628,811	733,234	668,163	786,116	601,101	680,952	144,658	146,465	.....	.....	5,347,321	7,275,071
Chicago & Eastern Ills.	82,049	131,904	92,975	150,691	88,477	128,597	23,067	33,734	.....	.....	816,498	1,203,764
Chi., Mil. & St. Paul...	1,018,806	1,257,000	1,290,739	1,494,000	1,100,244	1,472,000	.....	.....	236,703	310,000	9,436,483	12,346,810
Chi., St. Paul, M. & O.	117,810	144,771	147,605	190,403	142,737	176,555	35,388	38,729	.....	.....	1,160,839	1,486,480
Cincinnati & Springf ..	89,373	81,488	95,465	93,506	82,951	101,547	17,966	21,957	.....	.....	739,217	848,345
Clev., Col., Cin. & Ind.	410,064	410,103	423,257	444,104	366,274	422,123	71,694	82,479	.....	.....	3,413,139	4,090,044
Denver & Rio Grande..	112,823	400,990	140,083	473,318	130,285	408,562	32,098	74,043	29,353	88,601	1,158,040	3,266,064
Flint & Pere Marquette	107,350	146,032	123,570	158,752	113,898	153,959	27,943	34,742	24,359	32,955	1,058,944	1,481,075
Grand Trunk of Ca....	800,857	893,241	867,646	957,519	833,560	897,402	190,381	215,199	189,269	204,367	8,491,728	9,975,172
Great Western of Ca...	357,376	436,705	446,445	487,618	407,512	438,238	95,195	105,214	100,148	102,192	4,208,629	4,849,636
Hannibal & St. Joseph.	176,810	209,058	239,735	240,359	193,125	204,116	56,740	57,291	.....	.....	1,800,812	2,336,015
Hous. & Tex. Central.	.....	.....	406,565	476,866	429,604	431,994	95,316	98,518	.....	.....	2,918,769	3,394,637
Ind., Bloom. & West...	122,406	110,622	120,785	121,343	92,279	96,621	25,121	25,656	.....	.....	1,079,810	1,144,116
International & Gt. N.	178,949	195,057	228,300	276,646	244,813	256,756	55,191	52,948	.....	.....	1,612,784	1,755,747
Lake Erie & Western..	68,102	109,852	68,036	170,925	*39,455	*71,329	14,980	23,379	.....	.....	635,421	1,229,601
Louisville & Nashville.	527,214	891,000	609,578	1,000,000	697,033	929,400	151,200	218,600	.....	.....	5,476,775	8,716,187
Marq., Hough. & Onto.	*50,699	*82,918	60,000	91,000	29,183	34,202	.....	.....	.....	.....	536,569	781,566
Memphis & Charleston.	35,395	104,734	66,066	125,731	131,250	139,225	34,602	41,427	.....	.....	805,237	1,096,448
Mo., Kansas & Texas...	380,758	369,065	387,710	407,549	387,087	371,079	90,771	84,937	.....	.....	3,054,136	3,869,335
N. Y. & N. England..	.....	.....	.....	.....	173,712	207,241	48,160	50,015	.....	.....	.....	.....
Northern Pacific.....	270,893	332,810	295,260	364,474	210,635	277,755	24,073	59,600	24,073	44,400	1,937,617	2,436,356
St. Louis, Alt. & T. H..	114,229	129,603	116,682	137,045	100,963	109,693	23,254	23,318	.....	.....	953,386	1,297,563
Do. Branches.....	.....	.....	63,786	68,550	52,460	68,070	13,714	16,580	.....	.....	514,484	616,180
St. L., Iron Mt. & So...	591,076	661,400	724,713	678,200	656,832	626,725	181,336	167,500	.....	.....	4,818,535	5,770,819
St. Louis & San Fran..	199,129	277,817	213,712	310,582	199,861	284,081	53,100	54,100	57,300	59,400	1,551,282	2,584,275
St. Paul, Minn. & Man.	224,830	274,145	291,202	345,057	226,695	300,675	52,942	64,404	36,530	79,401	2,460,549	3,004,008
St. Paul & Sioux City.	110,433	152,700	121,618	153,344	109,620	150,289	20,149	31,180	.....	.....	1,037,324	1,377,300
Scioto Valley	28,125	31,733	30,249	30,172	26,251	28,751	6,119	5,306	.....	.....	268,147	297,049
Wab., St. Louis & Pac.	936,222	1,177,134	1,198,076	1,526,475	864,057	1,105,616	227,385	239,469	.....	.....	8,357,547	11,612,958

* For three weeks only. † July 1 to latest date.

Railroad Law.

NEGLIGENCE—FAILURE TO MAINTAIN FLAGMAN OR GATE AT RAILROAD CROSSING, IN ABSENCE OF MUNICIPAL REQUIREMENTS, MAY BE.

In an action for injuries received by plaintiff's who were travelling in the highway at a crossing of defendant's railroad, by reason of defendant's negligence, it was claimed that defendant was negligent in not having a gate or a flagman at the railroad crossing. It appeared that no proper authority had ever required the establishment of a flagman or gate at this crossing. The court below ruled that it was competent for the jury, under the declaration, to consider whether the defendant had used such reasonable care, in addition to the ringing of the bell or the blowing of the whistle required by the statutes, as the safety of travellers demanded at this particular crossing. Held, that the ruling was correct, as recognized by numerous decisions. These cases all rest on the common-law rule that when there are different public easements to be enjoyed by two parties, at the same time and at the same place, each must use his privilege with due care not to injure the other. The rule applies to grade crossings, because the traveller and the railroad each has common rights in the highway at those points. The fact that the Legislature has seen fit for the additional safety of travellers imperatively to require the corporation to use certain warnings at such crossings, does not relieve it from the duty of doing whatever else may be reasonably necessary. Bradley vs. Boston and Maine R. Co., 2 Cush. 539; Linfield vs. Old Colony R. Co., 10 id. 562; Norton vs. Eastern R Co., 113 Mass. 366; Favor vs. Boston and Lowell R. Co., 114 id. 351. Even though the proper authorities had never required the maintenance of a gate or flagman at the crossing in question, the defendant was still under the rule which requires the exercise of reasonable care on its part; and the jury could not be limited in their inquiries by the fact that a gate or a flagman has never been ordered, however proper it might be for them to take that fact into consideration. Eator vs. Fitchburg Railroad Co. Opinion by Colt, J.

CARRIER OF PASSENGERS—INJURY TO PASSENGER ON STREET RAILROAD—CONTRIBUTORY NEGLIGENCE—SITTING ON FRONT PLATFORM.

Plaintiff's intestate, a passenger on defendant's street railroad car, when the car was approaching a draw-bridge sat down on the front platform. He was told by the driver of the car that he had better not sit in that place, as it was against the rules of the defendant and unsafe, to which he made a reply not understood by the driver. He continued to occupy his position while the car was detained at the bridge some fifteen minutes by an open draw; and remained there until he fell from the car after it had passed the bridge, receiving the injuries whereof he died. There were notices posted upon the car forbidding passengers to be upon the platforms and that the defendant would not be responsible for the safety of passengers while there. In an action for such injuries, held, that the defendant was not liable. It was for the plaintiff to prove that the intestate was free from negligence contributing to the injury which he received. Plaintiff could recover if the case presented failed to disclose the exercise on his part of ordinary care, as judged of in the light of common knowledge and experience. The rule is to be applied which requires the exercise of such care as men of common prudence usually exercise in positions of like exposure and danger. The question is in most cases a question to be submitted to the jury, but when the circumstances are not complicated, and the undisputed evidence discloses conduct which would be condemned as careless by men of common prudence, it is the duty of the judge to instruct the jury to find a verdict for the defendant. Garrett vs. Manchester and Lawrence R. Co., 16 Gray, 501; Gahagan vs. Boston & Lowell R. Co., 1 Allen, 187; Todd vs. Old Colony R. Co., 7 id. 207. The evidence in this case wholly failed to show that intestate was in the exercise of due care. He was a passenger occupying an exposed and unusual place in a constrained and awkward position, against the rules of the road and the warning of the driver. The case differs from Meesel vs. Lynn and Boston R. Co., 8 Allen, 234. A street railway corporation has a right to make all reasonable regulations for the safety of passengers. A rule prohibiting passengers from riding on the front platform is a reasonable regulation; and one who knowingly violates it, without some reasonable excuse or necessity, cannot be said to be free from negligence, if the act contributes to his injury. There could be no doubt that the negligence of intestate contributed to the injury which he suffered. Wills vs. Lynn and Boston Railroad Co. Opinion by Colt, J.

NEGLIGENCE—OMISSION TO RING BELL AND KEEP FLAGMAN AT STREET CROSSING IF NOT CONTRIBUTING FROM INJURY FROM RAILROAD TRAIN NOT NEGLIGENCE.

In an action against a railroad company for injury to plaintiff, a boy ten years old, caused by being run over early in the evening by defendant's engine at a street crossing, it was claimed that no bell was rung when the engine approached the crossing. It appeared, however, that plaintiff saw the engine, which was backing, approaching and tried to run across in front of it, but his foot caught between a rail and the planking and he fell down and was run over. Held, that as the object of ringing a bell upon an engine is to warn people of its approach, it was not negligence contributing to the accident to omit to ring it, as plaintiff had all the notice that ringing would have given. A flagman was usually kept at this crossing, but he was absent on this occasion. It was not the duty of defendant to keep a flagman at that crossing and plaintiff did not know that one had been usually kept. Held, that there was no negligence on the part of the defendant in this particular. McGrath vs. New York Central, etc., R. C., 59 N. Y. 468; S. C., 68

Id. 522. The regular fireman was not on the engine at the time, and there was no light on the rear of the engine and it was dark. Held, as it appeared that plaintiff plainly saw the engine approaching, there was no negligence. Judgment reversed and new trial granted. Pakalinskey vs. New York Central and Hudson River Railroad Co., appellant. Opinion by Earl J. Folger, C. J., and Rapallo and Miller, J.J., concurred; Andrews, Danforth, and Finch, J.J., dissented.

[Decided Nov. 9, 1880.]

Organization.

—Articles of association of the Portage and Baraboo Railroad Company were filed with the Secretary of State of Wisconsin on the 15th inst. The capital stock is $250,000, and the incorporators are among the solid men of Portage and Baraboo.

—The Texas, Santa Fe and Northern Railroad Company recently chartered under the laws of New Mexico with a capital of $12,000,000 elected the following officers Dec. 21: Mr. Charles J. Lowry, of New York, President; Mr. Bernard Seligman, Vice-President; Mr. Charles H. Gildersleeve, Secretary, and Mr. Lehman Speigelbergh, Treasurer.

—The incorporators of the Long Island Electric Light Company, capital $300,000, are Messrs. A. Ames, V. K. Spear, J. J. Anderson, J. H. Flegg, C. F. MacKenzie, J. F. Williams, B. I. Butler, C. C. Wyman, and W. H. M. Sistare. Mr. Ames and others have also filed articles of incorporation for the Manhattan Electric Light Co., capital $600,000.

—Articles of consolidation were filed with the Secretary of State of Kansas on the 16th inst. by the officers of the Kansas City, Lawrence and Southern Railroad, the Southern Kansas and Western Railroad, and the Sumner County Railroad. The name of the new company is the Kansas City, Lawrence and Southwestern.

Broadway Underground Road.

The General Term of the Supreme Court has denied the application made by Mr. George Ticknor Curtis, a few weeks ago, on behalf of the Broadway Underground Railroad Company, for the appointment of Commissioners under the statute. The Court says:

"The petition states that an application has been made for the consent of the owners of one-half in value of the property bounded on Broadway along the line of the proposed tunnel and railroad, and that for the reason set forth in the affidavit of Walter J. Morris thereto annexed, such consent has not been given. The affidavit of Mr. Morris fails to show that any personal application has been made to such owners and that any actual refusal has been given. The affiant simply states that he has endeavored to obtain the consent of one-half in value of the property owners and has not obtained such consent, and that he believes such consent cannot be obtained, because the property owners prefer that the railroad should be built under the guarantees that would be afforded by the proceedings under the statutes for the appointment of Commissioners. This we cannot accept as a compliance with the requirements of the statute. It must be shown affirmatively by a statement of the facts what application, to which consent has been refused, has been made, and to whom, and that persons to whom the application was made are in fact owners of at least one-half of the property bounded on the proposed railroad, so that the Court can judge, and not the affiant, whether there has been such an application and such a refusal as the statute requires. The very general statements of the petition and affidavit do not confer jurisdiction upon the Court to appoint the Commissioners. The motion therefore must be denied, but without prejudice to further proceedings after the requirements of the statute shall have been complied with."

Manufacturing.

—The Harrisburg Car Manufacturing Company are turning out 50 cars per week.

—The only cement mills on the Pacific coast are at Benicia, Salano Co., Cal.; they make about 140 barrels of cement a day.

—Messrs. Richle Bros., Philadelphia, are busy on orders for the scales and testing machines of which they are the sole manufacturers. They have recently placed improved machinery in their works which greatly facilitates the prompt filling of orders.

—The Indianapolis R. R. Link & Pin Co., Indianapolis, and Messrs. Westlake & Co., Warren, O., manufacturers of merchant bar and band iron, have consolidated; the former company moving its machinery to Warren, where the combined enterprises will work together.

—The report of the Superintendent of the Cincinnati Chamber of Commerce says that the total production of pig-iron in nine States tributary to that city during the past year was 876,000 tons, showing an increase of 150,000 tons over the preceding year. Of this increase Missouri made 37,000 tons; Michigan, 31,000; Ohio, 27,000; West Virginia, 20,000; Tennessee, 13,000; Indiana, 11,000; Alabama, 8,000; Georgia, 4,000. Kentucky showed a decrease of 1,400 tons. The aggregate sales here of pig-iron from first hands, to go actually into consumption, amounted to 150,000 tons an increase of 46,000 tons over the preceding year. The value of the business, at an average price would be $8,750,000.

Buffalo, Pittsburg and Western Railroad.

Representatives of the Pittsburg, Titusville and Buffalo Railway, the Buffalo, Pittsburg and Western Railroad, the Salamanca, Bradford and Allegheny River Railroad of Pennsylvania, the Salamanca, Bradford and Allegheny River Railroad of New York (aggregating 120 miles) and the Titusville and Oil City Railway, (which during the past Summer, built its road from Titusville to Petroleum Center, a distance of 9 miles), met in Philadelphia on the 20th inst., and unanimously agreed to consolidate their interests. A meeting of the stockholders of the Pittsburgh, Titusville and Buffalo Railway Co. will be held on the 20th of January to ratify the agreement. The new organization, which is to be known as the Buffalo, Pittsburgh and Western Railroad Company, will own 294 miles of road. It will connect the Pittsburgh, Titusville and Buffalo Railway with the system of railroads centering in Buffalo, give an increased mileage on coal and other products, give the company 64 miles instead of 14, on the passenger business between Buffalo and Chautauqua Lake, extend the market for coal from the Allegheny Valley, and finally to make the road part of a trunk line to the West, giving, by means of the New York, Pennsylvania and Ohio Railroad from Corry, an outlet to Columbus, Indianapolis, and other cities.

Articles of association have been filed in Springfield, Ill., by the St. Louis and Indiana Railroad Company, organized to build a railroad from East St. Louis to Danville, near the Indiana line.

During the past year 400 miles of railroad have been constructed in Ohio.

—Mr. John G. Whittier's seventy-third birthday was celebrated at Danvers, Mass., last week, Friday.

Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 21.

	W. 15.	Th. 16.	F. 17.	Sa. 18.	M. 20.	Tu. 21.
Allegheny Val. 7 3-10s	....	....	....	....	....	....
7s, Income	....	33	34	....	....	36
Camden & Am. 6s, 1885	106	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	....	....	....	....
Camden and Atlantic	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	50	50	....	....	....	50½
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	8¼	8¼	....	....	....
Preferred	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	36¾	36¾	37¼	37¼	37¼	37¼
6s, 1884	109½	109¼	....	....	....	....
Gold Loan	108¾	108¾	108¾	....	109¼	....
Railroad Loan	....	116	116	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	111¼	....	....	....	....	....
Lehigh Valley	56¾	57	57¼	57¼	57¼	....
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg.	....	....	....	....	....	....
2d mort. 7s	....	....	131	131¼	....	....
Consol. mort. 6s	....	115	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Little Schuylkill	53	53	53	....	53½	53¾
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	56¼	56	56	56	56	56
1st mortgage 6s	....	....	....	....	....	109¾
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup.	....	....	....	....	....	....
Gen'l Mort. 7s, reg.	....	....	120½	....	....	....
Northern Central	45	45½	44¾	45	45	45½
6s	....	....	100	100	....	100
Northern Pacific	33¾	33¾	33¾	33¾	33¼	33¾
Preferred	63¾	64¼	64	64¼	63¼	63¾
Pennsylvania R. R.	62	62	62¼	62¾	62¾	62¼
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	....	....	....	....	....	124¾
Gen'l mort. reg.	....	....	....	....	....	....
Consol. mort. 6s	115¾x	116	....	....	....	....
Consol. mort. 6s, reg.	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	....	....	....	....	....	....
do. 5s, new	....	....	....	....	....	....
do. 4s	....	....	....	....	....	....
Phila. and Reading	25¾	25¾	26	26¼	26¼	25¾
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	123	....	....	....	....	....
Consol. mortgage reg	123¾	....	....	....	....	....
Gen'l mortgage 6s	86¾ chp	86¼	86¾	86¼	86¾	86¾
Philadelphia and Erie	20¾	20¾	21	21¼	20¾	20¾
1st mortgage, 6s	....	....	....	....	....	....
2d mortgage, 7s	119	119	....	....	....	....
Pittsb., Cin. & St L. 7s	....	123	123	123	....	123
Pittsb., Titusv. & Buff.	17¾	17¾	17¾	18¼	18¾	19¼
7s	90	89¾	89¾	90	91¾	90
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	....	79	....	....	77x	....
United Co. of N. Jersey	180¾	180¼	180¼	180	181	....
Hestonville, (Horse)	....	....	19	19	....	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 21.

	W. 15.	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.
Baltimore and Ohio	134	....	....	133	....	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio ($50)	....	48	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	120	....	121	122	121¾
2d mortgage, 7s	85	....	85¾	86	86¾	87¼
3d mortgage, 8s	....	46¼	46¼	47	47¼	47¼
Northern Central ($50)	45	....	....	45	45	45
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	116
6s, 1900, Gold	....	....	113½	....	....	....
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	95¼	95	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
Virginia 6s, Consol	75	75	75¼	75¼	77¼	75
Consol. Coupons	....	....	....	....	....	91¼
10-40 bonds	49¾	49¼	49	49¼	50¼	50¾
Deferred Certificates	....	....	16	17¼	....	16¼
Western Maryland	8¼	....	8¼	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
Adams Express	119	119½	....	130½	120	119
Albany and Susq.	....	....	....	....	119	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	108½	108½
American Express	....	....	65	....	63	62
Atlantic & Pacific Tel.	35	35½	34	34	35	35½
Buri., C. R. & Nor.	70	74	73½	74½	....	74
1st mortgage 5s	99	99	98½	99½	....	99
Canada Southern	74½	74½	79½	78½	79½	77½
1st mortgage guar.	103½	104	103½	104½	103½	104
Central of N. Jersey	79½	80½	81½	80½	81	81½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	113½	112	....	114½	114½	113½
7s, convertible, ass.	....	....	....	....	....	....
7s, Income	94	93½	....	93½	....	....
Adjustment	112½	....	113	113	112½	112½
Central Pacific	85	84½	84½	84	84	84½
6s, gold	....	....	117	117	....	....
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	105	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	23	22½	23½	23½	23½	23½
Chicago and Alton	144	153	155½	153	153	153
Preferred	147	....	160	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	174	173½	173½	173½	173½	174½
7s Consol., 1903	130½	....	131	130½	130½	....
Chic., Mil. and St. Paul	113½	114½	114½	112	112½	112½
Preferred	123	123½	123½	122½	....	122
1st mortgage, 8s	....	....	....	....	....	....
1d mortgage, 7 3-10s	....	....	....	....	125	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	124½	....	....
1st M. (I. and M. div.	....	....	....	....	....	....
1st M. (I. and D. ext	122	....	....	123½	123½	....
1st M. (H. & D. div.	118½	....	....	....	119	....
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	122½	125	124	124½	....	....
Chic. & Northwestern	124½	126½	125½	123	122½	124½
Preferred	140	140	140½	139½	....	140
1st mortgage	....	....	....	....	....	....
Sinking Fund 6s	....	109½	110½	110½	....	....
Consolidated 7s	....	134½	135	....	....	....
Consol. Gold bonds	125½	....	128	....	....	....
Do. reg	125½	127	....	....	....	....
Chic., Rock Isl. & Pac.	136	135½	136	136½	134½	135½
6s, 1917, c.	....	128	....	....	....	....
Clev., Col., C. and Ind.	88	88½	90	89½	89	89½
1st mortgage	....	126	....	....	....	....
Clev. & Pittsburg guar.	....	125½	126½	....	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind. Cent	20½	20½	21½	20½	20½	20½
1st mortgage	....	....	108	....	....	108
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	91½	91½	92	90½	90½	91½
Reg. 7s, 1891	....	....	....	....	....	....
Reg. 7s, 1884	....	....	....	....	....	....
7s, 1894	....	....	....	....	....	....
Del., Lack. & Western	106½	106	106½	105½	105½	105½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mort. 8s, ext.	....	....	....	....	111	....
3d mortgage	....	....	....	....	....	....
4th mort. 8s, ext.	107½	....	....	....	....	107½
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	128	....	130	....	....	129½
Great Western 1st mort.	....	....	....	....	....	....
2d mortgage	....	....	108	108	....	108
Hannibal & St. Joseph	48½	48½	49½	47½	47½	48½
Preferred	98	99½	100	98	98½	100½
8s, Convertible	....	....	111	....	113	....
Houston & Tex. Cent.	70	70	....	73½	75½	73½
1st Mortgage	....	....	....	....	....	....
Illinois Central	121½	123½	126½	124	124½	124½
Lake Shore & Mich So.	127½	128½	129½	128½	129½	131½
Consol. 7s	....	130½	....	....	....	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	....	123	....	....	125	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	118½	....	....	....
Louisville & Nashville	83	84½	85	87	87	87½
7s Consolidated	....	....	....	....	....	....
Manhattan	34½	34½	35½	35½	38	37½
Metropolitan Elevated	110½	111	113½	114	115½	115½
1st Mortgage	105	105	105	105½	105½	105½
Michigan Central	119½	120½	121½	120½	121½	122½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F	109½	....	109½	109½	....	109½
Morris and Essex	119½	119½	119½	119	119½	120½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	116½	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	123½	....	124
N. Y. Cent. & Hud. Riv	144½	145½	146½	144½	144½	145½
6s, Sinking fund, 1883	....	....	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	137	....	137	137	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	....	124½	124½	125½	125	....
1st mortgage	....	117	117½	118	....	....
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	133	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Dec. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
N. Y., Lake Erie & W.	47½	48	48½	47½	47½	48½
Preferred	79½	80	80½	80½	80½	81½
2d Consolidated	98½	98½	99½	99½	99½	100½
New 2d 5s fund	94	94½	95	95½	95	96
N. Y., N. Haven & Hart	173	....	....	....	....	....
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	34	32½	33½	33½	23½	33½
Preferred	65½	63½	64½	63½	64½	64½
Ohio and Mississippi	36½	36	38½	37½	37½	37½
Preferred	89	....	91	91	90½	92
2d mortgage	122½	....	....	....	....	....
Consolidated 7s	118	....	....	....	....	119
Consol. Sinking fund	118	....	....	....	....	....
Pacific Mail S. S. Co.	52½	52½	53½	52½	52½	51½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	....	....	....	....	108½	108½
2d mortgage	....	....	....	116	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	51½	52½	52½	53½	51½	52½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
1st mortgage	....	....	....	140	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	122	....	....	....	....	123
Quicksilver Mining Co	....	12½	12½	14	12½	....
Preferred	45½	49	50	52	....	51
St. Louis & San Fran.	45	46	45½	45	44½	45
Preferred	61½	63½	63	61	60	60½
1st Preferred	91½	94½	97½	95	95½	96
St. L., Alton and T. H.	....	33	34	34½	35	33½
Preferred	....	....	....	109	....	109
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As.	50½	54½	55½	55½	54½	55
1st mortgage	....	118½	....	....	118½	....
2d mortgage	105½	105½	107½	107½	108	108
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	107½	108	107½	106½	106½	107½
1st mortgage	115½	116½	117	117	116½	....
Land Grant 7s	....	....	....	....	....	114
Sinking Fund 8s	....	121	....	....	....	122
United States Express	52½	52½	52½	....	....	52½
Wabash	....	....	....	....	....	....
1st mortgage	....	....	122	....	....	....
2d mortgage	....	....	108	....	....	103
7s, Consolidated	....	109	109	110	....	112
St. Louis Division	110½	....	....	....	....	110
Wabash, St. L. & Pac.	43½	44½	45½	44	43½	44½
Preferred	80½	85	85½	84½	84½	84½
New Mort. 7s	....	....	....	....	....	....
Wells-Fargo Express	113½	113	113½	113½	113½	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel	78½	82½	80½	78½x	80½	80½
7s, S. F. conv., 1900	....	115	....	115½	....	116½

Boston Stock Exchange.

Closing Prices for the week ending Dec. 22.

	Th.16	F 17.	Sat.18.	M 20.	Tu.21.	W.22.
Atch., Top. and San. Fe.	143½	143½	144	142½	141½	142½
1st mortgage	....	122½	122	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	161	160	160	160	160	160
7s, reg	....	....	....	....	....	....
Boston and Lowell	....	116	....	....	113½x	....
Boston and Maine	145	145½	146½	146½	145½	146
Boston and Providence	....	....	151	....	152	....
Boston, Hart. & Erie 7s	45½	46	46½	45½	45½	46½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	112	....	112	....
4s	....	....	87	....	....	....
Chi., Burl. and Quincy	173½	173½	173½	173½	173½	174½
7s	....	....	....	....	....	....
Cin., Sand. and Clev.	18½	18½	18½	18½	18½	20
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	32	33	33½	36½	37	37
New 4½ Bonds	....	99½	99½	99½	99½	101
Fitchburg	140	140	140	139	140	141
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	120½	....	....	121½
N. Y. & New England	43½	43½	44	43½	43	44
7s	....	....	....	....	....	....
Northern, N. H.	108	....	106	....	....	105
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	22½	....	22½	23	23	23½
Preferred	....	78	80	....	....	....
Old Colony	126½	127	128	128½	125x	125½
Ph., Wil. & Balt. ($50)	....	71½x	71½	71½	....	71½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	117½	....	....	....	117½	117½
Pullman Palace Car	....	121	122	122	122½	123
Union Pacific	108	108	108½	107	106½	....
8s	....	113	....	113½	....	....
Land Grant 7s	112½	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	118½	....
Vermont and Canada	....	....	....	....	....	115
Vermont and Mass.	....	....	....	....	125½	....
Worcester and Nashua	....	67½	....	64	65½	64
Cambridge (Horse)	122	....	....	....	....	....
Metropolitan (")	....	69½	....	....	70	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	250	250	252	....	....
Quincy	39½	39½	39½	39½	46	40

New York Stock Exchange.

Closing Prices for the week ending Dec. 22.

	Th.16.	F.17.	Sat.18	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	112½	112½	....	....	....	112½
U. S. 4s, 1907, coup.	113½	113½	....	113½	113½	113½
U. S. 4½s, 1891, reg.	111½	....	....	....	....	111½
U. S. 4½s, 1891, coup.	....	111½	....	....	111½	111½
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	102½	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	104½	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	....	....
Dt. of Col. 3-65s, coup.	104	....	....	....	....	....

London Stock Exchange.

	—Closing Prices— Dec. 3.	Dec. 10
Baltimore and Ohio (sterling)	115 — 117	117 — 119
Central of New Jersey $100 shares	78 — 82	78 — 82
Do. Cons. Mort. Oct. '79 coupon	116 — 118	116 — 118
Do. Adjustment bonds	112 — 114	112 — 116
Do. Income bonds	91 — 98	94 — 98
Det., Gd. Haven & Mil. Equip. bds.	112 — 114	113 — 116
Do. Con. M. 5 p.c. till '84 after 6 p.c	108 — 110	108 — 110
Illinois Central $100 shares	124½ — 125½	126 — 127
Lehigh Valley Consol. mortgage	116 — 118	116 — 118
N. Y. Cent. & Hud. Riv. Mt. bonds	136 — 138	139 — 141
Do. $100 shares	148 — 150	149 — 151
Do. Mort. bonds (sterling)	121 — 123	121 — 123
N. Y., Lake Erie & West., $100 shs.	47½ — 48½	48 — 48½
Do. 6 p. c. pref. $100 shares	83 — 84	81 — 83
Do 1st Con. Mort. Bonds (Erie)	128 — 130	129 — 131
Mort. Funded Coupon bonds	126 — 128	127 — 129
Do. do. 2d do.	101 — 103	101 — 103
Do. 2d Consol. Mort. bonds	101 — 103	97 — 99
Do. Gold Income Bonds	85 — 90	85 — 90
N. Y., Penn. & Ohio 1st mor. bds.	55 — 56	56 — 57
Do. Prior Lien Bonds (sterling)	104 — 106	104 — 106
Pennsylvania, $50 shares	64½ — 65½	64 — 65
Do. Con. Sink. Fund Mort.	121 — 123	119 — 120½
Philadelphia & Reading $50 shares.	26½ — 27½	26½ — 28
General Consol. Mortgage	112 — 114	112 — 114
Do. Improvement Mortgage	99 — 102	102 — 103
Do. Gen. Mort. '74, ex-defer'd. cou.	89 — 91	88 — 90
Do. Scrip for the 6 def. ¼ coupons.	87 — 90	87 — 90
Pittsbg, Ft W. & Chic. Equip bds.	110 — 112	110 — 112
St. Louis Bridge 1st mort. gold bonds	119 — 121	119 — 121
Do 1st pref. stock	74 — 78	76 — 80
Union Pacific Land Grant 1st mort.	115 — 117	115 — 117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, December 23, 1880.

The quotation for call loans at the Stock Exchange this afternoon has been 6 per cent; in the last hour it was 5 and 6 per cent.

The posted rates of the leading drawers of sterling were this morning advanced half a cent to 4.80½@4.83½. The actual rates are 4.79½@¾ and 4.82½@¾. Cable transfers are 4.83@¼. Prime commercial bills are 4.77¾@4.78¼.

The United States Assistant Treasurer here has received instructions from Washington to begin next Tuesday, the 28th, the payment, without rebate, of the January interest—which amounts to about $15,700,000. The remaining 6s of 1880, between $9,000,000 and $10,000,000 will not be paid until maturity.

The Governing Committee of the Stock Exchange have admitted to the regular list $20,184,000 consolidated first mortgage bonds of the Missouri Pacific Railway Company. These are intended to retire the outstanding bonds of the consolidated company. The total issue is $30,000,000. The remaining $9,816,000 is to be issued for extensions and improvements.

The Governors of the Stock Exchange have also admitted to dealings at the Board $4,500,000 Chicago Division mortgage 5 per cent bonds of the Wabash, St. Louis and Pacific Railroad Company. Secured by First Mortgage on the Chicago Division, from Effingham and Altamont, Ill., to Chicago, Ill., 259 miles, road completed. Dated

July 1, 1880; principal due July 19, 1910. No 1 to 4,500, each, $1,000.

The closing quotations on Thursday were: Adams Express, 119@120; American Express, 63@63½; American District Telegraph, 60½@62; American Union Telegraph, 70½@71⅛; Canada Southern, 76½@76⅝; Central of New Jersey 81½@81⅝; Central Pacific, 87⅜@87⅝; Chicago and Northwestern, 125⅞@126; do. pref., 140@140¾; Chicago, Burlington and Quincy, 176½@177; Chicago, Milwaukee and St. Paul, 112¼@112½; do. pref., 122⅞@123¼; Chicago, Rock Island and Pacific, 135½@137; Columbus, Chicago and Indiana Central, 20⅝@21; Cleveland, Columbus, Cincinnati and Indianapolis, 89@89¼; Hannibal and St. Joseph 49¾@59; do. pref., 103½@103¾; Illinois Central, 125¼@125½; Lake Erie and Western, 37¾@38; Lake Shore and Michigan Southern, 132@132½; Michigan Central, 122@122¼; Metropolitan Elevated, 114@114¾; New York Elevated, 123@124; New York, Lake Erie and Western, 48⅛@48⅜; do. pref., 82½@82¾; New York, Ontario and Western, 31½@31⅝; Ohio and Miss., 37¾@37⅞; do. pref., 91@92; Pacific Mail, 52@52¼; St. Louis, Iron Mountain and Southern, 54¼@54⅛; Union Pacific, 108⅛@108¼; United States Express, 52@52½; Wells Fargo Express, 114½@115; Western Union Telegraph, 81@81½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Topeka and Santa Fe, 143; Am. Dock and Imp. 7s, ass., 122½; Boston and New York Air Line, 46; Boston, Hartford and Erie 1st, 46⅛; Chicago, St. Louis and New Orleans, 41; Chicago, St. Paul, Minn. and Omaha, 48½; do. pref., 97⅝; do. consol., 103; Chesapeake and Ohio 1st pref., 32; do. 2d pref., 24⅜; do. 1st, Series B, 78½; do. cur. int., 48; Central Iowa 1st pref, 77½; do. 1st mort., 113½; do. deben. certif., 89; Cedar Falls and Minnesota, 18; Chicago, Milwaukee and St. Paul 1st, La Crosse and Dav. div., 101; do. Southern Minn. div., 108¾; do. Chicago and Pacific div., 109⅝; do. S. W. div. 6s, 109; Clev., Col., Cin. and Ind. consol., 117; Chicago, St. Paul and Minn. L. G. inc., 117; do. 1st, 109; Chicago and Northwestern Int. bonds, 105; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass., sup., 105¼; do. Inc., 54; Cincinnati and Springfield 1st guar. by Clev., Col., Cin. and Ind., 116; Chicago and Alton inc., 105; Dubuque and Sioux City, 75½; Denver and Rio Grande, 80½; do. 1st, 115; do. consol., 114¾; Denver, South Park and Pacific 1st, 107½; Frankfort and Kokomo 1st, 103¾; Galveston, Harrisburg and San Antonio 1st, 103; Houston and Texas Central 2d, M. L., 115¼; do. 1st, Western div. 112; International and Gt. Northern, 50; do. 1st, 107; do. 2d inc., 89⅝; Ind. Bloom. and Western Inc., 66; do. 1st, 79⅞; do. 2d, 69¼; Indianapolis, Decatur and Springfield 1st, 105; do. 2d inc., 60½; Illinois and Southern Iowa 1st, 105; Keokuk and Des Moines, 15; do. pref., 41; Kansas Pacific, 1st consol., 102½; do. do. 6s, 1896, 102¾; do. 6s, Denver Div. ass., 106; do. with coupon certif., 113¾; Louisville and Nashville Gen'l mort., 6s, 101½; do, 2d New Orleans and Mobile div., 104; Lehigh and Wilkesbarre income, 83½; do. consol. ass., 106; Louisville, New Albany and Chicago, 44; Lake Erie and Western, 38; do. inc., 70¾; do. 1st, 107¾; Laf., Bloom. and Muncie 1st, 105; Manhattan Beach, 35; Mobile and Ohio, 21½; do. 1st deben., 87; do. 2d deben., 51; do. 3d deben., 41½; do. 1st mort., 106; Missouri, Kansas and Texas, 46¼; do. consol. ass., 114; do. 2d, 78¼; Marietta and Cincinnati 1st pref., 9¼; do. 2d pref., 6½; Michigan Central 8s, 115; Missouri Pacific 1st consol., 105; Nashville, Chattanooga and St. Louis, 77½; New York, Ontario and Western, 31½; New Orleans and Texas, 29¼; New York, Pennsylvania and Ohio inc., 59½; New York and Manhattan Beach 1st, 108; New York, Lake Erie and Western Inc., 87; Ohio Central, 24⅝; do. inc., 59¾; do. 1st, 104; Oregon Railway and Nav., 130; do. 1st, 108; Ohio and Mississippi 1st, Springfield div., 117; Peoria, Decatur and Evansville, 27½; do. inc., 75; Rome, Watertown and Ogdensburg, 28; do. 1st consol., 78½; St. Paul, Minn. and Man., 78; do, 1st, 111¼; do. 2d, 102; St. Paul and Duluth, 35; do. pref., 66; St. Louis and Iron Mt., 1st pref. inc., 92; do. 2d pref. inc., 76½; do. Arkansas Branch 1st, 108; do. Cairo and Fulton 1st, 114; do. Cairo, Ark. and Texas 1st, 114; St. Louis and San Francisco, Class A, 99⅞; do. B, 88; do. C, 86¾; do. Equip., 101⅜; St. Paul and Sioux 1st, 109½; South Pacific of Mo. 1st, 105⅝; Southern Pacific of California, 1st, 102¼; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 104; do. Omaha div., 120; do. Clarinda Branch, 97; Texas and Pacific, 45; do. inc. L. G., 76; do. 1st Rio Grande div., 97⅝; Texas and St. Louis 1st, 92⅞; Alabama, Class A, 75; do. C, 88¼; Arkansas 7s, R. R., 12; do. 6s, Fund Act, 24; North Carolina 6s, S. T., 5; Tennessee 6s, new, 49; do. old, 50; Virginia 6s, old, 31; do. 6s, consol., ex mat. coup., 75⅛; Canton Co., 51; American Union Tel., 72; Am. Dist. Tel., 60½; Sutro Tunnel, 1⅝; Consolidation Coal, 35; New Central Coal, 29; Maryland Coal, 21½; Colorado Coal and Iron, 31; do. 6s, 84¼; New York and Straitsville, 66¼; Pennsylvania Coal, 213½; Elk Lick, 45¼; Central Mining, 4½; Caribou, 2⅜; Excelsior, 6; Little Pittsburg, 2½; La Plata, 9; Ontario, 33⅛; Standard, 22; Starmont, 3; Silver Cliff, 2½.

Philadelphia.—Am. S. S. Co. 6s, 110½; Bell's Gap 1st mort. 7s, 105; Chesapeake and Delaware Canal 6s, 87; Central Transp., 49½; Connecting R. R. 6s, 115½; Catawissa new pref., 47⅞; Erie and Western Transp. 6s, 102½; Huntingdon and Broad Top Mt. consol. 7s, 67; Morris Canal pref., 165½; Nesquehoning Valley, 56; Oil Creek 1st mort. 7s, 102½; Pennsylvania Canal 6s, 95; Pittsburg, Titusville and Buffalo pref, 25½; Philadelphia and Reading C. & I. mort. 7s, 63; People's Pass. R. W. 7s, 104; Pennsylvania div. scrip, 123; Pittsburg Av. 7s, 1885, 109; Philadelphia and Reading scrip, 62; do. Gen'l mort. 6s, 87½; Pennsylvania and New York Canal 7s, 1906, 121; St. Paul and Duluth, 34; do. pref., 66; Shamokin, Hazleton and Wilkesbarre 5s, 88⅜; Texas and Pacific, 43½; do. 1st mort. 6s, 108¼; do. consol. mort. 6s, 99¼; Union and Titusville 7s, 100; West Jersey and Atlantic 6s, 105. The latest quotations are: City 6s, 110@111; do. free of tax, 127⅛@130; do. 4s, new, 106⅛@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 108⅛@—; do. 5s, new loan, 116@117½; do. 4s, new, 108⅛@111; Philadelphia and Reading, 25¾@25⅞; do. consol. mort. 7s, coup. 123@125; do. reg., 123@—; do. mort. 6s, 117@—; do. 7s, 1893, 119@122; United New Jersey R. R. and Canal, 180@181; Pittsburg, Titusville and Buffalo R. R., 18⅞@19; do. 7s, 90@91½; Camden and Amboy mort. 6s, 1889, 114@—; Pennsylvania R. R., 62⅜@63½; do. 1st mort., 102⅛@102¾; do. gen'l mort., coupon, 125@125½; do. reg., 124@—; do. consol. mort. 6s, reg., 118@—; Little Schuylkill R. R., 53½@55⅝; Morris Canal, 60@61; do. pref., 164@167; Schuylkill Nav., —@5; do. pref., 9¾@10½; do. 6s, 1882, 77@80; do. 1872, 103@105; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@114; do. 5s, 89@—; Lehigh Coal and Navigation, 37⅛@37¼; do. 6s, 1884, 109½@110; do. R. R. loan, 113¾@116; do. Gold Loan, 109½@109¾; do. consol. 7s, 110½@111¼; Northern Pacific, 33½@33⅝; do. pref., 63¾@64; North Pennsylvania, 55⅞@56⅛; do. 6s, 109¾@110; do. 7s, 119@121; do. Gen'l mort. 7s, reg., 120¼@122; Philadelphia and Erie, 20¼@20½; do. 6s, 101½@102; do. 7s, 118¾@119; Minehill, 58@58¾; Catawissa, 13½@14; do. pref., 50@50⅛; do. new pref., 47¾@48¼; do. 7s, 1900, 114@—; Lehigh Valley 56¾@57; do. 6s, coupon, 120@123; do. reg., 120¾@122; do. 2d mort. 7s, 131@131¼; do. consol. mort., 115@119; Fifth and Sixth streets (horse), 125@—; Second and Third, 114@115; Thirteenth and Fifteenth, 70@73; Spruce and Pine, 55@57; Green and Coates, 99@103; Chestnut and Walnut, 83@90; Hestonville, 19¼@—; Germantown, 70@—; Union, 110@115; Lombard and South, 12½@18; West Philadelphia, 78@—; People's, 16@18½; Continental, 100@101.

Baltimore.—Atlantic Coal, 1.40; Baltimore City 5s, 1900, 116; do. 5s, 1894, 115; do. 1916, 117; do. 6s, 1890, 116½; Chesapeake and Ohio Canal 6s, 80; George's Creek Coal, 95; Norfolk Water 8s, 123; Northern Central 5s, 100; North Carolina 4s, 83½; South Side (Va.) 3d., 101; Winchester and Potomac, 111½. The latest quotations are: Atlanta and Charlotte, —@35; Central Ohio, 48¼@49½; Canton Co. 6s, gold, 115@—; Baltimore and Ohio, 175@184; do. 6s, 1885, 109@110; Northern Central, 45@45¼; do. 6s, 1900, gold, 116@—; do. 6s, 1904, gold, 113¼@—; do. 5s, 1926, 99⅞@100; Marietta and Cincinnati 1st mort., 1892, 120¾@122; do. 2d mort. 7s, 86¾@87¼; do. 3d mort. 8s, 47¾@47⅞; Pittsburg and Connellsville 7s, 122@124; Orange and Alexandria 1st 6s, 114⅛@—; do. 2d 6s, 117@120; do. 3d 8s, 95@—; do. 4th, —@60; Orange, Alex. and Manassas 7s, 96@100; Virginia consol. 6s, 75⅛@75⅝; Virginia 10-40 bonds, 50⅜@50⅝; Virginia consols coupons Jan. 1881, 88@95; City 6s, 1884, 106½@—; do. 6s, 1890, 116@—; do. 6s, exempt —@125; do. 5s, 1894, 114⅛@115½; do. 5s, 1916, 117@—; do. 5s, 1900, 115¾@116¼; Wilmington, Columbia and Augusta 6s, 104½@105; Richmond and Danville R. R., 87¾@90; Western Maryland 6s, unindorsed, —@112½; do. Washington Co., guar., 111@—; City Pass. R. R., —@41; Union Canal endorsed by Canton Co., 115½@—; Virginia and Tennessee 2d 6s, 104½@105; do. 8s, 122@—.

Boston.—Atchison, Topeka and Santa Fe 4½s,

93½; do. 5s, 1909, 93⅞; Atchison and Nebraska 7s, 1907, 114; Boston and Maine 7s, 1893, 125; Boston, Revere Beach and Lynn, 107⅛; Boston Land, 7¾; Maverick Land, 3½; New Hampshire Land, 4; Brookline Land, 4; Boston Water Power, 9⅜; Boston, Clinton, Fitchburg and New Bedford pref., 21½; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 103⅛; Boston and Lowell 5, 1899, 105; Cincinnati, Sandusky and Cleveland 7s, 101; Chicago and West Michigan, 77½; Chicago, Milwaukee and St. Paul, 6s, Wisconsin Valley div., 103¼; do. 6s, Dubuque div., 106; Connecticut and Passumpsic Rivers R. R., 87; Concord R. R., 95¾; Cheshire pref., 60¼; Cape Cod 7s, 1881, 100½; Chicago and Iowa 8s, 1901, 91; Cedar Rapids and Missouri River R. R., 139⅞; do. 7s, 1891, 87¼; Chicago, Iowa and Nebraska, 138; Detroit and Bay City R. R. 8s, 92⅛; Detroit, Lansing and Northern pref., 108½; Essex R. R. 6s, 1886, guar. by Eastern R. R., 106½; Eastern (N. H.) R. R., 90¼; Flint and Pere Marquette 25½; do. pref., 81; Iowa Falls and Sioux City R. R., 55⅝; Illinois Grand Trunk 8s, 1890, 115⅞; Jackson, Lansing and Saginaw 8s, 1891, green, 114⅜; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 109⅞; Kansas City, Fort Scott and Gulf, 78; do. pref., 125; do. 7s, 112; Kansas City, Lawrence and Southern, 90½; do. 4s, 100¼; Little Rock and Ft. Smith, 63; do. 7s, 110; Louisiana and Missouri River R. R., 11⅛; Marquette, Houghton and Ontonagon, 33; do. pref., 72; do. 6s, 99; Massawippi Valley R. R., 77¼; Metropolitan Horse R. R. 7s, 1884, 108½; Nashua and Rochester, 61½; New Mexico and Southern Pacific 7s, 1909, 115¾; Ogdensburg and Lake Champlain income, 6s, 36¼; do. consol. 6s, 90; do. 6s, 1897, 101; Old Colony 5s, 1884, 102; Omaha and Southwestern 8s, 1896, 128; Portsmouth, Gt. Falls, and Conway, 18½; Pullman Palace Car 7s, 1888, 107½; Quincy and Warsaw 8s, 1890, 116; Quincy, Alton and St. Louis 5s, 1896, 90; Republican Valley def., 98; do. 6s, W. D., 103¾; Rutland, 5½; do. pref., 29¾; do. 6s, 99; Summit Branch, 21; Terre Haute and Southwestern 7s, 1907, 102½; Vermont Central 8s, 1902, inc. and ext., 66; Wisconsin Central, 16½; do. pref., 36; Cook Co., Ills., 6s, 1899, 115¾; do. 1892, 116@117¼; Massachusetts 5s, 1893, 116¼; do. 1883, gold, 104⅛; New Hampshire 6s, 1904, 120; do. 1894, 120¼; Toledo 8s, 1882, 104¾; Atlantic Mining Co., 19; Allouez, 4; Aztec, 1¼; Brunswick Antimony, 21¼; Blue Hill, 3⅞; Catalpa, 2¼; Copper Falls, 15¼; Central, 42½; Duncan, 3½; Douglass, 2¾; Franklin, 17⅜; Huron, 6; Harshaw, 7; Mesnard, 1¾; National, 2½; Osceola, 38½; Pewabic, 23⅛; Phœnix, 8; Ridge, 7; Sullivan, 6½; St. Clair, 3; Silver Islet, 35½; South Hite, 80; Waukeag, 3¼.

Port Huron and Northwestern Railroad.

A letter from A. L. Reed, Chief Engineer of the Port Huron and Northwestern Railroad, says:

Our company has completed the earthwork upon the Marlette branch to Marlette, Mich., 33 miles from the main line, and is laying iron at the rate of three-quarters to one mile per day. With reasonably favorable weather the iron will be all down by January 1, which will make 66 miles of new lines built by the company since March 10, 1880. Business on the main line opens much better than was anticipated, and on the branch business is only waiting for the rails to be put down. When we reach Marlette the company will have 100 miles in operation, which is doing well for an entirely local enterprise, commencing October 22, 1878, and paying all bills promptly every thirty days.

Amberg's Cabinet Letter File.

In the offices of railroad companies, and in fact of all business houses, anything which assists in systematizing the routine work or adding to the convenience and expedition of preserving accumulating papers, letters, valuable vouchers, etc., is appreciated and considered worthy of careful examination. One of the most important and valuable devices for preserving papers for ready references is that included in Amberg's systems of letter-filing. The Amberg cabinet letter file has been in use for several years in many prominent business houses and has come to be considered among them not only as a convenience but almost a necessity. The cabinet is a handsome article of furniture and is made in a great variety of designs and sizes. It contains a series of drawers with a most ingenious system of lettering, each drawer being a complete file of itself. Mr. J. T. Granger, of the Union Pacific R. R. office, in writing of it says: "It gives perfect satisfaction and I could not conduct the business of this office without it." Messrs. Fairbanks & Co., says: "We consider it the best system of letter-filing we have seen." The secretary of the Eames Vacuum Brake Co., speaks of it as a first class investment for any business man. Messrs. Cameron, Amberg & Co., manufacturers, 69 Duane st., New York, have issued a handsome catalogue containing descriptions of the cabinet and numerous references as to its merits.

Three stationary steam engines have been constructed at Paterson, N. J., of 150 horse-power each. No piece in either weighs more than half a ton, and they have a link motion, like a locomotive. They are designed for a rolling-mill at Bogota, United States of Colombia, South America, and are constructed in convenient sections, because in the last stages of the journey to their destination they will have to be carried on the backs of mules over the Andes for several hundred miles. On arriving at Bogota the different parts will be set together with screw bolts. Even the driving shaft is in several pieces.

The Virginia Midland Railroad was sold at public auction in Alexandria, Va., on the 20th inst., by Hon. J. S. Barbour, commissioner, to Messrs. R. T. Baldwin, J. Wilcox Brown and Robert Garrett for $5,600,000. The purchasers represent the syndicate of creditors under the scheme of reorganization adopted some time since. The holders of the obligations of the old company are required to deposit their evidences of indebtedness with the Safe Deposit Company of Baltimore before the 1st January next, or they may be deprived of the benefits of the scheme of reorganization.

The Oil City and Ridgeway Railroad has been purchased by Mr. T. H. Wilson, the Superintendent of the Pittsburgh, Titusville and Buffalo Railroad. It runs for eleven miles in a southerly direction from South Oil City through rich, unworked coal lands.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for November, 1880, as compared with the same month in 1879, shows:

An increase in gross earnings of	$442,916
An increase in expenses of	395,389
An increase in net earnings of	$47,627

The eleven months of 1880, as compared with the same period in 1879, show

An increase in gross earnings of	$6 545,891
An increase in expenses of	3,762,608
An increase in net earnings of	$2,783 288

All lines west of Pittsburg and Erie for the eleven months of 1880 show a surplus over liabilities of $2,883,471, being a gain over the same period in 1879 of $1,801,193.

Chesapeake and Ohio Railway.

At the annual meeting of the stockholders of the Chesapeake and Ohio Railway Company, held in Richmond, Va., on the 16th inst., the following directors were elected for the ensuing year: C. P. Huntington, A. A. Low, A. S. Hatch, Elias Higgins, John Castree, Jesse Hoyt, A. E. Orr, Ezra Wheeler and E. D. Tournier, of New York, and W. C. Wickham and John Echols, of Virginia. The earnings of the road for the past fiscal year, as shown by the report of Vice President Williams C. Wickham, were $2,514,245. The operating expenses were $1,945,018. Earnings over operating expenses, $569,227, being an increase of $185,018 over the net earnings of 1879. General Wickham refers to the steady improvement in the business of the road, and feels justified in looking forward to a larger increase of business during the next season than ever had before.

The Texas, Santa Fe and Northern Railroad Co., recently chartered under the laws of New Mexico with a capital of $12,000,000, have decided to contract at once the San Juan division so as to have an immediate connection with the Denver and Rio Grande Railroad for the transfer of freight and passengers. The new road proceeds from Santa Fe northward to Salt Lake City by the valleys of the Chama and San Juan, and southward through Bonanza City, the coal fields of the Pecos Valley, and Texas, to the Gulf at Corpus Christi, with a branch to Colorado east of the Raton Pass and one to Albuquerque. The road will be narrow gauge, and will connect with the Texas narrow gauge now building toward Presidio del Norte.

A deed of trust was placed on the registry of the District of Columbia on the 20th inst. from the Washington City and Point Lookout Railroad Company to the Farmers' Loan and Trust Company of New York. The deed is made to secure the payment of one thousand first mortgage bonds, amounting to $1,000,000, payable in gold on the 1st of November, 1900, with six per cent interest, payable semi-yearly. The deed conveys all the lands, property, estate, railway ties, rails, depots, bridges, wharves, etc., now owned by the Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....	210,000	quarterly	Oct. 79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Nov. '80 2
Atlanta and West Point.100	1,232,200	J. & J.	July 80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept. '80 3
Augusta and Savannah.100	1,022,900	J. & D.	June '80 3½
Avon, Geneseo & Mt. M.*100	225,000	A. & O.	Jan. 78 3
Baltimore and Ohio.....100	14,216,800	M. & N	Nov. 80 5
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Oct. '80 5
Berkshire*.....100	600,000	quarterly	Apl. 80 1½
Boston and Albany 100	20,000,000	M. & N	Nov. '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Oct. '80 2½
Agricultural Br. guar...100	60,000	J. & D.	June '76 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	Nov. '80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. 81 2
Boston and Maine.....100	6,921,274	M. & N.	Nov. 80 4
Boston and Providence..100	4,000,000	M. & N.	Nov. 80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	Jan. '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '80 5
Burl. & Mo. Riv. in Neb.100	8,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	877,400	quarterly	Apl. '80 3½
" " pref. 50	838,311	quarterly	Apl. '80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J. & D.	June '80 3
Catawissa*..... 50	1,159,800	October.	Oct. '80 1½
" pref..... 50	2,200,000	M. & N.	Nov. '80 3½
" 2d pref..... 50	1,000,000	M. & N.	Nov. '80 3½
Cayuga and Susq.*..... 50	539,110	J. & J.	Jan. '80 4
Cedar Rapids & Mo. R.*100	6,860,400	F.M.A.N	Nov. '80 1
" " pref.100	769,800	F. & A	Aug. 80 3½
Central of Georgia.....100	7,500,000	J & D.	June 80 3
Central of New Jersey.100	18,583,200	quarterly	Apl. 76 2½
Central Ohio*..... 50	2,425,000	J. & J.	July '80 3
" pref..... 50	400,000	J. & J	July '80 3
Central Pacific 100	54,275,500	F. & A.	Aug. 80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept. 80 3½
" pref.....100	2,425,400	M. & S.	Sept '80 3½
Chicago, Burl. & Quincy.100	31,004,456	M. & S.	Dec. '80 2
Chi., Clin., Dub. & Minn.....	6,156,000	A. & O.	Apl. '79 2½
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Oct. '80 3½
" " pref.....100	12 279,483	A. & O.	Oct. '80 3½
Chicago & N. Western.100	14,988,257	J. & D	Dec, '80 3
" " pref.100	21,525,353	quarterly	Dec. '80 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Feb. '81 1½
Clin., Ham. & Dayton....100	3,500,000	A. & O.	Oct. '80 2
Clin., Sand. & Clev. pref. 50	429,037	M. & N.	Nov. '80 3
Clev., Col., Clin. & Ind...100	14,991,800	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '79 4
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	Dec. '80 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	Dec. '80 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug. '80 4
Concord..... 50	1,500,000	M. & N.	Nov. 80 5
Concord and Ports.*.....100	350,000	J. & D.	June '80 3½
Conn. & Passump Riv..1 0	2,175,700	F. & A.	Aug. '80 2
Connecticut River..... 100	2,100,000	J. & J.	Jan. '81 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Oct. 80 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. 80 4
Danbury and Norwalk.. 50	600,000	quarterly	Jun. '80 1½
Dayton & Michigan*..... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	July 80 2
Delaware*..... 50	1,230,950	J. & J.	July 80 3
Del. & Bound Brook*... 100	1,584,400	quarterly	Nov. '80 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Oct. '80 1½
Detroit, Lans. & Nor....100	1,874,000	F. & A.	Aug. '80 2½
" " pref.100	2,503,300	F. & A.	Aug. '80 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '80 3
East Pennsylvania*..... 50	1,209,200	J. & J.	July 80 3
East Mahanoy*..... 50	392,950	J. & J.	July 80 3
East Tenn., Va. & Ga...100	1,968,274	.....	Oct. '80 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 2½
Eel River.....100	3,000,000	— & —	Dec. '80 4
Elmira, Jef. & Canand*..00	500,000	Sept.	Sept. '80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '80 2½
" " pref. 50	500,000	J. & J.	Jan. '81 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Sept. '80 1½
Fitchburg.....100	4,500,000	J. and J.	Jan. '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '79 1½
Georgia.....100	4,200,000	J. and J	Jan. '81 3½
Hannibal & St. Jo. pref..100	5,183,024	.....	Aug. '80 3
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '80 3½
Harmonic, pref.....100	1,180,000	quarterly	Oct. '80 2
Illinois Central.....	20,000,000	M. & S	Sept. '80 3
Iowa Falls & Sioux City*100	4,625,000	quarterly	Dec. '80 1
Iowa Railroad Land Co 100	7,620,000	quarterly	Nov. 80 1½
Ia. So. & Mo. Northern. 25	000,000	quarterly	May '80 2
Jeffersonv., Mad. & Ind..100	1,500,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June '80 1½
Kans. City, Top. & West.100	2,250,000	quarterly	May '80 1½
Kentucky Central.....1 0	4,500,000	J. & D.	Dec. '80 1
" pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. So...100	49,466,600	F. & A	Feb. '81 4
" (guar.).100	533,500	F. & A.	Feb. '81 5
Lawrence*..... 50	450,000	quarterly	Oct. '80 2
Lehigh Valley..... 50	27,332,550	quarterly	Jan. '81 1
" " pref. 50	106,300	quarterly	Jan. '81 2½
Little Miami*..... 50	5,871,450	quarterly	Dec. 80 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July 80 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,483	J. & J.	July '80 3
Louisville & Nashville...100	9,052,950	Nov. 188	0, 100 stk.
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence....100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	Nov. '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug. '80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Jan. '81 2½
Michigan Central 100	18,738,204	F. & A.	Feb. '81 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug. '80 3
Mill Creek & Minehill* 50	323.375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,456	J. & J.	July '80 3½
Missouri Pacific.....100	2,416,000	quarterly	Jan. 81 1½
Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J	Jan. '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800.000	M. & N.	Nov. '80 3½
Nashua and Rochester..100	1,305,800	A. & O.	Oct. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,256	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '80 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp...100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N.Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '81 2
New York and Harlem..100	3,500,000	J. & J.	Jan. 81 4
" " pref.100	1,500,000	J. & J.	Jan. '81 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.. ..
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	Nov. '80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Nov. '80 1½
Northern Central 50	5.842,000	A. & O.	Jan. '81 2½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2 604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '78 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,133,800	J. & J.	Jan. '81 3
Oregon Railway & Nav.100	4.455.0.0	quarterly	Nov. 80 2
Oswego and Syracuse*..100	482,400	F. & A.	Aug. 80 4½
Panama.....100	7 000,000	quarterly	Nov. '80 4
Paterson and Hudson*..100	632,000	J & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania 50	68,870,200	M. & N.	Nov. '80 4
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '80 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. 80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Oct. '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	Jan. '21 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Oct. '80 1½
" Special Imp.100	5,504,300	quarterly	Oct. '80 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '80 3
Profile and Franconia...100	.....	Annual.	Nov. '80 3
Providence & Worces..100	2,000,000	J. & J.	July '80 3
Republican Valley.....100	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '80 4
Rhode Island & Mass...100	175,575	— & —	Nov. '79 3
Richmond & Peterab.....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred..... 100	4,168,700	F. & A.	Feb. '75 3½
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2.463,400	F. & A.	Feb. '78 2
St. L., I. Mt. & South'n..100	14,248,950	F. & A.	Feb. '74 3
St. Paul and Sioux City.100	4,000,000	....	.....
" " pref.100	4,000,000	.....	Feb. '80 1½
Salem and Lowell.....100	2,433 shs	M. & S.	Sep. '78 50c
Schuylkill Valley*..... 50	876,050	J. & J.	July '80 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '80 3
Shore Line*..... 100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Oct. '80 3½
South Branch (N. J.)*...100	438,300	J. & J.	July '79 3
South Western, (Ga.) *..100	3,892,300	J. & D.	June '79 3½
Steubridge and Pitts.*..130	448,700	J. & J.	July '79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb. '80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Aug. '80 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific 100	36,745,000	quarterly	Jan. '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Oct. '80 2½
Utica, Jhenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River...100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass 100	3,050,000	A. & O.	Oct. '80 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon..100	1,456,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City..... 25	1,000,000	J. & J.	Jan. '81 5
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref.. 50	121.000	A. & O.	Oct. 80 1
Broadway (Brooklyn)....100	200,000	J.A.J.O	Apl. '78 4
Broadw. & 7th Av. (N.Y)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug. '79 1
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Oct. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Coney Island & Brookl..100	500,000	A. & O.	Oct. 80 5
Continental (Phila.)..... 50	180,000	J. & J.	Jan. '81 6
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000.000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry*..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600.000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	Jan. 75 1½
Highland.....	600,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105.000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	200 000	annually	Nov. '80 6
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston). . 50	1,500.000	J. & J.	July '80 4
Middlesex (Boston).....100	550,000	M. & N.	Nov. '80 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '75 7
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July 79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 4
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	115,000	M. & N.	Nov. '80 3
South Boston 50	000,000	J. & J.	Jan. '81 4
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	Nov. '80 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Delaware Division..... 50	1,638,350	.....	Aug. '80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug. '76 4
Delaware and Raritan*..100	5,847,400	quarterly	Oct '80 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 1½
Monongahela Navigat.... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.) 50	2.838,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	Dec. '80 2
American Express..... 50	18,000,000	J. & J.	Jan. '81 2½
Amoskeag Manuf. Co....100	8 000 000	J. & D.	June '80 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Nov '80 $5
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C & I...100	.....	J. & J.	Aug. '80 3½
Gold and Stock Tel.....100	2.500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,838,600	.....	.....
" pref.....100	8,893,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	Jan. '81 5
Monongona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works....100	1,000,000	quarterly	Oct. 80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept. '69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov. '80 3
Pullman Palace Car....100	6,990.200	F.M.A.N	Nov. '80 2
Quicksilver, common ...100	5,708.70	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge.... 100	1,750,000	J. & J.	July '80 5
Sioux C. & I. F. L. & L. Co.100	500,000	J. & J.	Jan. '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '80 3½
Topeka Equipment Co..100	255,000	A. & O.	Oct. '80 5
United States Express...100	7,000,000	F.M.A.N	Nov. '80 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,050,000	quarterly	Jan. '81 1½

OFFICE OF THE CENTRAL PACIFIC RAILROAD Co.,
No. 9 NASSAU-ST., NEW YORK, Dec. 23, 1880.

THE COUPONS OF THE FIRST MORTGAGE bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due January 1, 1881, will be paid at the office of FISK & HATCH, No. 5 Nassau st.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

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Commerce of New York.

The foreign imports at New York for the month of November, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n.	$14,219,064	$12,684,476
Do. for warehousing....	5,782,839	5,965,112
Free goods	12,550,632	11,968,093
Specie and bullion....	18,941,262	9,248,677
Total entered at port..	$51,493,797	$39,866,358
Withdrawn fr. wareh'use	5,311,972	8,368,898

The foreign imports at New York for eleven months from January 1, were:

	1879.	1880.
Entered for consump'n	$147,720,887	$210,528,514
Do. for warehousing..	68,986,877	106,178,308
Free goods.....	99,352,672	116,386,458
Specie and bullion	77,444,790	59,007,649
Total entered at port..	$378,505,226	$492,100,929
Withdrawn fr. wareh'se	62,739,630	85,833,430

The duties received at New York for the ten months ending with November, were:

	1879.	1880.
January	$7,655,552 67	$11,960,677 78
February	8,229,362 06	12,254,602 24
March...	9,320,695 68	14,469,557 65
April....	8,184,797 88	11,901,071 43
May	7,577,233 93	9,752,773 54
June	7,198,779 44	10,699,840 52
July	9,329,895 17	13,360,394 37
August	10,562,138 82	14,492,361 87
September	11,790,902 26	12,856,636 10
October	10,952,554 48	10,574,833 53
November.....	8,160,050 08	9,0 9,082 36
Total.....	$99,272,462 47	$131,401,331 39

The exports from New York to foreign ports in the month of November, were:

	1879.	1880.
Domestic produce.....	$29,478,814	$33,618,018
Foreign free goods.....	92,118	267,066
Do. dutiable.....	512,884	687,404
Specie and bullion.....	667,908	682,491
Total exports	$30,751,674	$35,254,979
Do. exclusive of specie .	30,083,766	34,572,488

The exports from New York to foreign ports for eleven months from January 1, were:

	1879.	1880.
Domestic produce....	$316,344,985	$378,335,431
Foreign free goods...	1,807,454	2,580,607
Do. dutiable.....	4,216,563	4,892,600
Specie and bullion....	13,184,240	7,702,310
Total exports....	$336,553,242	$388,510,848
Do. exclusive of specie	322,369,002	380,808,538

According to the recent report of the Railroad Commissioners of South Carolina there are seventeen railroads in operation in the State, with a total length, exclusive of sidings, of 1,407½ miles. The total expense of running these roads for 1880 was $3,585,766; the total income was $4,943,074; net earnings, $1,357,307. Last year the total expense was $3,098,346; gross income, $4,008,802; net earnings, $910,456. Thus showing not only an increase of business amounting to nearly 25 per cent, but an increase of profit of nearly 50 per cent.

The long-contested suit of Westinghouse against Eames, for alleged infringements of air brake patents, involving the Eames Vacuum Brake Company, of Watertown, N. Y., has been abandoned, Westinghouse withdrawing the action and paying the costs. This suit has been one in which the railway companies were greatly interested, and it means an end of a great air brake monopoly.

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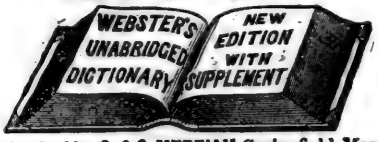
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The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending December 11, and for the year to the same date, compared with their respective amounts carried to the same time last year :

	Week.	1880.	1879.
Reading Railroad ...	135,074	220,243	366,542
Schuylkill Canal	.....	.....	85,346
Lehigh Valley	104,303	172 995	207,129
Del., Lack. & Western.	83,537	3,367,681	3,664,939
Shamokin Valley	16,891	877,369	868,649
Central New Jersey..	69,756	3,604,851	3,904,459
United New R. R. of Jersey	34,720	1,111,031	917,698
Pennsylvania Coal ..	21,942	1,076,235	1 342,816
Delaware and Hudson	71,054	2,999,325	3,253,502
Huntingdon & Broad Top Mt.....	3,755	397,980	295,422
Penn. and New York.	21,883	40,341	37,323
Clearfield, Pa.....	39,377	1,637,872	1,535,772

The Schuylkill Canal is closed for the season The total tonnage of anthracite coal from all the regions for the week ending December 11, as reported by the several carrying companies, amounted to 555,595 tons, against 633,224 tons in the corresponding week last year, a decrease of 77,629 tons. The total amount of anthracite mined for the year is 22,584,933 tons, against 25,300,229 tons for the same period last year, a decrease of 2,715,296 tons. The quantity of bituminous coal sent to market for the week amounted to 73,120 tons against 112,008 tons in corresponding week last year, a decrease of 38,888 tons. The total amount of bituminous mined for the year is 4 170,188 tons against 3,505,880 tons for the corresponding period last year, an increase of 664,308 tons. The total tonnage all kinds of coal for the week is 628,715 tons, against 745,232 tons in corresponding week last year, a decrease of 116,517 tons, and the total tonnage for the coal year is 26,755,121 tons against 28,806,109 tons to same date last year, a decrease of 2,050,988 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week of November was 144,482 tons, of which 111,751 tons were coal and 32,731 tons coke. The total tonnage for the year thus far has been 6,562,939 tons of which 4,945,863 tons were coal and 1,617,076 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Dec. 11 were 25,932 tons, and for the year 1,991,019 tons—an increase of 397,004 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,081 tons, year, 1,185,487 tons; increase over 1879, 232,034 tons. Chesapeake and Ohio Canal—week, 1,599 tons; year 601,416 tons; increase over 1879, 107,262 tons. Pennsylvania Railroad—week 251 tons; year, 204,116 tons; increase over 1879, 57,708 tons. The Chesapeake and Ohio canal has been closed for the season. The Reading Railroad for the week ending December 18, carried 101,000 tons of coal, of which 10,200 tons were sent to Elizabethport and 16,000 tons shipped from there, and 9,500 tons sent to Port Richmond and 14,500 tons shipped from there.—Phil. Ledger, Dec. 20.

The Salamanca, Bradford and Allegheny River Railroad Company, was incorporated on the 11th inst. The length of the road will be twenty-five miles; capital, $850,000. The line will connect Salamanca, Cattaraugus County, N. Y., with a point on the New York and Pennsylvania State Line.

The Sanilac (Mich.) Reporter says that iron laying on the Marlette branch of the Port Huron and Northwestern Railway is being vigorously prosecuted, and should the weather be favorable, trains will run into Marlette before the New Year.

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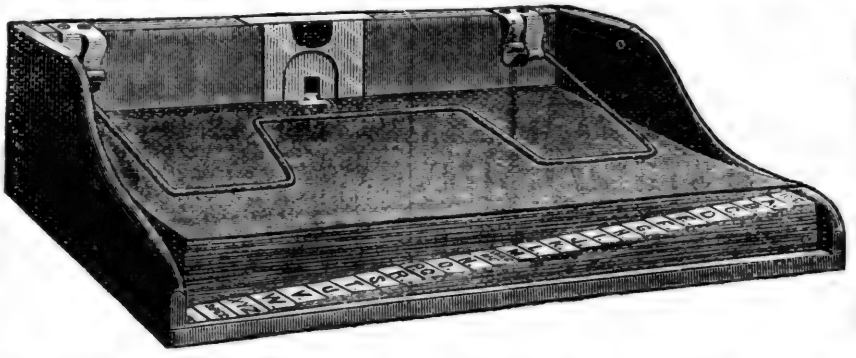
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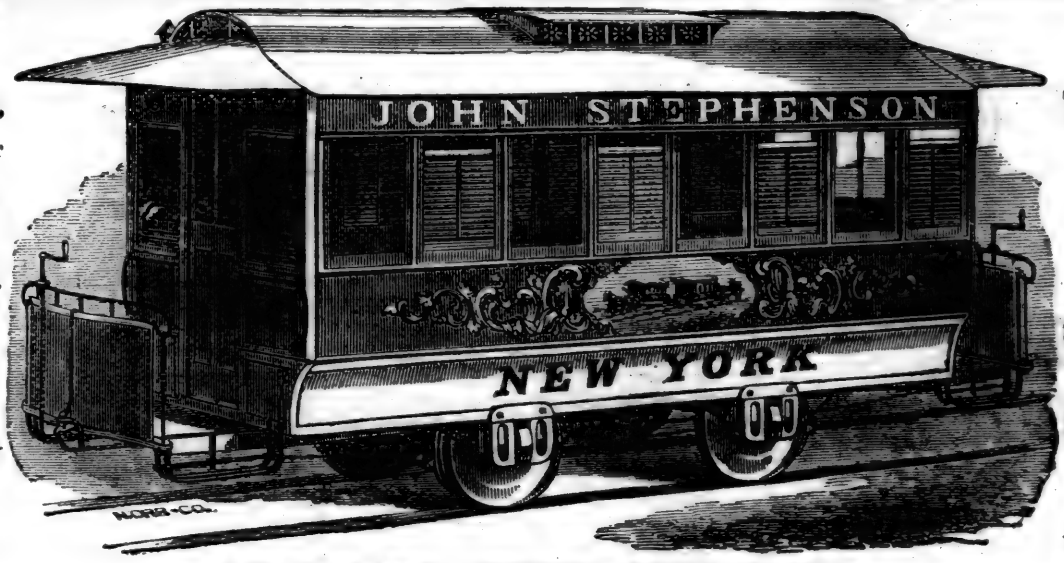
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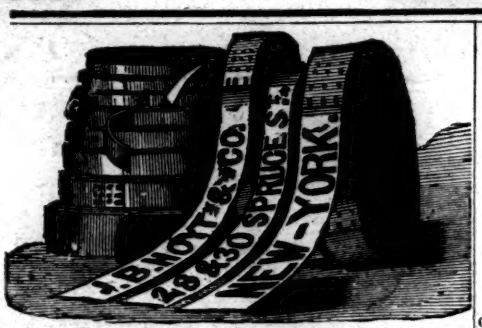
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